

Comment for planning application 24/00539/F

Application Number	24/00539/F
Location	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
Proposal	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
Case Officer	Laura Bell
Organisation Name	
Address	
Type of Comment	Objection
Type	neighbour
Comments	<p>Nature conservation</p> <p>The proposed location for the stadium is situated on Green Belt land, an area designated by the government with the fundamental aim of preventing urban sprawl by maintaining permanent open space around urban areas. Introducing a 16,000 seater stadium in this location (the last green space between Oxford and Kidlington) contradicts this aim, as it would contribute to connecting Oxford's urban sprawl with Kidlington's.</p> <p>The Local planning authority is expected to adhere to strategies aimed at increasing biodiversity with a 10% net gain. However, the proposed stadium development does not seem to align sincerely with this goal, or it appears to be disregarding it altogether.</p> <p>According to government guidance, development on green belt land should only be considered in "very special circumstances." It is arguable whether constructing another football stadium qualifies as meeting these criteria.</p> <p>The proximity of the proposed stadium to ancient woodland raises concerns about potential noise, air, and light pollution generated by 16,000 football supporters during match days and other events such as concerts. This pollution could have adverse effects on the wildlife in the ancient woodland and the neighbouring Nature Reserve on Stratfield Brake.</p> <p>Traffic Congestion</p> <p>On match days, there would be a notable escalation in congestion I will undoubtedly experience as a resident of Kidlington aswell as for those commuting through the area. As a former resident of Headington, Oxford during the 1980s and 90s when OUFC were situated at the Manor Ground Headington, I recall the major roads, particularly London Road/A40, coming to a complete standstill on match days (Saturdays and midweek matches), both before, during, and after the matches. Public transportation was significantly affected, with very lengthy delays to navigate throughout the Headington area. I can only imagine that the whole of Kidlington will have a similar volume of traffic chaos and congestion.</p> <p>Oxford United proposes that their supporters could potentially utilise public transportation or cycling as alternatives to commuting to matches. However, considering that the majority of the home supporter base resides in Eastern Oxford and has had the opportunity over the past two decades to utilise these modes of transport, it's noteworthy that still over 80% of current supporters still choose to use a car. There is no indication that they will alter their habits, particularly when faced with the prospect of travelling further to reach the proposed new stadium.</p> <p>Given the presence of Park & Ride parking facilities in the area, it's likely to incentivise fans to opt to travel by car. Once these parking facilities reach capacity, fans may resort to parking their cars wherever there's space throughout Kidlington. This also raises concerns</p>

about the availability of parking for visitors intending to travel to Oxford via Park & Ride. Consequently, there's a strong possibility of increased parking on the various side roads around Kidlington.

Furthermore, even if supporters do opt to travel by bus, the sheer quantity of buses required to transport a significant supporter base, before and after matches, would contribute significantly to congestion. The time taken for loading and unloading of so many supporters would further compound congestion related issues.

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Attachments