

# 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="Ailie Mitchell"/>
<b>Address</b>	<input type="text" value="214 Oxford Road,Kidlington,OX5 1EB"/>
<b>Type of Comment</b>	<input type="text" value="Objection"/>
<b>Type</b>	<input type="text" value="neighbour"/>
<b>Comments</b>	<p>My concerns over the building of the Oxford United stadium.</p> <p>The lack of planning and research by the OUFC has raised multiple concerns for me as a local resident. The lack of insight into the consequences on local traffic around the site and the congestion that this will cause in the surrounding major roads such as the A34 and the A40 shows a lack of consideration for safety of attending fans and local residents as well as those travelling through the county. The impact of lane closures on the A34 and the build up of traffic that ensues should provide an insight into what will occur on a busy weekend afternoon.</p> <p>It would be useful to have details on what research has been completed to predict the flow of traffic and the expected volume of cars in the local area, and the routes which feed into the access roads and surrounding area.</p> <p>The traffic will have a huge impact on local business as customers will avoid the Kidlington area and subsequently impact the financial income of local business.</p> <p>Road closures of 30 minutes before and after matches is insufficient to allow the predicted volume of match attendees, with pedestrians walking to their car or mode of transport and the potential subsequent flow of additional cars to exit the local area. Again, insufficient information has been provided by the project Managers to be able to have full insight into this issue. At the promotion last year, they suggested billboards encouraging attendees to use the park and rides with coaches being laid on. There was no plan for the funding for this nor for the insight into how many people would actually use this facility if it is even provided.</p> <p>At the current time, traffic congestion feeds onto the local routes each weekend from the A40 and up to the Peartree park and ride. Additional housing and businesses are being built in this area along with the additional housing at the Yarnton/Kidlington area which again needs to be factored in to the traffic management and congestion planning. I have huge concerns over the cumulative effect of the additional housing, business and the stadium/hotels building without common sense and oversight having any influence.</p> <p>Pedestrian crossings as shown in the previous plans again have an effect on the traffic flow and without any planning included for the footbridge is a concerning fractures of the plans submitted and show a lack of planning in the design of the stadium. The cost of the footbridge should have been included in the main planning submission to ensure that the cost of such a safety concern is met by the company and not local councils and residents.</p> <p>Of course, additional congestion will also impact those trying to use public transport such as the bus and train service, causing delays and lack of availability for local residents trying to get to work or to enjoy their weekend off.</p> <p>There is a concerning lack of information being provided on traffic and congestion management.</p> <p>Parking at the stadium has a recommendation to be reduced as a strategy to manage special constraints which is evident that the area is too small to support a 16,000 stadium alongside subsequent leisure facilities. There is insufficient planned provision for cyclists parking at the site and no plan for additional parking once the local park and ride facilities are at capacity. Oxford Parkway does have cycle racks however OUFC will contravene local transport policy by including this in their planning.</p>

My second concern is environmental and irreversible damage to the local area and habitats. The building of substantial housing developments in the local area has a huge impact of the diverse species in the area. Stratfield Break is a beautiful area but fauna does not know boundaries and of course uses what is often referred to by OUFC as "wasteland". The triangle is not an area of wasteland, it is a very valuable area of green belt. Green belt because it is just that, an area that supports flora and fauna to develop and thrive. An area that is valuable to residents who appreciate nature. I am not clear what circumstances OUFC have provided which constitutes the reason for building on and causing the destruction of the green belt in Kidlington. The reason that they must relocate and have only a limited amount of time to do so is once again poor planning by the club. This will be the third site for OUFC in Oxfordshire and it is unacceptable to assume that planning will be passed for the reason of their lease ending, as the previous stadium is only 20 years old! The alternative site report was not available until after OUFC had declared their lease was expiring and there was no option to remain at the Kassam site. This does not show any evidence that the club explored the option of extending their lease at the site. The most environmentally friendly option would be to remain at the Kassam and avoid the destruction of more green belt space in Oxfordshire. The green space that is available on the proposed stadium site will not support wildlife due to the increased disturbance by the multiple businesses on site and obvious light pollution. The displacement of fauna is not acceptable for a stadium that has no real reason or justification for moving site. Surveys in bat and reptile surveys should be repeated with reputable independent assessors, alongside breeding bird surveys. A recent survey of the triangle and surrounding area has evidenced this. With scarce plants on the county Rare Plants register being found within the triangle area, one of only 10 sites in the county. The complexity and diversity within the habitat requires further survey to ensure that there is a full insight into what habitats are being destroyed for a football stadium. Demolishing a stadium that is not in a state of disrepair that can support the current number of fans to destroy further green space is unacceptable and the reason does not justify this action.

Ultimately, the building of the stadium is a substantial build on a very small space. Over development of site and a building which towers over any local structure in any direction means that it will be visible for miles around. The stadium will be an overbearing structure in an area of green belt, it isn't in a built up area with multi storey buildings but in an area where it's height, noise and light pollution will have a negative impact on all those who live in the local area. It is a huge building being squeezed into a tiny area without any option of managing football fans, their behaviour and the congestion due to the limited access and surrounding area. The limitations on access and open space within the grounds will severely risk the safety of fans attending should any negative behaviour occur between opposing fans or in the event of an emergency or catastrophic event such as fire or terror attack as seen in recent years. The design has no provision for emergency evacuation of the fans, hotel and restaurants nor for the emergency vehicles attending due to the position of the site and proposed road closures and congestion.

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**Attachments**