

# 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>	Ray Wright
<b>Address</b>	Holly House,62 Crown Road,Kidlington,OX5 1AG
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>There must be very many good reasons against this scheme (some listed below) to balance against the only 'good' reason so far offered for why the new stadium should be built on this site - that being that the club is otherwise facing becoming homeless.</p> <p>This project closes up yet another portion of the current 'green belt' between Oxford and Kidlington.</p> <p>There are innumerable pieces of land that would be a better-sized plot with better - including of course the current Stadium in Oxford! Surely some of the 150m to be spent on a new place could be used to re-secure the current place? Mr Kassam is only ever interested in money, after all.</p> <p>The club has only themselves to blame for creating (perhaps deliberately?) this 'rushed' job to find a new home. Why not buy time at the current venue and find something better and more considered?</p> <p>It will be very sad - and a disgrace politically - if narrow planning law considerations and the imbalance of legal teams means that CDC get pushed/coerced into having to approve this application because planning procedures alone do not provide sufficient grounds for CDC to risk rejecting the application and risking losing on appeal. This project is more than just an ordinary planning matter and OCC has an awful lot to answer for in allowing matters to have got this far.</p> <p>Not many of us are planning experts but the key factors to my mind would seem to be:</p> <ul style="list-style-type: none"><li>- loss of yet further green belt land for minimal benefits</li><li>- the closing up even further of the gap between Oxford urban area and the separate village of Kidlington</li><li>- the net economic benefits are by definition nil - as all could be achieved at the current ground (and are) so 'new jobs' and all that PR waffle are of absolutely no relevance<ul style="list-style-type: none"><li>- the site is cramped and too small anyway</li></ul></li><li>- to try to achieve some better financial rate of return than football, the site is being over-developed</li><li>- the current use provides a secure and attractive and significant contributor to general wildlife and 'wilding' in an area with too little 'wild' areas as it is</li><li>- the traffic problems caused, especially but not exclusively on home games days, will be horrific. There is no escaping the influx of cars (as most grounds, even Wembley confirm) and with limited access to the stadium the surrounding areas will be boxed-in by over-parking and the Sainsbury roundabout is likely to be just one road-rage fighting ground! It is worth noting that if any accident on the M40 between 8/9 and 10 and 10 -11 occurs and/or the A34 around Oxford gets jammed, most satnav instructions take cars via Bicester Road and the Sainsbury roundabout to regain the A34 or the M40 Southbound. If this occurs on a match day .....</li><li>- the 'commitments' to local community benefits are, like the purported extra economic benefits, purely a PR exercise as there will be, by definition, no net gain at all for Oxfordshire as the current site will have done/should have done all that already, and if they haven't how can we be expected to believe their current promises? What is it specifically that they can offer at this site that they couldn't do/haven't been doing at the current site? Answers on a postcard please!</li><li>- foot traffic from the railway station HAS to be from the station directly into the grounds via</li></ul>

a wide bridge - unless the club really expects privately that most attendees will come by car!  
In which case more parking is needed on site not in the surrounding residential areas. The concept that thousands of attendees, arriving bunched-up in train-loads at a time (possibly 2 train-loads - concurrent arrivals from Oxford and from London), with many running late for the kick-off and full of beer, that these fans will stick strictly to fairly narrow footpaths and possibly pelican crossings (if installed) to get to the stadium is just wishful (negligent) thinking. Crossing an 'A' road too!  
Works would be needed at the rail station to handle this level of crowds. Is the Club ready to help finance this?  
- the essential footbridge, if built big enough to do the job properly, will itself be a huge eye-sore unless properly designed and funded. No skimping to be allowed, surely. A full and proper S106/CIL properly contracted, monitored and enforced please!

**Received Date**

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**Attachments**