

Comment for planning application 24/00539/F

Application Number	24/00539/F
Location	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
Proposal	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	Laura Bell
Organisation Name	Reverend Viv Bridges
Address	6, Haslemere Gardens,,Oxford,OX2 8EL
Type of Comment	Objection
Type	neighbour
Comments	<p>Please see attachment (I'm not sure 'copying and pasting' worked). And I don't see how to ATTACH the file ... I've 'CHOSEN' file a number of times. I shall also be emailing it as a Word document.</p> <p>Revd Viv Bridges. 6, Haslemere Gardens Oxford OX2 8EL.</p> <p>RESPONSE TO OXFORD UNITED'S PROPOSAL FOR A NEW STADIUM IN THE GREEN BELT NEAR TO KIDLINGTON ROUNDABOUT. PLANNING APPLICATION 24/00539/F</p> <p>As you see from our address above, we live ONLY A MILE away, down the Oxford Road. It is inevitable, therefore, that we shall be adversely affected if this goes ahead. Our particular objections are to do with TRAFFIC disruption, PARKING, NOISE and general disruption and basic unsuitability of the location within such a residential area.</p> <p>TRAFFIC. We understand that the wrong traffic model was used and a correct one is being done, but there are some very obvious consequences of the proposals.</p> <p>CONGESTION The current application speaks vaguely about how many people will travel to matches by car verses public transport. Either way, it is inevitable there will be local disruption. Traffic around the Banbury Road (Cutteslowe) Roundabout, Woodstock Road Roundabout, Kidlington (Loop Farm) Roundabout is always bad at the best of times. It takes VERY LITTLE disruption to bring things almost to a standstill, even if the disruption is not in the immediate area (we experienced this during the restrictions on the Botley interchange). There is no way that OUFC can prevent disruption. The increase in traffic will cause HUGE congestion probably backing up to the A34 and affecting Oxford's Strategic Road Network. ROAD CLOSURES (see below) will also add to the congestion in the area . working well down in to the city itself, as well as on the routes in to the city (A34, A44, RING ROAD).</p> <p>ROAD CLOSURES The application includes plans for ROAD CLOSURES even though Oxford City Council has said there must not be any closures. It will mean that roads immediately around our house are likely to be closed!!!</p> <p>PARKING. The Application seems to not quite know where it is on this issue. The Application suggests that not many people will travel by car, and in an attempt to PREVENT people travelling by car, the number of parking spaces on-sight is ridiculously low. But then it seems to say that there WILL be a lot of people travelling by car, suggesting that local car parks can be used!! This means that local car parks (eg Sainsbury's, Rail Station, Bus station, Cutteslowe Park) will get full up. There will be a knock-on effect from this .. for businesses in Oxford, Summertown, Kidlington and people won't be able to use Cutteslowe Park.</p>

It will also mean that LOCAL STREETS will be used for parking. HOWEVER HARD efforts are made to prevent this, people WILL find parking ANYWHERE around the area. There is also suggestion of Controlled Parking Zones . why would these be necessary if very few people travel by car? OUFC seems to want it both ways.

GENERAL DISRUPTION AND NOISE.

Whatever arrangements are made for traffic, there will inevitably be MANY noisy fans wandering around the area. This could be late in the evening and especially because it will take A LONG TIME for fans to get on trains, buses or get out of car parks.

PUBLIC TRANSPORT

If most people do arrive by Public Transport, it means that the BUSES, TRAINS, will be full up, and so impossible for local people to use.

GENERAL COMMENT about TRAFFIC and NOISE

We can foresee a situation in which we are unable to get out of our road because the Banbury Road (part of Oxford Road) is totally congested with traffic. We can also see a situation in which there will be constant NOISE disruption either from the Stadium itself, or from fans walking up and down this road.

LANDSCAPE.

The Land proposed for this development is in GREEN BELT !!! Whatever is the point of having a GREEN BELT if it can so easily be built on and with such a huge, disruptive development?

National Planning Policy Framework states that inappropriate development is not allowed on Green Belt land, unless there are 'very special circumstances'. OUFC says there are VERY SPECIAL CIRCUMSTANCES, but there is no evidence to show that KASSAM Stadium could not continue to be used. OUFC's claim of VSC must be challenged and proved.

If this had been the case, OUFC should have done something much sooner. Presumably it's because they are now in a panic to try to find somewhere to go, and so are prepared to ride roughshod over so much of the many objections (legal as well as personal).

If this plan were to go ahead, it would not be long before Kidlington becomes just another part of Oxford, rather than a separate Council.

BENEFITS.

The application includes references to BENEFITS to the local economy. It's difficult to see how there would be any such benefits with businesses disrupted by the traffic congestion and overcrowded local transport.

There is a suggestion that there will be benefits to access to Green Belt land, and to Biodiversity. It's difficult to see how either of these will be achieved when such a large portion of Green Belt will be destroyed, and also a lot of natural habitat.

GENERAL COMMENTS

The application seems to be somewhat inconsistent and irresponsible . made, it seems, because of a panic to find a new venue. There is no evidence to suggest that the Kassam Stadium could not be used. The panic is of OUFC's own making, and if a new venue IS required, it should commit to taking far more time to address the very real problems involved in such a development and in to finding a much more appropriate site.

There also seems to be a somewhat irresponsible attitude to the reports, views and concerns of local councils, local laws, local organisations, local businesses and local residents. Oxford County Council, Thames Valley Police, Cherwell District Council Local Plan, Oxford Strategic Travel Plan, Oxfordshire Councils Climate Crisis and various environmental groups present objections of one sort or another to the application. OUFC does not seem to want to take any notice of these objections.

OUFC has itself acknowledges that there will be traffic disruption, and also possible disruption to bus and train services. It does not provide realistic plans for dealing with this disruption. It appears that this is not of real concern to OUFC.

OCC has said that Road closures are not allowed, but the Application prefers to ignore this as well, and suggests road Closures.

Overall unsuitability for such a development.

The Design and Review panel (whose advice OUFC should take into account) says that the site itself is not big enough for such a development. It SQUEEZES in too much, with the result that there is not enough Parking Space, and the Safety of fans in the case of an emergency is not assured. The traffic situation is also totally unsuited to such a development.

We understand that there has been a strong positive response to this application, but mostly from Oxford United Fans, VERY FEW of whom live in the area. It is obvious that these fans will support any plans for a new Stadium, but they will not have any concern for the impact on the neighbourhood. The impression coming across is that the views and fears of local councils, groups and residents are irrelevant.

Received Date

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Attachments