

27 May 2021

21/00517/F : Wroxton Motocross Track

Further Highways Objections from Hornton Parish Council

1. Introduction

As agreed with CDC Planning officers, Nathanael Stock and George Smith, on 21 May 2021, we have compiled this additional Highways-related material. It further demonstrates unsustainable and unjustified Highways impacts and hazards created by this track, which would worsen should this application be approved and, consequently, allow up to 600* vehicles at the site.

Our hope is that this submission will be assessed by CDC Planning as well as passed, immediately, to the OCC Highways officer with a request for close assessment, new desk research and a site visit to this beautiful rural area. We would be very happy to meet with the officer and offer guidance or input.

It should be noted that traffic to Wroxton MX Track comes from afar. Most fixtures are hire-out events, where event-holders and large clubs pay to use this track. Riders and their entourage, plus spectators, travel from across the UK – and occasionally beyond. Furthermore, regional users come from a 20+mile radius, not nearby villages, nor just Banbury.

Currently, most traffic to and from the site is large camper vans and motorhomes, or cars and vans with large trailers. Typically, there are several hundred per large event. If this application is approved these vehicles will get larger, as the circuit will quickly grow to international standard and attract higher grade competitors and their huge truck entourages and merchandising/catering LGVs. Remember, the application submission refers to up to 400-600 vehicles and they infer that's what's happening already for national events at Wroxton track.

Moreover, the track is only 20 seconds off, in lap duration terms, being of international 'Grand Prix' standard. If it adds that short lap distance then it will fall into a 'super MX' category that means it can stage the largest events and attract custom from all over Europe and the US. The result: more traffic, travelling longer distances to burn diesel in a field in a protected rural area.

Quite simply, the track, its location and its usage fly in the face of CDC's ESD policy and the Oxfordshire Transport Plan.



* Hurlstone Partnership's Transport Statement 3.12 states: "A National event can attract around 400 – 600 vehicles, depending upon how many people travel together in each one. As the visitors tend to travel in groups, it is normal for there to be 3 or 4 people per car/motorhome." That's hundreds more vehicles than we have photographed so far. The current, extended site boundary will not hold this many so it's easy to envisage the site spilling way out from its current confines into other parts of the surrounding land owned by Mrs Kerwood. This, it seems clear, is the intention.

2. National & regional policy contraventions & sustainability

The location of this nationally-renowned, highly commercial MX track is in a CDC-protected rural area of the Ironstone Downs, with access from the hazardous A422 and then onto narrow, winding, pot-holed village lanes. This location is NOT consistent with relevant local and national transport policies, especially with regard to sustainability (ESD) and accessibility, and does NOT provide for a safe and convenient access to the highway network.

The proposal for a higher-intensity track venue fails to demonstrate that the track location will minimise demand for travel – in fact, it *promotes* travel over hundreds of miles. It fails to offer genuinely sustainable travel choices, improve road safety or support the aims in the Oxfordshire Transport Plan. Moreover, the track does not offer safe, convenient and efficient access arrangements for other traffic (cars, delivery/emergency vehicles, cyclists and pedestrians).

We conclude, in fact, that the highway and transport aspects of this proposed motorsport venue cause severe highway safety harms and these are valid reasons, in addition to other crucial factors, to refuse development at this scale. We demonstrate all these points below.

According to the National Planning Policy Framework - NPPF - (Para 108) in assessing specific applications for development, it should be ensured that:- A) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; B) Safe and suitable access to the site can be achieved for all users; and C) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. We argue that such mitigation is impossible and undesirable.

Meanwhile, Policy SLE4 of the Local Plan at Cherwell DC states: "All developments, where reasonable to do so, should facilitate the use of sustainable modes of transport (and) development which is not suitable for the roads that serve the development and which have severe traffic impact will not be supported".

Policy TR10 of the Local Plan applies here. It states that "Development that would generate frequent heavy goods vehicle movements through residential areas or on unsuitable urban or rural roads will not be permitted. The council will resist [this] ...where they would create traffic problems or adversely affect the amenity of residential areas or villages". In this instance, hundreds of large camper/catering vehicles and motorhomes do, and would, compromise highway safety and create issues through villages and lanes leading to the A422, many of which are single track roads.

3. Precedents less than a mile away/4 miles away in 2020 and 2019

There are very recent Planning precedents to endorse the Highways objections to this proposed MX track in this location. The best examples are when CDC refused two previous planning applications for a fuel depot development, which would have generated considerable tanker traffic, on sites at Sugarswell Business Park and, then, at Hornton Grounds former quarry (approximately 4 miles and half a mile away from the MX track, respectively).

CDC said about the Sugarswell (19/01202/F, October 2019) proposal: :

"The proposed development represents an unjustified and unsustainable form of development in a rural location, which lack opportunities for sustainable travel to and from the site and would have significant adverse impacts on the character of the surrounding environment, for which it has not been demonstrated that exceptional circumstances exist for such development in this unsustainable location. The proposals are therefore contrary to the provisions and aims of Policies SLE1, SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework."

