

# 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="Chris Irwin"/>
<b>Address</b>	<input type="text" value="25 Five Mile Drive,Oxford,OX2 8HT"/>
<b>Type of Comment</b>	<input type="text" value="Objection"/>
<b>Type</b>	<input type="text" value="neighbour"/>
<b>Comments</b>	<p>I am deeply concerned about the traffic congestion that will be caused by the proposed development since the area is already highly congested, and the rat run problem on Five Mile Drive will get worse. It seems road closures are being contemplated which goes against the council's policy and will be a nightmare for locals residents to negotiate on a regular basis. This is not acceptable. The planning application should include funding for a footbridge and other measures that will obviate any need for road closures.</p> <p>The number pf pedestrians that will be attempting to use the local walkways and cycle paths will make it dangerous for local cyclists which runs counter to the Council's transport policy of encouraging more cycling.</p> <p>The proposed removal of the bus lane on the east side of Oxford road will cause significant delays to buses and is in conflict with the Council's stated transport policy objective of encouraging more people to use public transport.</p> <p>The plan asserts that OUFC aims that 90% of fans will travel by sustainable modes, but do not describe any strategy as to how to achieve this, and it is extremely unlikely. It is far more likely that 90% of fans will travel by petrol and diesel cars causing pollution and carbon emissions. OUFC does not have the ability to control its fans transport choices, and I very much doubt they will be offering a subsidy for them all to buy electric cars or travel by electric buses. The council should reject the planning application on this basis as they are otherwise sanctioning more carbon emissions for the foreseeable future.</p> <p>As most club supporters will be travelling from East Oxford the bus and train options will be infeasible so they will come by car. This will cause terrible parking problems in the residential streets. The current parking restrictions are adequate for the level of parking currently required, but the application doesn't provide enough parking on site so all nearby residential streets will be clogged and this will also cause more foot traffic. Fans will also likely use up Park and Ride spaces which will comprise the Council's policy of encouraging visitors to the city centre to use Park and Ride buses. Conversely, what will happen if fans find the Park and Ride spaces used up when they arrive for match? Where will they then park? It is not clear at all how the CPZs will work - how can they be imposed only on match days; how will residents and their guests know about the temporary restrictions? Fining people for breach is unlikely to deter the football fans as if sharing car or van the fine cost can be split and regarded as just a parking cost, still attractive compared to other transport options, and will be unfair on residents and their visitors.</p> <p>Although use of the stadium for concerts is not currently proposed it is highly likely that if built the owners will want to use the stadium for such large events, which will cause the same traffic and parking issues at other times, not just the match days.</p> <p>There seems to be no consideration of the behaviour of away supporters travelling to Oxford from a distance. The modelling for this and the impact of the proposed additional bus services should be mandated prior to further consideration of the application. There are too</p>

many unknowns currently, and the plans do not address police and community concerns about the behaviour of local and way fans.

My further complaint is that the development is contrary to the policies on Green Belt, and this is even acknowledged by OUFC. They claim they cannot stay at Kassam stadium but this is not the case - they do n to want - the landlord has said they could negotiate. OUFC's argument of "improved access to green belt" is ridiculous - the amount of green land in the plan is tiny and there is no provision for public rights of way so it will not improve access in any meaningful way. With 15,000+ people on site on match days the green area adjacent to the fan areas is most likely to be damaged and compromised. Certainly it will not remain wild. IT seems highly unlikely that the plan will achieve the 10% biodiversity net gain required by Core policy 14: Natural Capital and Ecosystem Services CP14 included in the Cherwell local plan review.

I question whether the economic benefits of the proposed new stadium are real, and most could be delivered by remaining at the Kassam stadium. The negative impact on the Oxford city centre by comprising park and ride travel from north Oxford and Kidlington is being ignored.

The most environmentally friendly solution for OUFC is to remain at Kassam stadium. Demolishing a relatively young functioning stadium and building a new one has a huge negative environmental impact, which is quite contrary to Oxfordshire County Council's Climate Crisis promises.

The planned development does not provide an answer to what will happen to excessive rainwater in periods of heavy rain, which is currently absorbed by the soil, which will be covered over by the stadium complex and car park. This could cause local flooding and excessive surface water locally and on the adjacent roads which could also be dangerous. As climate change is increasing the frequency of heavy downpours this problem needs to be addressed in any building plan.

My further observation of the plan is that it appears that OUFC are attempting to squeeze too much into too small an area. Its excessive height will dominate the local area in a bad way; it is not appropriate. They need to find a bigger site, if they insist on moving from Kassam. Building on this last are of green land between Oxford and Kidlington is not in the Cherwell Local plan.

The plan currently claims that the stadium will be constructed to achieve the highest economically viable energy efficiency, but this is phrase without meaning - any acceptance of planning applications should be on the basis of it meeting the standards required by national government and the local council's energy efficiency objectives - we are aiming for net zero - how will anyone judge what is "economically viable". The applicant is just greenwashing their application with empty words. There is no commitment to a sustainable green development.

**Received Date**

19/04/2024 18:19:21

**Attachments**