

# Comment for planning application 24/00539/F

<b>Application Number</b>	24/00539/F
<b>Location</b>	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
<b>Proposal</b>	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
<b>Case Officer</b>	Laura Bell
<b>Organisation Name</b>	
<b>Address</b>	
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>I object to this planning application on many grounds, e.g. loss of green belt, however, the below is focused on the detrimental effect on the local community as to the unsuitability of the 'site' for its proposed purpose due to the traffic and neighborhood impact.</p> <p>Reference, generally, the Ridge and Partners LLP Chapter of the ES on Traffic and Transport, I am left wondering if this a work of fiction. The roads surrounding the site are on a typical Saturday (typical matchday) are saturated and congested as is, and unsuitable for the additional volume of traffic that will converge on the site and its surrounds (all as completely underestimated by Ridge and Partners LLP).</p> <p>The Peartree interchange, Wolvercote roundabout and the Cutteslowe roundabout are already at close to peak capacity, and suggesting that a few variable messaging signs will mitigate the 'major' impact to a 'minor impact' is farcical, if not misleading. Any supporters travelling by car from the north, east or west (even if trying to reach the Peartree park and ride - which is inadequate in size, same for Oxford Parkway) will have nowhere else to go, so no sign is going to make the slightest bit of difference to sitting on e.g. the A34 southbound queuing to get off onto the jam packed Peartree roundabout or the A40 west bound, which is regularly on a Saturday already jammed back half way to Marston). Madness personified in thinking this will work, it will not.</p> <p>This report also misses in its entirety the impact on Five Mile Drive, already a 'rat run', used to circumvent the current chaos on Sunderland Avenue between the Wolvercote and Cutteslowe roundabouts. What will be the outcome of the additional traffic here, in a residential 20 mph zone (which for some reason is not policed) - the detriment on the local residents doesn't bear thinking about, not the least because people will try to get through, and then find Oxford Road shut one way or Wolvercote roundabout clogged the other. I dread the interchange between the current Saturday Summertown Stars football at Five Mile Drive and Cutteslowe Park with the OUFC arriving supporters, the area is clearly not suitable for this vast increase in traffic.</p> <p>I read that the traffic data has been compiled using incorrect methodology, I cannot comment on this but the planning committee should investigate. I would also suggest that common sense be applied, statistics are what they are, manipulable to suit the engaging party's interests.</p> <p>Next, the suggestion of CPZs is words on paper that mean nothing, any visitor to the Kassam and its surrounds on matchdays can clearly see that supporters just do not abide by the requirements. On this topic, I presume that the current OCC parking permit scheme would be applicable, rather than a new one on top of and or at additional cost. If not, why? And what assurances would local residents get that this would be free, remain so, and be properly policed?</p> <p>On the subject of traffic, the report and other documents within the application seem to make a great case for bus and train travel to this 'site'. Again, this is a work of fiction, Chiltern railways, whilst seemingly in support of the application, make valid points about the inadequacy of the train link (and do not forget that most teams Oxford play / will play) are not in London, or Milton Keynes. I wonder how Great Western feel about any interchange supporters at Oxford, waiting around for up to 30 mins for an inadequate connection? Supporters will not (in mass numbers) turn up by train, they will use cars. Those do use trains will still overwhelm the service. As for bus travel, that will not work either, will it? The</p>

planned closure of Oxford Road will be for hours pre game and post game (despite the 'we will try to let buses through' comments); the use of 30 minutes as a minimum closure but only a guide is misleading, as it is obvious the vast numbers of pedestrians in the area will cause no end of trouble in reopening our public highway. Do we really think buses are going to be able to navigate north from the city through Cutteslowe roundabout (which will be severely blocked - see above) and go north, the local community unable to use its public transport either.

As an aside, I find difficult to understand why I will not be able to on weekends get to Kidlington to shop (nearest major supermarket). Why should me and other local residents lives be blighted for the development of a not needed football stadium on our green belt? I understand the Kassam stadium is available for lease, that would be the sustainable solution (and, tying this comment back into the Traffic and Transport report, make good use of the Cowley branchline - which is a red herring for transport to / from the site, supporters will not take a two change approach on a service which does not have suitable capacity).

I trust that you find some of the above useful, maybe insightful as to the detriment effect on the local community; I make clear, I strongly object to this application.

Kind regards,

**Received Date**

19/04/2024 20:15:40

**Attachments**