

The Gables
Millers Lane
Hornton
Oxfordshire
OX15 6BS

7 April 2021

Dear Mr Smith

Re: Wroxton MX track – ref: ref: 21/00517/F

Mrs Kerwood's application for retrospective planning permission for Wroxton MX includes the area designated as a campsite. As a result of the huge amount of work that has been done to enlarge and 'improve' the track this campsite has grown enormously over the last few years.

Camping at Wroxton MX July 2018



Camping at Wroxton August 2020
(During COVID lockdown break)



Neither Banbury Motorcross Club nor Kerwood and Hedges hold an exemption certificate for this campsite and therefore full planning permission for the campsite is required.

According to a report prepared for Mrs Kerwood by Mid West Planning (see 'supporting documents' on the planning portal), a club event will see 600 to 800 people and accommodate 250 – 350 camping vehicles. A National event, which will occur several times a year, will normally attract a maximum of 320 competitors and 1,300 to 1,500 spectators in attendant camping vehicles. Some of the events are for juveniles and so there are usually a lot of children and young people in attendance. Campers (in camper vans, cars, trailers and winnebagos, typically arrive at the event Friday evening/early morning Saturday and leave at the end of racing on the Sunday. Large events are normally held on Bank Holiday weekends and, on these occasions, it would be usual for campers to arrive earlier and not leave until the Monday.

The 2020 event pictured was a practice session held by a club from Portsmouth who had hired the course and it was not as well attended as it would be in a normal year. Nonetheless, there are approximately 250 vehicles on the site. The perimeter of the site is clearly defined in the planning application and it appears that there is an intention for campers to stay within this boundary (though their volume has filled and overspilled it in the past). This results in the campers being parked in very close proximity to one another, making the '6 meters between each vehicle' rule impossible. Typically there would be one and often two motorbikes per camper van. There may also be mobile catering facilities present.

There is vehicular access via a graveled, single-width track running from the entrance to the B road leading to the A422. During arrival and departure this track is completely blocked by nose to tail vehicles.



Needless to say there is fuel on site, petrol for the various vehicles and bikes as well as gas for the camper vans. There do not appear to be any permanent fuel storage facilities on site, although there is a bank of oil drums but we do not know what, if anything, is in them (Fig6). Rubbish disposal appears to be via on site incineration see Figs 4 and 5. Rubbish is collected in a huge red skip during the event (Fig 7). A map is attached showing the locations of these items (Fig 8).

Fig 4



Fig 5



Fig 6

These pictures were taken this year, several weeks after the December 2020 meeting that was held during COVID restrictions. The amount of 'stored' rubbish may be encouraging the less desired kind of wildlife to the area.

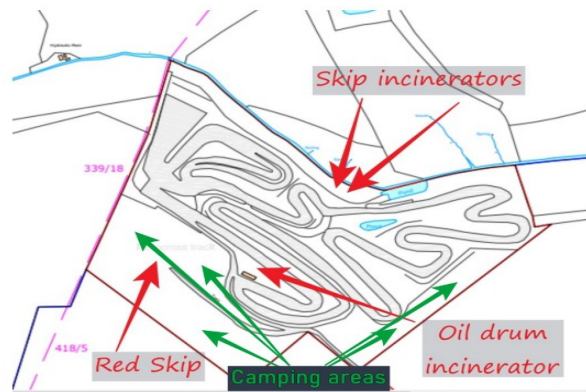
There is a portable toilet block on site, screened by a fence, that appears to be a permanent structure. According to their website there are facilities for dealing with chemical toilets but these facilities are not apparent. There should also be access to potable water and to water to replenish the vehicles but these facilities are also not apparent. It is not obvious what arrangements are made to deal with foul water, it is to be hoped it is not simply allowed to run off into the brook or pond.

Catering is done by the campers themselves using in-van gas cookers or portable barbeques. There are some catering vehicles on site.

Fig 7



Fig 8



The campsite has been allowed by the organisers to grow almost by accident rather than as an obvious side effect of their expansion policy. No attention to health and safety, distancing, access or, more importantly, to the potential for fire and explosion appears to have been paid. In the event of an accident access by the emergency services would be severely compromised. There have, thankfully, only been one or two accidents in the past and the Air Ambulance was needed to deal with these and due to congestion it had to land in a neighbouring field. To their credit the club did indeed hold a fund raising meeting as a thank you to the Air Ambulance service.

It would be interesting to know whether the farm's normal public liability insurance covers the campsite, and whether if the site is used before a decision is made by the planners would any insurance be invalid? If the campsite undergoes further expansion, which is extremely likely given Mrs Kerwoods stated aim, will she be required to apply for further change of use to cover the creep into the agricultural land that surrounds it? (As stated previously this already happens.)

Does Mrs Kerwood already have plans for buildings and services to improve the camping experience for her increasing number of visitors?

If such plans include buildings would she need to apply for further permissions to erect them?

As the MX track and the campsite are listed in the application as 'Farm Diversification' and if as a result of this planning permission being granted their expansion ambitions are realized, at what point does it cease to be 'diversification', and become the primary business?

We object in the strongest possible way to the granting of this planning permission. We feel that our experience throughout this process has demonstrated that if permission were granted with conditions neither the applicant nor CDC would be willing or able to comply or enforce such conditions.

We back Hornton Parish Council in their objection and sincerely hope that the member of the planning committee will protect our community from the threat that this application poses on so many fronts.

Yours sincerely

Anne Joyner