

Dear Sirs

**Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station  
Oxford Road Kidlington**

**Reference Number: 24/00539/F**

**Note Bene**

This is supplementary to my letter of the 15th April.

**Electrical supply capacity to “The Triangle” site:**

since my earlier letter, I have read this article in the Observer

<https://www.theguardian.com/business/article/2024/may/04/capacity-crunch-why-the-uk-doesnt-have-the-power-to-solve-housing-crisis> –

**Comment 1: capacity:**

Does this call into question the availability of sufficient electrical power to the proposed new stadium and hotel complex, has it been checked?

The applicants may submit that when they vacate the Kassam Stadium, the power used there will decrease so there will be an offset or a balance, or that the nearby solar farms will generate electricity to mitigate this new demand. The counter-arguments could include

- that the Kassam does not have an hotel associated with it that will require power continuously; and of course whatever ultimately replaces the Kassam will also require power.
- There are proposals to increase the housing in the locale with 3,500 units, which will require electrical connections. This will increase both the demand, and load on the infrastructure, and should be factored in.
  - since Building Regulations do not require the provision of PV on domestic roofs, and one local developer apparently prohibits retrofitting of PV on their Estates as it affects the appearance, so unless PV is required by Planning Conditions or Building Regulations, it is possible that there will be any mitigation from that.
  - mitigating generation via PV would be much reduced or nil, at times of low solar radiation (e.g. evenings, night, cloudy days, winter).
- The existing Solar Farm to the West will produce little at these times, as would the proposed Botley West solar farm should it be completed.
- The Stadium includes proposals to have some PV, but nothing like sufficient to cover its requirements
- the football season is predominantly in the winter, and on occasions matches are played in the evenings – as indicated, times when PV yields are reduced nor nil.

- At the public consultation in October 2023 one of the panels stated that there will be EV charging facilities on site, and of course these would be welcomed, however they will increase both the requirements and the infrastructure, both on site and remotely, necessary to provide it. It seems there are none at the Kassam, so this immediately represents an increase in demand.

## **Comment 2, Infrastructure**

Electricity requires infrastructure to distribute it, so another issue is whether the existing local infrastructure is sufficient or will it require upgrading, or additional infrastructure to be provided. This may need to be on site or remotely as one of the Suppliers substations

There are power lines running across the site – their alignment and supporting pylons are in the attached plan. There may be sufficient load and capacity there, but this needs to be checked.

The line of these existing power cables is not shown in "ES Volume 2 4.7 Landscape site with wide GA plan.pdf", however "SS with associated parking" ("SS I take to mean Sub Station) is shown close to the eastern boundary, and it is under the approximate line of a high voltage cable so there is consistency there. The cables are shown on the "Appendix H Site walkover technical note.pdf" but greyed out and not referenced – surely quite a significant omission) nor are the associated pylons – there are 4 on the site that I have identified on Google Earth. Is this significant? Whilst the lines do not actually impinge on the Stadium Building, they could be in the way of construction or maintenance plant, will they need to be re-routed?

## **Comment 3, implications for Landscaping**

On "ES Volume 2 4.7 Landscape site with wide GA plan.pdf" there are a number of trees proposed ("14 - Proposed Tree Planting (below extra heavy standard size, 62 in total") - this planting may not be feasible under or in close proximity to the power lines.

There are other trees shown that are not apparent on Google Earth or the September 2023 Streetview image, on the roadside verge small triangle outside the Stratfield Brake Sports Ground turn off the Frieze Way, that may be prejudiced by their proximity to these pylons and cables (15 on the Legend, "Proposed Trees, 30cm girth and above, 81 in total).

## **“Community” events**

At the October consultation there was a display “The new public plaza”, suggesting that the plaza would be used for a wide range of events which would be separate from matches. Specifically “village fetes” were mentioned.

“Village fetes” to my mind are run by the community – for instance

- the annual “Christmas Lights” event organised by Kidlington Parish Council would qualify – many stalls which are run by volunteers and promote or raise funds for, typically, local or charitable causes. Commercial traders are present and pay KPC a fee, but the fee goes to the promoter to offset the costs rather than profit the landowner.
- the KPC / Wild Oxfordshire at Lyme Road
- The annual fete held by the Parish of Kidlington with Hampton Poyle in the grounds of St Marys Church, Church Street (this year the 6<sup>th</sup> July).
- The countless school and other church events, the car boots at St Thomas’, various sports and youth organisations and the like benefiting the host organisation. Listings of these can be found in Kidlington Voice Online <https://www.kvoice.co.uk/> or the Kidlington News.

Kidlington is a thriving community and well served for “Village Fetes” with churches and schools running them as fund raisers. These are far better placed, excellent parking, and a boon to the established local businesses in the High Street, and the communities that organise them. Those going to them enjoy social interactions with others, make friends, network and great community is built from them.

