

Rachel Tibbetts

From: Planning
Sent: 14 April 2024 13:13
To: DC Support
Subject: FW: OUFC Planning objection- reference: 24/00539/F

From: Izzy Thatcher [REDACTED]
Sent: Saturday, April 13, 2024 8:59 PM
To: Planning <Planning@Cherwell-DC.gov.uk>
Subject: OUFC Planning objection- reference: 24/00539/F

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Mrs Izetta Thatcher

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13th April 2024

Dear Sirs,

OBJECTION to OUFC Planning Application Reference 24/00539/F

As a resident who has lived along the Oxford Road in Kidlington for 56 years and who has seen the traffic increases over this period of time, I would like to list my objections referring to the OUFC Planning Application reference 24/00539/F.

Firstly, OUFC does not appear to have traffic modelling data that I can comment on.

I don't believe it to be appropriate for road closures or diversions of any type being used and my reasons are below based on my knowledge of my area. 30 Minutes or longer could mean life and death for emergency vehicles. Bus delays for Hospital visits and passengers would be totally unacceptable.

Parking provision

184 parking spaces with 2 coach bays is totally short of the mark. If they expect fans to cycle then 150 cycle spaces will be no where near enough. Again, it would be against the local transport policy for OUFC to take over the spaces at The Park and Ride.

Parking at the train station is designed for people who park all hours so they can then catch the train there.

The Park and Ride is a service for shoppers, workers, tourists who come into Kidlington and catch buses into Oxford where there is limited parking, thus keeping cars out of Oxford.

People who live outside Kidlington from the surrounding villages and towns as far afield as Chipping Norton use the Park and Ride to catch the hospital bus to access The JR hospital, Churchill and Nuffield Hospitals and other hospitals in Headington as key workers and patients, where again parking is limited.

OUFC has no influence in where it's fans park. The Fans seem to think they can take over the use of this facility goes against the reason it was built and will prevent the people who need to use it from accessing it.

What right legally does OUFC have to police Match Day Controlled Parking Zones? Reroute traffic? Say where hundreds of coaches can park and drop off?

Where are the villagers' rights who voted against a stadium being built?

When Stratfield Brake holds tournaments and events, once the car park is full, the visitors have been encouraged to use the Park and Ride and not park down resident's streets. Even for these few people, parking is limited and many find the distance too far to travel!

I am under no illusion that as free parking is found in Kidlington that Sainsburys, Tesco's and the village car parks and local streets in Kidlington will become full of cars causing a nuisance to shoppers and residents.

Recently when one lane of the A34 was closed for maintenance, the shoppers in Sainsburys at Kidlington were blocked into the car park for an hour unable to get back out onto the road. That is not unusual along the Oxford Road. It just made the news this time.

There should be parking provided for supporters at the Stadium, but it is obvious that on the small site available for the stadium that this is impossible putting the problem over to the roads in Kidlington, Cutteslowe and Five Mile Drive.

Highway Safety

Several days a week there are problems on the A34 which means traffic uses Kidlington as the next available route. Recently when there was an accident on the A34 during the morning rush hour, I was stuck on the Oxford Road (Taking someone to Parkway) for over 35 minutes outside my home. To get to the Parkway took nearly an hour!

When the traffic queues in the morning, cars cut down onto the service road by the Gurkha Village, and drive along the service road that leads to Gosford Hill until all lanes along the Oxford Road are full and leaving our driveway is virtually impossible.

16,000 people arriving by bus must be about 400 buses which I can't imagine stagecoach will be able to put on when the buses to Kidlington, Woodstock, Banbury and Witney which are rationed through Kidlington and also double up as the Park and Ride buses. So, 400 coaches off-loading passengers at the Park and Ride? Where are they going to be queuing and blocking the highway!?

Emergency vehicles using the Highway

The ambulance station is in Kidlington and I have often counted over 20 emergency ambulances during a short time using the Oxford Road. At no point can roads be closed or diverted from the Oxford roads from Cutteslowe to Kidlington when lives could be at risk from Road Traffic Accidents on M40 or A34, Emergency patients needing to get to A&E without holdups.

Thames valley Police Headquarters is along the Oxford Road and needs speedy use of roads to get to accidents, crime scenes etc.

The Fire and Rescue which is in Kidlington Village Centre needs this route kept open as it attends fires and road traffic accidents.

Diverting or holding up traffic on this road so 16,000 people can access a stadium could cause loss of life.

