

Comment for planning application 24/00539/F

Application Number	<input type="text" value="24/00539/F"/>
Location	<input type="text" value="Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington"/>
Proposal	<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"/>
Case Officer	<input type="text" value="Laura Bell"/>
Organisation Name	<input type="text" value="Michael Appleton"/>
Address	<input type="text" value="4, Rothafield Road,Oxford,OX2 8JJ"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<p>I would like to register my strong objections to the plans submitted by OUFC for the Triangle site on the edge of Kidlington.</p> <p>Several aspects of the plans highlight the unsuitability of this site for the proposed development:</p> <p>TRANSPORT</p> <p>Oxfordshire County Council have already stated their opposition to any road closures and yet the plan proposes to close the main road from Oxford to Kidlington for at least 30 minutes before and after matches. It is significant that the application provides no indication of the maximum duration of road closures suggesting they could be much longer. This uncertainty will add to the inconvenience for local residents, and for businesses who stand to lose customers on Saturdays when matches are taking place.</p> <p>Although buses will be allowed to use the road there is no mention of emergency vehicles. Does this mean that ambulances, fire service and police vehicles will have to use the longer (and more congested) diversion? This will almost certainly delay their attendance at what could be emergency incidents.</p> <p>PARKING</p> <p>The application emphasizes the proximity to Oxford Parkway station and local bus routes but these are unlikely to be used by supporters who overwhelmingly travel to matches by private car.</p> <p>OUFC have assumed that supporters will use the neighbouring Park & Ride facilities but these are intended to encourage those visiting Oxford for shopping and sightseeing to use buses to reach the city centre. This is an important service which will be seriously disrupted if supporters are permitted unrestricted access to Park & Ride car parks.</p> <p>It is also unclear from the numbers in the plan whether there is even sufficient space at Park & Ride sites. The likelihood is that some cars will be parked in surrounding roads (which are mostly residential), or at the nearby Sainsbury's car park. Although the proposals mention Controlled Parking Zones there are no details on how these would be designed or enforced. These zones typically work by limiting parking for non-residents during specified hours each day. It is unclear how they would be applied to the changeable nature of the football programme with variation arising from the pattern of home and away fixtures, and requests from broadcasters to vary kick-off times to suit their schedules. I would argue strongly that OUFC have not explained how they can prevent supporters from using local roads for parking. This is something which happens routinely along Grenoble Road at the moment.</p> <p>GREEN BELT</p>

The impact of the development will be to virtually eradicate the green barrier between Oxford and Kidlington. OUFC has not demonstrated that there are "very special circumstances" which would justify this outcome.

A far more logical solution would be to explore options for the club to remain at its current home. The Council should press OUFC on why it does not appear to have done this.

Received Date

19/04/2024 11:58:06

Attachments