

Planning Application 24/00539/F

Deadline for responses 3 April 2024

Target Decision date 21 June 2024

To Whom it May Concern

Planning Response Number 1

Having read the planning application for the stadium at the triangle in Kidlington we have the following concerns:

Traffic and transport

The planning statement anticipates that 580 events will be hosted each year at the stadium and proposes a stadium with 18,000 seats and lounge access for 1,000 guests. Parking at this site will be available for only 184 spaces, of which 78 will be accessible and 25 lost to broadcasters (this includes hotel guests).

Of the 24 teams in League One, where Oxford United play, most would find it challenging to travel by train. There is no evidence that this form of transport (which is the sustainability claim of the application), would result in majority supporters taking rail transport to the ground. With effectively 81 car park spaces to accommodate 18,000 supporters, the congestion, traffic spill, double parking and increased automotive exhaust emissions will cause considerable harm and safety issues to local residents.

The plan to install a crossing over Frieze Way clearly recognises that this will be the case. Supporters travelling by train or bus, would have no other reason to cross Frieze Way into Kidlington.

The Fan Travel section of the Sustainability Statement bases all of its 'what if' beliefs on two surveys of football supporters. It shows over 83.1% of supporters currently travel by private transport (cars and vans).

The 'what if' ambition suggests a 33% reduction in CO2e emissions if car use dropped to 32%. **What and where is the evidence for this?**

Away supporters will all have at least one change to make, in order to take trains to the site. **If supporters claim they would not drive to site, why is this not evident currently in the 89% figure, where only 16.9% use sustainable forms of travel?**

And **why on match days are all roads leading to and from the Kassam loaded with parked cars?**

Air Quality

Kidlington roads are already congested, **where is the Air Quality Management Plan that supports the addition of up to 16,000 additional cars** on match days, given that there is no evidence that supporters (that don't use public transport to attend Kassam), will suddenly change because of this diversion to Kidlington?

There is no evidence that supporters will use the train. **Where is there any UK case study evidence for this?**

Sustainable Development Goals (SDGs)

Section 2.1 of the Sustainability Statement sets out eight SDGs.

- **How does a site with minimal on-site renewable energy generation meet SDG7?**
- **How does building a new concrete and steel stadium with embedded carbon, when a perfectly good site exists at Kassam, meet SDG 12?**
- **How is urgent climate action (SDG 13) being delivered here with an encroachment into green belt, removal of species, and a massive increase in unsustainable travel to the area?**
- **How is decimating the biodiverse flora and fauna of this site to meet any of the requirements of SDG 15?**

How can the Council “Do their part to achieve a net zero carbon district by 2030 and to lead through example” whilst acting in this way? Given not least that (according to 3.1) buildings account for 37% of total GHG emissions.

Yours faithfully

A. Asbury

Resident and local Company Director