

Dear Mr Smith

**Ref. Planning Application 21/00517/F**  
**Highways & traffic implications of Wroxton Motocross Track**

Even in these semi-lockdown Covid times, villagers in the Wroxton and Hornton area find it extraordinary that the Oxfordshire County Council Highways response to this planning application seems so partial, in every sense of the word.

The officer concerned freely admits to **not** having made a site visit and basing his findings and recommendations entirely on the submission of the applicant which, as will be shown in numerous other objections on this portal, is flawed and inaccurate in countless ways.

How can any objective expert make an assessment of such crucial importance on the basis of this level of scrutiny and consideration? We find these aspects of the OCC Highways report particularly concerning:

- He refers to only “temporary” congestion when events are active and the queue of camper vans and motorhomes is arriving at, or leaving, the site. I wonder if he would find it so “temporary” if it were *his* village home that were inaccessible – to residents or emergency vehicles – during these hours and if it were *his* family car forced to make a sudden stop or veer into the grass verge/ditch on a winding, single-track lane to avoid large, lumbering vehicles turning into the field gateway of the track?
- In terms of traffic nuisance, these many hundreds of large vehicles using the track clearly have sat navs and determine the final stages of their route there in two ways:
  - they either use the A422 Stratford Road, with its many inherent dangers and inadequate junctions, plaguing the main road village homes of Drayton, Wroxton and Wroxton Heath and then turning onto poorly-surfaced, narrow and hazardous country lanes for the last section of the route;
  - or they use short cuts, taking them down the exceedingly inappropriate Wroxton Drift Road, which is even narrower and has blind bends and non-passable sections, punctuated by regular cyclists, dog walkers and ramblers. This latter point was also ably made by Wroxton objector, Emma Stephenson, in her letter carried earlier on this portal (25/3/21).
- Adding a built kerb and entranceway to the field gateway area, as recommended by the officer, should the application be approved, would be a woefully inadequate way to address these problems and succeed merely in endorsing a site which has grown without one iota of permission and in contravention of every rule and regulation in the book. This is a beautiful rural area – we don't require an industrial-style site entrance to further blight it.

Perhaps OCC's Highway's representative would like to remedy this situation by visiting the site on the next race weekend: there is ample opportunity as, despite still having no planning permission and being instructed to remain inactive during this application process, the track continues to schedule events for April and May, *before* Cherwell Planning Committee are due to consider this case on 20 May.

Meanwhile, grateful thanks to the Leisure department consultee who has pointed out the blatantly fundamental truth as a rationale for Refusing the application: there is no evidence of any local requirement for this scale of facility in this location.

Yours sincerely

Chris Brayshay