

# Comment for planning application 24/00539/F

<b>Application Number</b>	24/00539/F
<b>Location</b>	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
<b>Proposal</b>	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>	Laura Bell
<b>Organisation Name</b>	Rosamund Appleton
<b>Address</b>	4, Rothafield Road,Oxford,OX2 8JJ
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>Oxford United's application claims that being located close to Oxford Parkway is a major advantage for their planned development at the Triangle. However, it is unlikely that many home supporters will travel to games by rail (the vast majority currently drive) and only a handful of visiting fans are likely to be well-placed to use trains to reach away games in Oxford. Other than those travelling from Reading, Wycombe and London, fans are unlikely to find train journeys are a cheap or convenient way of getting to Oxford. Most other journeys are not direct and as such will require changes with potential for delays, missed connections, etc. Fans traveling together will find it cheaper to drive than to take the train.</p> <p>As a result, most supporters would continue to use private cars to attend matches at a venue which (unlike the Kassam stadium) has no provision for public parking. This would put pressure on the Park &amp; Ride sites which were never intended for this purpose, or see supporters using neighbouring roads in Kidlington and northern parts of Oxford to park their vehicles. These roads are mainly residential in nature and an influx of vehicles would have road safety implications, as well as causing significant inconvenience for local people. Oxford United's plan talks about controlled parking zones but does not explain how these would be publicised or enforced. In any case, drivers might choose to simply ignore the threat of penalties.</p> <p>The absence of parking provision and overstated claims about fans using public transport underline the fact that the proposed site is unsuitable for a development on this scale. The club's claim that there is no alternative site has not been thoroughly tested, and in any case this does not mean that the Triangle is suitable.</p> <p>I am concerned that road closures would mean that local residents would be adversely affected with no obvious benefits. The plan outlines how buses would be permitted to continue to use the Oxford Road but there is no mention of emergency services. Would these be diverted via Frieze Way along with all other traffic, and how would the emergency services attend an incident in one of the residential areas accessed from the Oxford Road?</p> <p>I do not see how Oxford United's proposals for a stadium on this site will have a positive impact economically and environmentally.</p>
<b>Received Date</b>	19/04/2024 12:07:59
<b>Attachments</b>	