Commercial, revenue raising, events (such as Car boot sales, and “Christmas Markets” of the “Christmas Market” in Broad Street Oxford and a similar event at Blenheim Palace during the annual light show) could be seen as benefiting the Community in some way, but they are substantially different – stalls may be provided by commercial promoters, and rents charged for the pitch or the stall, so it would in fact be a commercial event bringing traders in from afar and benefiting the promoter and/or the landowner.

The “Kassam” site is used for, for instance, [car boot sales](#) – the The Triangle site would be much less suitable, but such events would cause considerable disturbance and disruption and should be factored into the application and conditions put in place to control them.

It would be misleading if the “village fetes” of the consultation turned out to be commercially organised, profit making events such as the present Car Boot Sales and Christmas Markets.

It is hard to imagine “Villagers” going to events at the Triangle, in the way that they do events such as the Christmas Lights etc. It is remote, not at the centre of village community life in the way that the Churches, Schools, etc are.

Commercial events at the Triangle would need to attract a wider attendance (the Kassam Car Boot Sales are widely promoted on Social Media) and if they had any measure of success this would increase the traffic burden, parking, etc nearby both for their duration and also the set up and break down periods, and this needs to be included in the traffic modelling.

## Traffic

There was a recent incident (30<sup>th</sup> April <https://uk.news.yahoo.com/police-close-m40-serious-crash-141800965.html>) where the M40 was closed as a consequence of an incident on a bridge some distance away; the knock on effect on traffic was considerable, there was widely reported gridlock. The impact of road closures and diversions was consequential – Islip took 45 minutes to drive thorough according to Facebook Posts; the area around the Triangle was gridlocked. The impact of road closures, or even the 2 Toucan Crossings as per the public consultation is not to be underestimated in the traffic modelling.

