

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="Mark Sinfield"/>
Address	<input type="text" value="39 Almond Avenue, Kidlington, OX5 1EN"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<p>I write to express, in the strongest possible terms, my objection to the proposed new Oxford United stadium on the Triangle land in Kidlington.</p> <p>In doing so, I write both as an Oxford United supporter, as well as a local resident. Whilst I fear that the proposal is already a done-deal, and that the planning consultation is little more than a meaningless exercise, I can only hope that Cherwell District council will show the integrity, courage and leadership (in rejecting the proposal) that has been completely lacking in Oxford City Council's handling of the matter to date.</p> <p>My comments/ objections are primarily as follows:</p> <ol style="list-style-type: none">1. As I understand it, Oxford United could potentially remain at their current site. Whilst there may be no legal right for them to do so under the current terms, they could presumably seek to negotiate a lease extension with the land owner. The existing stadium and infrastructure is already there, and this would be far less disruptive than building a completely new stadium. They say that there is 'no hope' of staying at the current site, but I see no evidence of them even trying to do so. To say that there is no hope seems, to me, to be little more than an emotional guilt-trip to try and force through the new stadium because it would be more commercially beneficial for them.The money that would be spent to build a new stadium could be used to improve access and facilities at the current site, which could be a more cost-effective use of resources2. The City Council has only agreed, as I understand it, to lease the land to the club (rather than sell it). What will happen to the stadium at the end of the lease? There seems to have been little thought given to this. Or has the City Council de facto agreed to give the land to Oxford United on a permanent basis?3. The current proposal would see the stadium being built on green belt land. The stadium would therefore destroy existing wildlife habitat, and would also have a detrimental environmental impact due to the increased traffic. The impact would be bad enough if it was only for match days, but the building of a hotel and leisure facilities on the site will mean that there is constantly additional traffic and pollution. The plan allows for up to 1,000 delegates at commercial events, which is a huge number of people travelling to the site on a regular basis. <p>The club make aspirational statements about improving biodiversity, but there is little concrete information. Simply adding a few potted plants and trees is not a meaningful attempt to replace the existing habitats that will be lost.</p> <p>Greenbelt land is a principle that we should protect as strongly as possible. There is already a great deal of other building work on nearby land, and we should therefore maintain the Triangle as a green space.</p>

4. The stadium will dramatically increase traffic levels around Kidlington, particularly on match days but also for the ongoing daily commercial and hotel usage. The club says that it has an 'aim that 90% of fans will travel by sustainable modes of transport', but this seems hopelessly naive. People will travel in the way that is most convenient to them, which in most cases will be by car. This will increase pollution, and will potentially cause gridlock on the nearby roads, and severe problems with parking in residential areas.

There seems to have been no thought given to how this will be managed without massive disruption to local residents. To suggest 'temporary traffic measures' on matchdays is simply ludicrous: the surrounding roads are major public transport links to the surrounding areas, so what is supposed to happen to public transport on match days if the club closes these roads? This will have a huge adverse impact on local communities.

The plan only allows for 2 coach bays: how do they expect the rest of the away fans to travel to the ground? The plan also suggests that fans can walk or cycle, but this will necessarily only be possible for a tiny minority of fans who live in the close vicinity. And, in any case, they are only allowing space for 150 bicycles. This will hardly encourage '90%' of fans to use sustainable transport.

The club says that 'many' fans live within 20 minutes by public transport. This seems, to me, to be untrue, based on existing public transport links in Oxford. Will the club be paying for free transport for fans?

5. On matchdays, there is the potential for fans local restaurants and facilities to be overwhelmed by fans. This may have a significant impact on local residents' ability to enjoy these facilities. Residents may also face antisocial behaviour from opposing fan groups.

Received Date

21/04/2024 14:40:23

Attachments