

Further, whilst the argument that there is an urgent need for more housing close to Oxford may be deemed an "exceptional" reason for the reassignment of Green Belt for development, the commercial interests associated with the provision of a home for Oxford United do not.

Overdevelopment of the site

I have referred to mass above. This will dominate the site and form a far more overpowering presence than the artist's impression indicates since it will be the pre-eminent "impression of Kidlington" as one approaches from the south and crosses the bridge across the railway and the A34. Unfortunately, the stadium is being compressed into a tight site and the overall development is for more than a stadium alone. Thus the road immediately around the proposed stadium is pressed against the boundaries of the site, with the only relief being the far north tip of the site into the roundabout.

I note that the plans suggest that the line of trees that continue the sequence that has been preserved within the roundabout as a result of objections to their removal will be removed -

I fully support the condition proposed by the County Highway Authority that the A4165 remain open at all times, and not be subject to any road closure on match days. There are many reasons for this -

1 This is one of just two corridors to the City from the north. The combination of forcing all traffic to go via Frieze Way and the Woodstock Road together with the additional traffic that matches themselves will generate will surely cause all five roundabouts on that diversion route to seize up - indeed to the extent that makes issues at the Plain in the City Centre during rush hour seem minor by comparison.

2 If the road is closed, then the question as to how all match-related traffic reaches the Water Eaton Park and Ride must be answered. The only approach then is via the Banbury Road north of the Cutteslowe roundabout. A single route to the sole parking area is surely a nonsense, not least because all match related traffic from the north will be forced around the diversion discussed in (1), adding further to traffic chaos.

3 Next, if the Water Eaton Park and Ride is the designated parking and drop-off area, what provision will be made for those who use such a facility prior to continuing into Oxford? Has the impact on businesses in the City (e.g. Westgate, expecting shoppers to use the Park and Ride bus service) received adequate attention?

4 By the same token, it should be noted that the Sainsburys store at the Kidlington roundabout is the only full-sized supermarket serving the entirety of North Oxford and Kidlington. Has the impact on Saturday shoppers been considered?

5 Related to (4), no indication has been given as to how those attending matches will be prevented from using Sainsbury's car park - especially if the alternative is a three-mile detour in slow moving traffic.

6 The same applies to other apparent alternatives. Some drivers may try to park in Stratfield Brake; others in front of shops either side of Oxford Road. How are such intruders to be distinguished from genuine users of those facilities?

7 So far, I have addressed issues arising from Saturday afternoon matches. What about midweek, evening games? Given that the Park and Ride together with the station car park are used by commuters either travelling into Oxford by bus - as is encouraged - or taking the train elsewhere, where will those attending football matches park if the car parks are already full? Further, since such commuters will have driven in from the north, why should they then be forced to drive three miles just to get back to the Kidlington roundabout?

Having addressed the need to keep the A4165 open at all times, I now turn to crowd management between the Water Eaton Park and Ride and the proposed stadium.

First, it is essential that any footbridge across the road be built before the stadium opens. But I assert too that, whilst this is necessary, alone it is not sufficient.