Sincerely

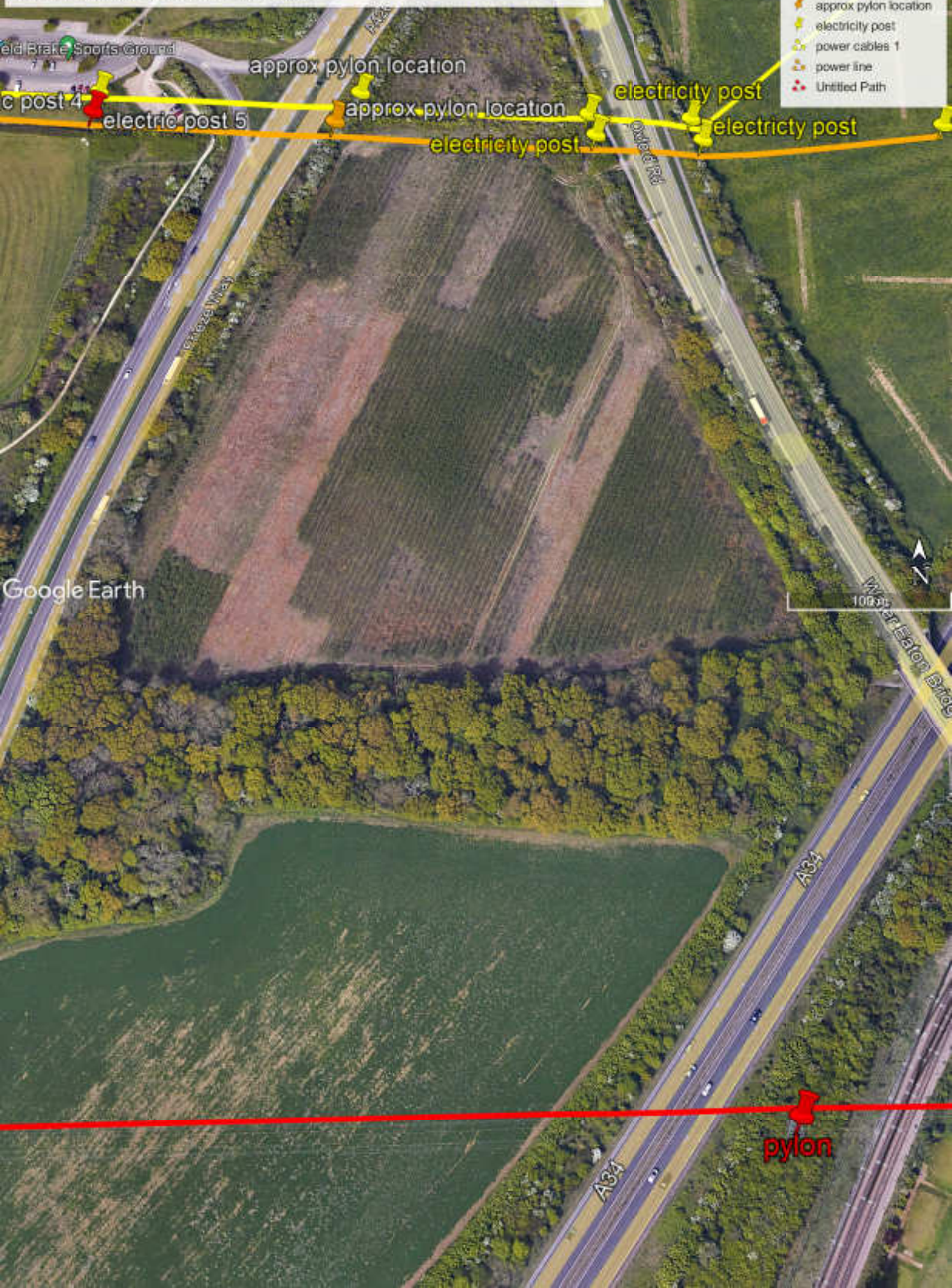


# Stratfield Brake "Triangle" showing pylons and power lines

information derived from Google Earth and Streetview.

**Legend**

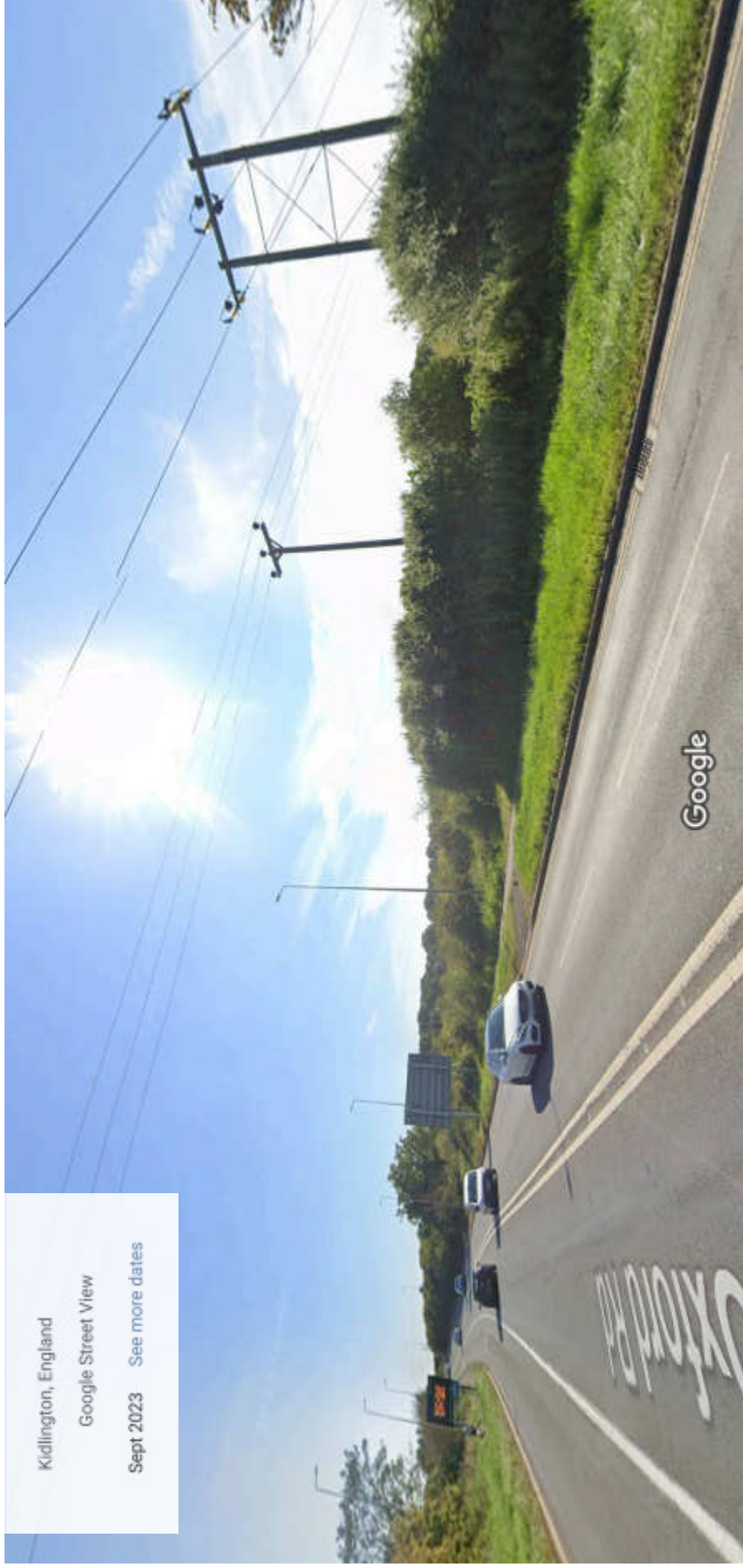
- 📍 approx pylon location
- 📍 approx pylon location
- 📍 electricity post
- 📍 power cables 1
- 📍 power line
- 📍 Untitled Path





