

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="John Duncalfe"/>
Address	<input type="text" value="9 Summerhill Road,Oxford"/>
Type of Comment	<input type="text" value="Support"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I fully support the provision of an important community facility in this location. My assessment is that there are 2 major concerns that the application has to address. The first is that it is in the Green Belt and secondly that the provisions for transport to the site are workable. To satisfy a siting in the Green Belt there has to be very special circumstances. Generally the application states it doesn't satisfy the criteria except that the club, an important community facility, doesn't have an alternative site as it must leave the Kassam in 2026. However, unless Firoka commit to knocking down the Kassam it is very possible that it could be used in the future for football, therefore undermining the very special circumstances argument. I gather that Firoka wants to build houses on the Kassam site and as that site is not in the Green Belt then the City Council should be willing to grant permission for that. Indeed, if that was to happen it would enhance the very special circumstances argument as it would reduce the need to build houses in the Green Belt. If you decide that permission should be granted at the Triangle site you may want to pursue a legal agreement with OUFC, Firoka and the City Council that requires the Stadium not be built unless Firoka commit to knocking down the Kassam, applying for permission to build houses there instead and the City Council committing to grant permission for housing there. On the other hand, you may consider that the changes needed at the Kassam site are very likely to happen any way and that a legal agreement is not necessary; your choice. I was suitably impressed by the proposals to control transportation to the site. There is bound to be disruption to traffic on match days but proposals seek to minimise them. I thought the proposal to employ a person to oversee transport planning in the first five years was excellent as they could sort out problems as they arose. I also thought that proposals to add free parking at park and ride sites and free shuttle bus transportation to match tickets was excellent too. I don't think you can require those things by planning condition so you may want to secure them by planning agreement. You may want to add free rail transport from Oxford Station and even free buses from the City Centre. However, that may be a bit onerous on the club. I am a season ticket holder at the Kassam and I cycle to most matches or get the OX7 bus if it rains. Cycle parking is not good at the Kassam as the cycle stands are at ground level and motorcyclists park in the cycle parking area reducing cycle parking capacity, putting off cyclists and creating noise, smell and disruption for cyclists. The Sheffield cycle stands are much better and you may want to secure their provision by planning condition. The club has made no provisions for motorcyclists at the Kassam and it seems have not done so in the current application site. Although the application says there will be parking for motorcyclists the plans don't show where that is. I suspect motorcyclists will continue to do what they do now and park in the cycle parking areas to my annoyance and discomfort. If permission is to be granted they need to show specific areas for motorcycle parking on plans and conditions should require that cycle parking areas be designed to prevent motorcycles from being parked there. In that way, more journeys by cyclists and motorcyclists may be encouraged."/>
Received Date	<input type="text" value="19/04/2024 17:53:38"/>
Attachments	