

Comment for planning application 24/00539/F

Application Number	24/00539/F
Location	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
Proposal	Erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures
Case Officer	Laura Bell
Organisation Name	
Address	
Type of Comment	Objection
Type	neighbour
Comments	<p>I strongly object to this planning proposal. I am a resident in the Garden city area of Kidlington so it will severely affect my lifestyle and general enjoyment of the area.</p> <p>The regular road closures will strongly impact parking in the area as most people will try to park in the neighbouring streets to avoid paying for parking as the cost of living is so high. So the parking provision for such a huge amount of cars is totally inadequate.</p> <p>The fact the plan includes regular road closures will cause utter chaos as the road is one of the main routes from North Oxfordshire into Summertown and Oxford this will hugely impact my life. As well as the congestion and safety aspect resulting in the road closure. it is ridiculous the council are even considering this plan which includes road closures, is shocking and will disrupt the life and enjoyment of all the people who live in the Kidlington area. OUFC used the incorrect traffic modelling tool, the correct tool should have been VISSIM traffic modelling and this is currently being carried out now but the data is not yet available. The council should not make any decisions or comments until the correct traffic modelling is available. ALSO road closures which is referred to as 'diversions' are planned despite Oxfordshire County Council's statement that the Oxford Road cannot be closed. Surely therefore the Council must object to the planning application as OUFC is clearly ignoring and disrespecting the council's direct request.</p> <p>"Key bus services and coaches will be marshalled through Oxford Road during periods of lighter pedestrian flows". 30 minutes is an extremely short period of time to move 16,000 people. This will mean bus delays on matchdays which include Saturdays and this will severely disrupt most of Kidlington residents who use the buses frequently to get in and out of Oxford. AND there is NO EVIDENCE that many supporters will travel by train, most of the League One fans would find this very challenging and expensive given the current cost of living crisis.</p> <p>Protection of green space</p> <p>The development will not achieve the 10% Biodiversity Net Gain (BNG) required by the emerging policy, Core Policy 14: Natural Capital and Ecosystem Services (CP14) which is included in the draft Cherwell Local Plan Review 2040. BNG become mandatory from 12 February 2024.</p> <p>There is solid new proof the woodland to the south of the site is in fact Ancient Woodland and it requires much more protection than is currently planned, including an appropriate buffer zone. This area woodland is included in the proposed Nature Recovery Network for Oxfordshire by Thames Valley Environmental Record Centre (TVERC) as part of a 'Core Zone' which means it has 'highest nature value' of existing wildlife areas. The woodland is notable for the amount of standing dying trees, deadwood, dead stumps and rotting coppice stools which create an extensive and valuable habitat for fungi and saproxylic (deadwood-breeding) insects. Its important that this valuable habitat is not removed and should be</p>

included in the t no deadwood is removed. The proposal will severely impact this valuable Ancient Woodland.

An independent non bias ecologist's report by Dr Judith Webb records 161 invertebrate species including 42 beetles, 17 butterflies, 7moths,1 lacewing, 4 dragonflies & damselflies, 20 true bugs, 17 bees & ants & wasps, 1 sawfly, 6 grasshoppers & crickets, 30 true flies, 2 molluscs, 14 spiders & harvestmen. Dr Webb also states this is just a small range and nothing like the full species diversity of invertebrates that will be present. In this context Ecology Solutions' statement that an assemblage of common invertebrate species would be present within the site is just one example of the biodiversity of the site being understated.

Both the range and abundance of invertebrates noted by Dr Webb are relevant for other species further up the food web, including birds and bats which, given the current absence of street lighting along the A4620 Frieze Way, are also likely to be commuting from the bigger Streatfield Brake western woodland area to forage on the site. The removal of this food source would directly impact bats and birds who forage on the site but next and roost elsewhere.

The report on the woodland Dr Webb also stresses the important inter-relationship between the woodland and the site which would be completely lost as a result of the development. As Dr Webb observed, insects which breed in the woodland will be using flowers on the site as a food source.

The proximity of the development including the car park, the southern area and the stadium itself to the woodland is a very very serious concern and the council needs to seriously consider this particular with the UK Governments increasing focus on biodiversity. Destruction of woodland can occur by development near or immediately adjacent as a result of hydrology change, light pollution, noise pollution, too much public access and trampling of flora, litter, flower-picking/digging, fires destroying trees or deadwood. There is an obvious potential for all of these dangers to the woodland and the protection measures as currently planned are grossly inadequate. The planned deterrent to entering the woodland will be a hedgerow which is not even planted yet, scrub planting and attenuation features. This will be ineffective with 16,000 people plus staff and players.

A commercial development of this size and scale is contrary to the Local Plan and planning policy for Green Belt sites.

Drainage and flood risk, the site is very much susceptible to significant surface water flooding. In recent wet weather over the past few months the site has acted as a holding area for vast quantities of water, and has absorbed run-off from the Oxford Road during heavy rain. The stadium development will mean that run-off from the Oxford Road has to go elsewhere and this could result in the road and other local flooding. Natural water sinks like this site are ever increasingly important as climate change and adverse weather conditions increase in the years to come.

I live in the houses really close to the proposed development, I am hugely concerned and the environmental pollution from noise and light, which is not adequately addressed in any of the proposals. Increased traffic will lead to increased air pollution in the area which will spoil my enjoyment of my garden. The attenuation ponds will be subject to pollution from eg the car parks/pedestrian routes. More light pollution including on Frieze Way which is currently unlit. This could adversely affect the wildlife on the Stratfield Brake Nature Reserve such as the bats. ALSO just general noise pollution from fans and traffic will significantly upset my life and enjoyment of my garden.

I strongly object to this development on so many counts as it will have such a signifanct detrimental impact on my life and enjoyment of my garden and the local area. Please I beg you do not agree to this development as it will ruin my life on so many levels as I live so close to the site.

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Attachments