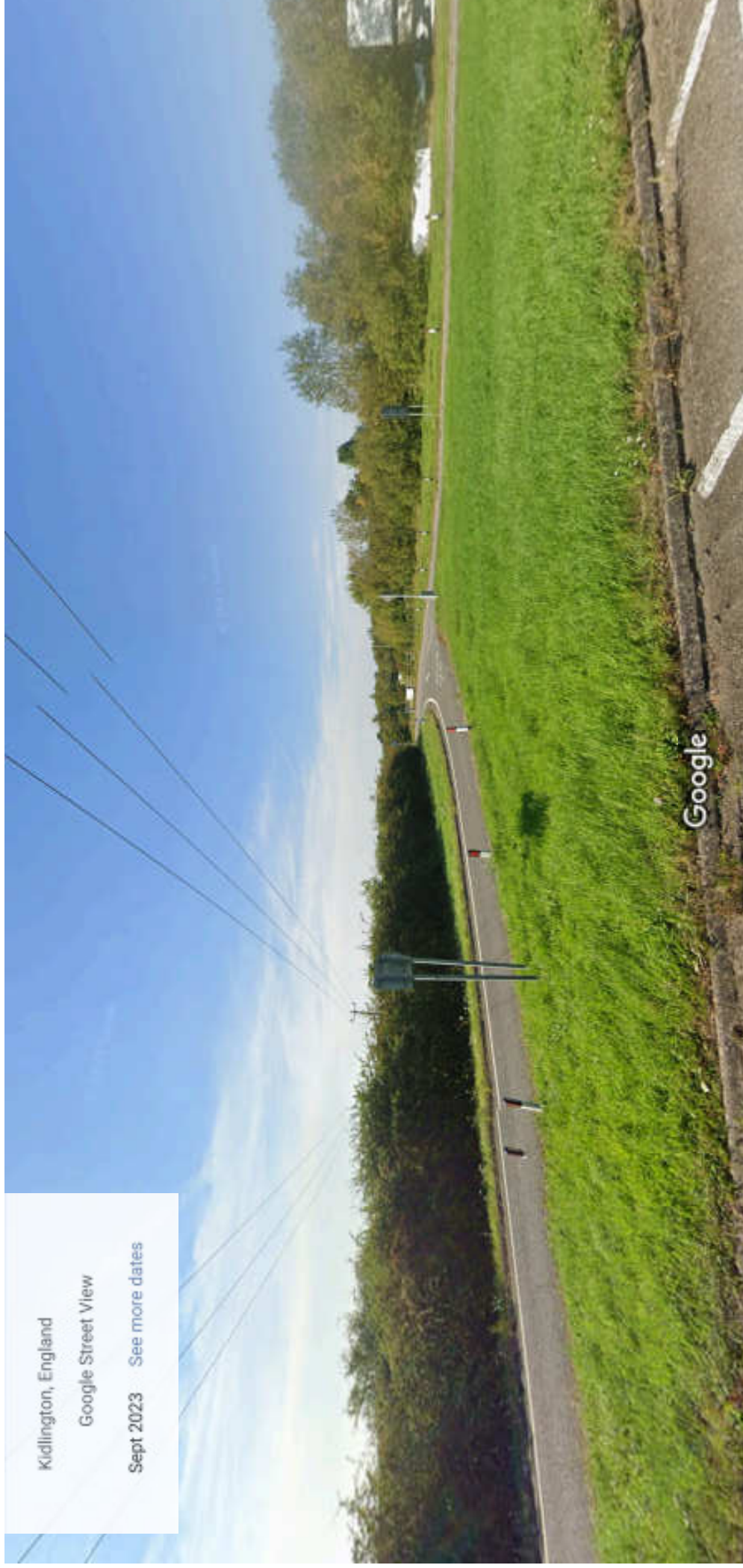
Kidlington, England  
Google Street View  
Jul 2023 See more dates

looking South and West, showing power lines and pylons on the east side of "the Triangle" site.



Kidlington, England  
Google Street View  
Sept 2023 See more dates

looking towards the Stratfield Brake Sports Facilities, showing proximity of power lines and absence of trees on the small triangle







Kidlington, England

Google Street View

Sept 2023 See more dates



TRAFFIC INCIDENTS

-  Accident(s)
-  Incident(s)
-  Bottleneck
-  Roadworks
-  Closed
-  traffic\_weather

ADVERTISING

