

Comment for planning application 24/00539/F

Application Number

Location

Proposal

Case Officer

Organisation Name

Address

Type of Comment

Type

Comments

The residents of North Oxford appear to be subject to the competing wishes of at least 3 public bodies - Oxford City Council, Oxfordshire County Council and now Cherwell District Council. Decisions taken by by one of these bodies frequently affect the policies of the others, not least in the area of public and private transport. A coherent strategy is desperately needed and this is a prime example of why:-

1. Oxford United Football Club (OUFC) is working on the basis that all its fans and all the away fans will travel by train bus or bicycle to matches - this is a fantasy. There will be an influx of cars into the area filling the Parkway and Peartree park and ride facilities negating Oxford City Council's attempts to restrict car use in the city. The A40 Oxford ring road already suffers from major traffic congestion (with accompanying poor air quality) at the Banbury Road and Woodstock Road roundabouts. Oxford city council is proposing "bus gates" which will throw additional traffic into this chaos. Further adding to it with a sports/hotel/commercial development will cause gridlock throughout North Oxford, Kidlington, the A40 East and West and probably the A34.
2. As we understand it the decision to sell the triangle is being taken by Oxfordshire County Council which suggests to us that Cherwell District Council will be in the position of rubber stamping a fait accompli which doesn't appear to be a very democratic process, nor does the fact that the residents of North Oxford who are likely to be adversely affected by this development have no democratic influence on Cherwell District Council. Incidentally, we note that the letters of support include "neighbours" in Holland, Australia, Berlin, the USA etc.; we hope their views are not given undue weight.

We would ask that in considering and reaching your decision the following issues are taken into account and addressed:-

1. OUFC has renewed its licence for the Kassam Stadium until 2026 when it had the option to renew until 2046; why has it not taken this opportunity? We think this should be clarified.
2. Stratfield Brake was purchased in 1937 to provide a strategic gap between north Oxford and Kidlington, with the massive development of housing north of the ring road it is even more critical to retain what little green space we have. The site is currently a part of the green belt, a local amenity and of environmental importance to the area. There is a large number of mature trees on the site, the majority of which will be destroyed with the resulting loss of carbon capture and a large area of rainwater absorption will also be paved over.
3. Following experience living near Twickenham rugby stadium we suspect that Oxford Road and Frieze Way will have to be closed for significant periods on match days for pedestrian safety. Additionally access to the site will create regular bottlenecks on Oxford Road and Frieze Way. Public transport into and out of Oxford in the East, North and West quadrant will cease functioning on match days.