

# 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="Hilary"/>
<b>Address</b>	<input type="text" value="Fairbrook,14 Webbs Way,Kidlington,OX5 2EW"/>
<b>Type of Comment</b>	<input type="text" value="Objection"/>
<b>Type</b>	<input type="text" value="neighbour"/>
<b>Comments</b>	<p>This is simply the wrong site and to build a stadium. This has been a residential area for decades surrounded by green belt. Even with the new housing it will still be a residential area. Such a large scale commercial development is unsuitable for this location. A requirement to proceed was that the green gap separating Kidlington must be maintained. This has NOT happened. The roundabout does not count as a green gap nor is a small manicured area with a lawn and ornamental trees. The claim that, after filling nearly all of the currently undeveloped wild area with concrete structures and tarmac, that the net biodiversity will increase by 10% is impossible and quite ridiculous. It will probably reduce by about 95%.</p> <p>The council in its wisdom has imposed an unsustainable amount of housing on us in this area. It is not possible to also accommodate a large sporting/entertainment stadium as well. Siting a large stadium at the only entrance to Kidlington will effectively cut the residents off. The new housing at 2.3 cars per household (OCCs accepted number as an excuse to remove a roundabout in Bicester!) will put an intolerable strain on the roads without adding all the football traffic.</p> <p>When buses stop at the southern end of Banbury Rd and pedestrian crossing lights are in action, the traffic already backs up around the Cutteslowe roundabout eastwards along the A40 ring road. Now add all the extra traffic from new housing and that of football fans. This will not only impede local traffic trying to travel to non football destinations but also have a serious impact on through traffic trying to bypass Oxford. It is a main trunk road. This will of course get ten times worse when the Oxford City Council implement their bus gates in Marston Ferry road forcing a huge number of even more cars onto the ring road. We can also expect the levels of traffic/parking issues to be even higher if concerts are to be held. Most finish too late for public transport travel to various other parts of the country, we just need to remember the recent chaos around Waddesdon when the Michael Buble concert was held and the Black Friday Bicester Village carnage when people could not find anywhere to park. Denying the car does not stop it being used.</p> <p>Much has been made of the transport links to Kidlington. This is disingenuous. To make use of the train station you need to live near one. The areas of Oxford with the highest density of population are Cowley, Littlemore, Blackbird Leys, Greater Leys, Rosehill etc. In other words, nearer to where the stadium currently exists. None of these people have access to the train. To travel to Kidlington by public transport they will need to use two buses with a walk inbetween or a bus and a train with all the queuing and standing whilst travelling this will entail. Along with the huge cost of fares these days, very few will want to do this in both directions mostly through the winter months especially if they have chosen to stand to watch the match. Far more fans will travel to matches by car than do now no matter what they have indicated. Currently fans have the luxury of over 2000 free car parking spaces at the Kassam and over one mile of designated free on street parking. The cars can access the site/area by queueing along Grenoble Road past a business park without inconveniencing any residents or other road users.</p> <p>The use of Oxford Parkway station also keeps being linked to a new line from Cowley. As far as I am aware there are currently no plans for this to happen now or in the foreseeable</p>

future. It is highly unlikely that any train operator would be interested in providing the investment needed to run what would probably be a very underused and unprofitable route in the grand scheme of things.

Then we have the safe movement of fans. The easy option of shutting Oxford Road cannot be allowed to happen. This is a major road linking Kidlington to Oxford and the A40 not a minor residential street. It is needed for urgent access to the hospitals (not everyone is able to do this in an ambulance so reopening the road for emergency services alone will not be sufficient) and the free movement of local people going about their business. Diverting traffic via the Peartree roundabout, especially with the additional vehicles from the new housing developments will cause total gridlock. To close this road before and after matches would amount to a stay at home order for Kidlington residents.

I know that this consultation is a box ticking exercise as the land was actually offered to Oxford United by the county council. So if this piece of very poor planning is allowed to go ahead it should absolutely be a non negotiable requirement that a pedestrian footbridge be built across the road BEFORE any other construction can begin. If it is not built first it will never happen.

**Received Date**

06/04/2024 20:04:25

**Attachments**