

# Comment for planning application 24/00539/F

<b>Application Number</b>	<input type="text" value="24/00539/F"/>
<b>Location</b>	<input type="text" value="Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington"/>
<b>Proposal</b>	<input type="text" value="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>	<input type="text" value="Laura Bell"/>
<b>Organisation Name</b>	<input type="text" value=""/>
<b>Address</b>	<input type="text" value=""/>
<b>Type of Comment</b>	<input type="text" value="Objection"/>
<b>Type</b>	<input type="text" value="neighbour"/>
<b>Comments</b>	<p>I object to this because the traffic modeling tool and proposed road closures seem flawed, and I worry about the increased congestion, especially on matchdays. For a lot of us, driving is the only option to get to and from work, there is no public transport that could take us to and from work in less than 1 h. Yet, we already spend 1h each way stuck in traffic. Adding more traffic would be catastrophic to working families. Furthermore, the lack of consideration for public transport users, cyclists, and pedestrians is concerning. The potential impacts on strategic road networks and Park &amp; Ride facilities also raise red flags.</p> <p>Regarding parking provision, the inadequate on-site parking could have repercussions on community facilities and businesses. I disagree with the proposed strategies to incentivize sustainable travel.</p> <p>When it comes to government policy and the Green Belt, I dispute whether "very special circumstances" justify development on Green Belt land. A stadium is not a very special circumstance to use green belt. Additionally, I question OUFC's claims regarding the necessity for a new stadium and the associated benefits.</p> <p>In terms of nature conservation, I have doubts about the reliability of ecological surveys and proposed mitigation measures. The potential loss of biodiversity, especially regarding woodland habitats, is worrisome. I also criticize the proposed strategies for managing biodiversity and protecting species.</p> <p>The impact on trees is another concern, particularly the removal of protected trees and insufficient measures to prevent damage to woodland areas.</p> <p>Drainage and flood risk are significant worries, especially considering the site's susceptibility to flooding and the potential consequences for nearby roads and developments.</p> <p>Regarding design, appearance, and materials, I critique the stadium's size and visual impact on the landscape. I disagree with assessments of landscape effects and have concerns about the site's urbanization.</p> <p>Anticipating increased air and light pollution and their potential effects on wildlife and surrounding areas is also troubling.</p> <p>Discrepancies between the proposed development and the local planning framework, as outlined in the Cherwell Local Plan, further add to my objections.</p> <p>Safety concerns, especially regarding evacuation and safety procedures during emergencies or large-scale events, are paramount.</p> <p>The capacity of Oxford Parkway Station to handle crowds, posing risks to fans and other users, is also a significant issue.</p>

Doubts about the stadium's commitment to energy efficiency and its economic benefits for the area are further reasons for my objections.

Overall, I have various objections and reservations regarding the proposed stadium development, from concerns related to traffic, environmental impact, safety, and compliance with planning regulations.

**Received Date**

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**Attachments**