

**V3 RESPONSE from GWEPC to CDC Planning (Jun 24)  
RE OUFC Stadium Environmental Statement dated Feb 2024**

Gosford and Water Eaton Parish Council (GWEPC), following consultation with parishioners, objects to the planning application for the Oxford United Football Club (OUFC) Stadium. Whilst the design of the stadium appears to be to a suitable standard, it is the impact on the surrounding area which is our primary concern. Although the stadium itself is not located in our parish, it does however have a major impact on our community. GWEPC objects on the following basis with references to the Environmental Statement dated February 2024:

**1) Pedestrian Access is Inadequate:**

*Access and Parking section: Sub-section **Match Day Traffic Management and Crowd Management** 4.73 Traffic will be diverted to Frieze Way for at least 30 minutes ... ; Pre-match – general traffic diverted for at least 30 minutes...; and Post-match – general traffic diverted for at least 30 minutes...4.74 A traffic management contractor will be appointed to enact the closure...*

The GWEPC unanimously agrees that the entire stadium development is not feasible with road closures and traffic diversions on match days to safely accommodate pedestrian access. Bridge access from the west and/or south for pedestrians is a minimum requirement for the development to progress. Local residents have expressed concern about being restricted to their homes due to crowds being intimidating. *Page 5 The Proposed Development looks to connect with the future development sites, by providing an **east-west walkway to link the land to the east of the Site within PR7a allocation and PRoW 229/4/30 to Stratfield Sports Ground to the west, including **enhanced pedestrian crossings over Oxford Road and Frieze Way.*****

This is a vague statement with no practical plan nor clarity about who is funding any pedestrian access across the railway tracks and A34. At this time there are no submitted plans from PR6b with “enhanced pedestrian crossings” or from other housing developers in the area. OUFC therefore cannot assume that this access will be provided. At present only two Toucan crossings are proposed by OUFC and no pedestrian bridge in this proposal which make the proposal unviable. *See Section 20 Summary, p2 section 10: Transport and Access Crossing facilities **Toucan Crossings** across Oxford Road and Frieze Way.*

**2) Proposed Traffic Management is inadequate**

The referred to “Draft Construction Traffic Management Plan” is not included in the documents and therefore unclear (see page 4 Summary). There remain references to road closures and reduced access on major routes in this area on match days which are unacceptable. We would also like to ensure there is no bus lane closure to temporarily widen the pathway. The environmental impact is unacceptable without a new bridge of some kind and there is no planning application submitted for a bridge and no mention of an additional bridge in this environmental impact assessment.

There are 20 development schemes mentioned in the traffic impact statement but two are omitted: PR6b adjacent to the site and PR8 in Begbroke which is very large and will significantly impact the traffic flows in and out of the area:

*Appendix 2 Tables 7.2.1-7.2.3. 20 schemes in the local area. (page 53 Main Text)*

**3) Parking Provision for Patrons is Inadequate**

The proposal includes **Controlled Match Day Parking Zones up to 2km from the Stadium in Kidlington and North Oxford page 6 Summary 10 Transport and Access 2 kms**

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**2 kms is the same as** 1.2 miles and reaches to Cutteslowe Roundabout/ A40 to the South, to the North up to Exeter Hall, the West over to Yarnton (The Turnpike pub) and Water Eaton Manor in the east. This effectively impacts ALL of the Gosford and Water Eaton parish, much of Kidlington and some of Yarnton. It is unclear how parking zones will be defined, how our residents will be restricted from parking near their homes and how stadium patrons will be controlled or policed in practice. None of the cost of this scheme shall be met by residents or the Parish Council. Parking is a major concern for residents in our parish.

**4) Over development with a High impact on the landscape.**

The statement suggests that the impact of the five storey building covering 80% of the triangle land will be “modest impact” on the landscape but this is a large development on a green field site with new housing developments on three sides and the impact will be major from all aspects. The statement also states that the development landscape is not valued, however the closure of the Kidlington Oxford gap being reduced to a couple of fields at Stratfield Brake is a major impact on valued landscape.

*Significance of Landscape and Visual Effects Appendix 7.1 “LVIA Chapter” “Not to be considered valued landscape in GLVIA3 terms” p27 main text).*

**5) Preservation of trees**

There is concern expressed by GWEPC about the preservation of trees on the site. While the large poplars on the north side are protected with no plans to impact, there are 17 trees proposed to be removed even with numerous “replacement trees” to be planted a mature oak (Category A) and the Category B trees will a significant loss to the site:

*Arborial Impact Statement **17 trees to be removed** (1 Category A, four Category B, 10 Category C and 2 Category U) see Figure 7.45 for detail.*

GWEPC would like assurances that the biodiversity is enhanced and as many mature trees retained as possible. As well as additional planting of trees on site to compensate for the removal of trees on site. Any new trees planted must be maintained by OUFC until they are mature which is a minimum of 10 years.

**6) Noise impact**

While there is some reassurance in the statements concerning the design/shape of the stadium to mitigate noise as well as the PAVA speaker system to keep noise contained, residents remain concerned about the potential noise impact during matches.

*Chapter 11 of Main Text Matchday Noise Generated by Patrons p24-25 of the Stadium SECTION 11.122 Crowd noise 88db before the match and 91db during the match Noise : nearest residential impact is proposed at 57db is not over the threshold for potential significance.*

Note that sounds above 85db are harmful, 91db equates to the sound of an underground train, 60db is “normal conversation”. The “preliminary modelling by DataKustik CadnaA” showing impact of only 57db for nearest residents **needs to be fully tested and proven** for such a dramatic reduction in decibels from 91db (measured at two matches) to 57db (generated by a computer model).