TRAFFIC CONGESTION

At some point 7 days a week and at match days when 16,000 nonresidents wish to access a sports stadium which would be on a major transport route, the congestion around Kidlington would become a living nightmare.

Recently when there was an accident on the A34 and Kidlington was gridlocked, we forced our way through Peartree, Wolvercote and headed out towards Eynsham and in the end the congestion was so bad we came home through Cassington, parked the car on the drive and stayed at home! This is one example, and add in 16,000 people arriving in the area, I wonder if life will be worth living around our village.

Sandy lane crossing will be closing to traffic sometime soon which means drivers who use this route to get to Yarnton, Begbroke and Woodstock will be forced into driving along the Oxford Road to exit the village. This will add to the congestion.

If you drive around the Cutteslowe roundabout you will see the congestion along three lanes from Marston direction, traffic queuing from Summertown, gridlocked traffic along Sunderland Avenue in both directions as the norm.

When Blenheim has major events, Kidlington becomes congested.

Not only doesn't OUFC have a plan for a footbridge, I can't imagine a footbridge from the Parkway, crossing over the train track and A34 to get to the stadium on the other side. Pedestrian crossings to allow 16,000 fans to cross will probably cause the traffic to come to a standstill for over 30 minutes causing congestion as traffic backs up along Frieze Way and the Oxford Roads.

Regarding The many fans who live within a twenty minute walk, cycle or public transport of the proposed location: when waiting at the bus stop at Garden city watching a few fans getting on the near empty Oxford United Fans bus, I don't believe the fan base is actually Kidlington!

ENVIRONMENTAL POLLUTION

Already the pollution levels in Oxford Road Kidlington are high with constant streams of traffic queuing with engines idling. More traffic will increase air pollution.

Frieze way which is between Stratfield Brake Nature Reserve and its Woodlands, and the remaining ancient woodland by the triangle are unlit. Light streaming from a stadium will affect the animals, bats and birds nesting in that area.

The noise like war cries of thousands of supporters could prevent migrating birds from using this prime habitat.

When Cherwell came up with the local plan, this valuable land was left as GREEN BELT. Development of this space will remove the last green space between Kidlington and Oxford. **A large commercial site with hotels, stadium, shops etc has no place on Sacred Green Belt.**

DRAINING AND FLOOD RISK

Recent wet weather has shown how the triangle's willows have allowed this land to hold vast amounts of water. It has been flooded and has soaked up the run off from the Oxford Road, during the heavy rain. Developing this land could force flooding into other areas of Kidlington. Flooding was bad 2023/24 in the woodlands by Stratfield Brake.

With climate change and heavier rain, the sewers in Kidlington are already struggling to cope. Some gardens along the Oxford Road are regularly having sewage leaks in their back gardens!

LANDSCAPE IMPACT

A stadium that is nearly 82 feet tall covering the majority of the triangle site will create an over bearing feature in a soon to be (When Water Eaton houses and the luxury homes next to Cutteslowe and eventually the planned houses to be built on North Oxford Golf Course and Stratfield Farm) a residential area.

It will urbanize the last remaining green belt gap and have an impact on the setting and species of Stratfield Brake Nature Reserve. There will be a permanent and destructive effect on the nature. The species survivals depend on not only Stratfield Brake, because they also need to fly and feed in the triangle to survive.

There is so little remaining habitat for nature to survive in Kidlington as home building on the green belt has already begun to create sterile areas. To accommodate the lack of parking for houses of multiple cars: lawns, gardens and trees have been removed from people's homes to put cars on. Less greenery is less oxygen creating grass and trees and less greenery means less able to absorb the CO2 produced by cars. Which means more pollution affecting more people's health.

NATURE CONSERVATION

Ancient woodland surrounds this site and needs protecting.

The woodland trust has up to date monthly records of birdlife at Stratfield Brake which shows there are more species of birds than previously thought. These birds will also fly to and from the triangle! Barbastelle bats have been seen and should be protected.

There are three ancient oaks near to the proposed entrance of a stadium. These should not be removed.

Nature can lock up carbon while offering a host of other benefits such as food alleviation. The climate and nature crises are so closely interlinked that we cannot address one without the other. We need to protect nature as much as possible.

The UK is one of the most nature depleted countries in the world!

Kidlington has very little woodlands and green belt land left. It needs protecting.

These are the points that I would like you to take in to consideration.

Yours Faithfully

Izetta Thatcher

