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

Type

Comments

Objection

neighbour

The increase in housing that is due to happen around kidlington and north oxford is going to put a major strain on the road and transport network. Therefore anything else like a football stadium is a crazy idea in this area. Even though there is train access realistically there is no way of guaranteeing that people attending the stadium won't drive.

And if the proposed way to do this is to not build parking spaces, this is a very shorted sighted solution as people will no doubt park in residential areas near by causing more issues.

The Oxford Parkway train line will only be a practical method for those who live on or near this line which isn't many. For instance people in the south and west of Oxford or further out in Oxfordshire will no doubt drive as this will be quicker than the train journey would be with all the connections, and journeys to the starting train stations involved.

If you are build a stadium near a station that is part of a rail network like the london underground then this makes total sense as the underground network is so vast and well connected it means most people live within walking distance of a starting station and the journey will be quicker by train in london. But here the argument for building it near the oxford parkway train line will only benefit or incentivise very few to travel by train in the grand scheme of things, so a large number of attendees will drive. I haven't seen any clear or reasoned arguments as to why they won't. Oxford and surrounding areas famously has transport infrastructure issues due to geographical and historical reasons, therefore every effort should be made to reduce the number of cars on the roads in this area, yet I cannot see any reason why the stadium won't do the opposite of this.

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Attachments