

**From:** Planning  
**Sent:** 22 April 2024 18:53  
**To:** DC Support  
**Subject:** FW: OUFC plans for new stadium. Ref: 24/00539/F

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**From:** [REDACTED]  
**Sent:** Monday, April 22, 2024 6:28 PM  
**To:** Planning <Planning@Cherwell-DC.gov.uk>  
**Subject:** Fw: OUFC plans for new stadium. Ref: 24/00539/F

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**From:** [REDACTED]  
**Sent:** 22 April 2024 [REDACTED]  
**To:** [planning@cherwell-dc.gov.uk](mailto:planning@cherwell-dc.gov.uk) <[planning@cherwell-dc.gov.uk](mailto:planning@cherwell-dc.gov.uk)>  
**Subject:** OUFC plans for new stadium. Ref: 24/00539/F

I am writing to add to my previous objections to the plans to build a football stadium at Stratfield Brake, south of Frieze Way.

1. It is a comparatively small site on which to build a stadium to hold a large number of people and it is therefore planned to build the stadium 25 metres high. This will be the first view of Oxford for anyone arriving at Oxford Parkway - very different from the beautiful "dreaming spires" of Oxford. It will also dominate the surrounding south Kidlington and North Oxford; a most unattractive view for residents and people passing through the area.

2. The provision of 184 car spaces on the site is TOTALLY inadequate, and this will mean most if not all the spaces at Oxford Parkway will be taken by football fans arriving in cars. Where, then, will passengers for the train park their cars? The rest of the fans will park on resident streets in Kidlington and North Oxford. Introducing restrictions on street parking will not deter it, as a fine (paid by several fans travelling in one car) will be cheaper than train transport.

It is "pie in the sky" for CDC to believe that most fans will come by train, walk, cycle or catch the bus. It is also inaccurate to suggest that the main fan base is in the North Oxford/Kidlington area - it is not. It is in East Oxford, near where the present Kassam stadium is situated. It could and should remain there rather

than wasting materials, damaging the environment, and causing greatly increased pollution due to traffic jams by building a new stadium at Stratfield Brake.

3. Another major concern is highway safety and traffic congestion. It is proposed to close the Banbury Road near Oxford Parkway for AT LEAST 30 minutes, both before and after matches. This will no doubt be nearer to an hour each side of the match, which will cause severe congestion on alternative routes ( and thereby greater pollution ) since Banbury Road is a major route out of Oxford and to the north. Drivers will become impatient and that could and almost certainly will lead to an increase in accidents.

Euphemistically calling "road closures" diversions does not mislead - diversions are almost always put in place due to road closures!

4. The CDC (as well as OCC ) claims to be comitted to reducing CO2 emissions yet this proposed stadium will have the opposite effect.

a) A number of trees and bushes will be destroyed which currently capture CO2.

b) There will be severe traffic jams on other routes causing far greater CO2 output.

In addition he loud noises from the stadium and footbal fans before and after matches will disturb local residents and wildlife at Woodland Trust's Stratfield Brake reserve.

5. The problems of drainage and flood risk do not seem to have been addressed

6. This development will have a dramatic impact on the landscape. The stadium will dominate the landscape from the ringroad to Kidlington and, as pointed out in (1) above, it is the first, and unattractive view that would be seen by passengers arriving at Oxford Parkway. It will also dominate the skyline for drivers passing on the A34 and on roads nearby and will certainly overshadow all the houses and shops in Kidlington.

7. Since all the existing trees north of O.U.P are likely to be felled there is clearly NO attempt at Nature Conservation which is extremely serious as the area near the proposed development site has some rare birds, reptiles and mammals.

8. Development on Green Belt, according to Government guildelines, is supposed to be permitted ONLY in exceptional circumstances and when no alternative is available. This does NOT apply in the case of using Stratfield Brake land on Green Belt as there exists and alternative- the CURRENT KASSAM STADIUM!!! This again ( as in 4) belies the CDC's stated aim of reducing CO2 emissions.

In view of all the above, I object to the proposals for a football stadium at Stratfield Brake ( the "Triangle") in the strongest possible terms.

