

I wish to object to the proposed OUFC development at the Triangle for the following reasons:

Green Belt Policy

The NPPF states that Green Belt development can only be allowed if there are very special circumstances. OUFC have, by their own admission, stated that the building is an 'inappropriate development' yet have tried to justify that they do indeed have 'special circumstances':

- *OUFC state that they have to move from the Kassam*, but apparently have not tried to negotiate remaining where they are. There are items in the public domain which state that Firoka, the company owning the Kassam, is willing to let OUFC stay at the Kassam
- *OUFC state that there will be financial benefits to the club with them owning their own stadium*. It is highly likely that they will not own the stadium indeed they have stated that they are looking at partnership investments. The same goes for the hotel and other stadium franchises.
- *OUFC state there will be improved access to the Green Belt*. This cannot be the case if the Triangle is being concreted over. Also on match days there will be limited public (i.e. non-football fan) access to the stadium complex.
- *OUFC state there will be local community benefits*. These are not guaranteed, especially if the club does not own the site and facilities.
- *OUFC have stated they have an aim of 90% of fans travelling by sustainable means*. There is very little, if any, evidence of how they intend to achieve this. There is no option for OUFC to impact on how away fans travel.

Travel Disruption

Due to the wrong data model being used, I am unable to comment on the data at present. Once the VISSIM data has been presented I will comment. However, there are a number of issues that I do wish to address:

- *OUFC state that the Parkway Park and Ride will provide sufficient parking for fans*. How will this impact the general public wanting to go shopping in Oxford City Centre, which already suffering from reducing footfall?

If the Park and Ride is full before fans arrive, what strategy has been proposed to arrange for fans to park elsewhere?

The 700 bus to the hospitals now runs at weekends, how will this affect people travelling to the hospitals if they cannot park?

It is suggested that shuttle buses will be used from other Park and Rides, no doubt they will unload at Parkway, adding further congestion.

- *OUFC propose a road closure for a minimum of 30 minutes*. It will be virtually impossible to get 16,000 fans across the Oxford Road in that time. The proposed diversion along Frieze Way, Loop Farm, Peartree and Wolvercote

Roundabouts is already congested and will be even more so once the North Oxford Development is complete, before adding in the exodus from the stadium.

- *It had been suggested that visiting coaches could unload on Frieze Way. To ensure the safety of the fans, this would necessitate closing part of Frieze Way down to one lane, causing more congestion on the diversion route.*
- *OUFC propose that Controlled Parking Zones could be implemented on Match days.*

Who will be responsible for financing and managing this? Under no circumstances should people living in the CPZs have to pay for permits. CPZs should be introduced after local consultation, not as part of a building proposal

Nature Conservation and Landscape.

- *Cherwell Local Plan.* The stadium is not included in the local plan, the site is shown as Green Belt.
- *The Design and Review Panel states that 'everything is ever so slightly squeezed and there is no spare land'.* The NPPF states that Local planning authorities should give regard for any recommendations made by design review panels (para 138). This is clearly an overdevelopment of a green belt site.
- *The LVIVA states the current site is not readily discernible or apparent.* At 25 metres high, this proposal will impact heavily on the surrounding residential area. It will also urbanise the last remaining Green Belt between Oxford and Kidlington and could affect the nature reserve at Stratfield Brake.
- *The LVIVA states that after 15 years of operation, the landscape proposal will have 'significant adverse residual effects' and these are likely to remain. (Para 7.235)*

Public and Supporter Safety issues

- *The Design and Review Panel expressed concern that the stadium may not be able to safely accommodate the volume of fans.*

There are very few points of access into the stadium. In the event of a major incident, due to the compact nature of the site, it is difficult to envisage where the Emergency Muster Points would be, without spilling out onto Oxford Road or Frieze Way, potentially causing serious accidents.

Whilst fan behaviour has improved in recent years, there is always a minority who wish to cause trouble and there has to be concern about fan segregation (or lack of it)

- *Oxford Parkway Station*

The station is small and there is concern about the (lack of) segregation between opposing fans, who are going to be encouraged to use trains to arrive at the venue