


From: 
To: [Planning](#)
Subject: reference (24/00539/F)
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Hello

I wish to object to the above planning application for the football stadium at Stratfield brake Kidlington.

My reasons are

1. Traffic congestion in Kidlington is already rife when there is a problem on the A34 when it is closed or busy due to traffic congestion. Adding more on match days will produce traffic congestion over a wider area reaching the A40 around Oxford, A44 to Woodstock and A4260 from Banbury which will impact on residents, increase pollution and inhibit the safe passage of emergency vehicles.
2. Closing roads will bring traffic chaos - it is estimated that traffic builds up at a mile a minute when a major road is closed, it's hard to imagine or even calculate where this will lead except for gridlock, congested side roads and frustration for all, plus the danger to pedestrians trying to weave their way across these roads. Add in traffic lights and you have the total recipe for blockages to local shops and a huge impact in the level of pollution from stationary traffic and significant travel time increases.
3. Planning assumptions that fans will use the train are untested and unrealistic. The common mode of transport is likely to be by car, coaches and minibuses given the limited access to the rail network to reach Oxford Parkway. It is hardly credible that sufficient trains and capacity could be provided for circa 15,000 fans. An 8 carriage train can carry circa 1146 people, so to move 15,000 will require 13 trains. Unless it can be shown that the rail network has the capacity to accommodate this number of trains in addition to its usual capacity and the station 'policed' to provide safe access and egress in and around the station; to the football ground across traffic routes is another example of something being unfeasible and not thought through. To assume fans will use the train as opposed to vehicle use which is likely to be more convenient is totally unrealistic and unenforceable. This illustrates that the assumption is flawed.