Clear comments were made by the Highways Authority, Oxfordshire County Council, on the Sugarswell application, where they also recommended refusal: "The main concern is that the new depot will not be served by sustainable modes of transport. The site is located in an area

that would be solely dependent on private motorised vehicles, with no sustainable access from residential areas or to Local Centre amenities. The proposal would be contrary to National Planning Policy Framework standards in that it would fail to reduce the need to travel and maximise trips by sustainable modes. Further to national policy, the development proposal is also required to adhere to the policies in Connecting Oxfordshire: Local Transport Plan 2015-2031."

Both Oxfordshire County Council Highways Authority and Warwickshire County Council Highways Authority recommended refusal of the Sugarswell application, even though the lanes involved were nowhere near as narrow and perilous as those leading to the MX track. The Hornton Grounds fuel depot was refused on similar grounds.

4. October 2020 Transport Survey/characteristics of this stretch of the A422

The section of the A422 which serves the turn-off to this track, onto narrow approach lanes, is notorious for speeding hazards.

In total, in 2020, regarding the accident statistics, 34 casualties were reported on the Oxfordshire side of the Warwickshire County border and of these 13 accidents occurred on the A422 with nine people injured. The proposed track would increase heavy traffic in the location and exacerbate the dangers for adjoining and neighbouring villages, including Hornton, Wroxton Heath and Wroxton.

There is also a dangerous and inappropriate crossroads junction, with seriously compromised sight lines, where vehicles approaching or leaving the track turn off the A422 main road onto the narrow Wroxton Heath residential lane. (See pictures below) Large vans and trailers turning into the Wroxton Heath Road cannot avoid taking up both sides of the carriageway, in the face of oncoming local traffic approaching that junction, and then the road further reduces in width to a single carriageway with large pot holes down either side.



Further dangers exist on this length of the A422. This stretch of the road is a major and popular motorcycle route for weekend 'bikers'. It is shown on one biker website (www.bestbikingroads.com) to have a high '4 Star' rating for its drive characteristics and negligible police presence. (See screen grab on next page.) Consequently, the very section of road directly leading to the crossroads turn-off at Wroxton Heath is used frequently by weekend racing bike riders, causing a regular hazard. Meanwhile, motorbikes, racing or otherwise, are among other traffic that typically exceeds the national speed limit on this section of road and makes this crossroads even more unsafe and unsuitable for heavy event traffic. (See also road users' and residents' comments in Appendix I.)

A four star rating for this stretch of the A422 for racing bikers -
<https://www.bestbikingroads.com/motorcycle-roads/united-kingdom/south-east-england/ride/a422-banbury-stratford-upon-avon>

Europe > United Kingdom Motorcycle Roads > South East England and London

Like 0 Tweet Share

A422 : Banbury - Stratford Upon Avon

Star Ratings	Info	Discover Nearby
<p>★★★★★</p> <p>Corners: ★★★★★ 4.0 Straights: ★★★★★ 4.0 Scenery: ★★★★★ 4.0 Road Surface: ★★★ 3.0 Visibility: ★★★★★ 4.0 Police Presence: — 1.0 Hazards: — 3.0</p>	<p>Route Added By: rmcase Date: October 13, 2009 Length: 29 kms / 18 miles Download GPX - ??? Road Type: Rural</p>	<ul style="list-style-type: none"> worcester tt ... a3400 b4035 stratford... banbury to wales... banbury to swindon... banbury to bourne mouth... banbury wellesbourne easy... banbury to yarmouth... daverly tt ... banbury lane northampton...

There is also frequent and slow-moving farm and quarry traffic on this stretch of road. There is a stone-cutting yard less than half a mile from the crossroads described above that shares an entrance off the A422 with Hornton Grounds Farm. Bear in mind that traffic arriving for weekend Motocross events typically arrives on a *Friday* afternoon, when working vehicles are very much present on these highway sections. This picture (right) shows a large lump of stone being transported into the access drive of both the farm and the stone cutting yard. It has travelled from Banbury, right past the crossroads entering the track vicinity.



We draw your attention to the exceedingly illuminating professional report, supplied with this document, on this very section of road by HVJ Transport Ltd, October 2020: *Review of transport submission: proposed application for a fuel storage and distribution depot, Hornton Grounds (off A422), Hornton application no- 20/02453/f*. The report talks about speeds on this section of the A422 near the crossroads being over 60 mph in both directions. See these sections particularly: 1.3-1.4; 2.1.3-2.1.6; 2.2.1 (point 6); 2.3.2 (first and last bullets); 2.4.1; 3.12; 3.15-3.16.

5. The approach lanes

5.1 The width of the lanes versus the width of the MX traffic

The currently most popular race van/motorhome, the Kentucky Camp Corral (see below, left), measures 2.4m wide, 7.2m in length and 2.8m high. It's 33ft long for a Class A vehicle and 20ft long for Class B. Meanwhile, the narrower stretches of the lanes near the track are approximately 3 to 3.5 metres wide. See below right, showing a measurement of 3.1 metres on the Drift road, which is the narrow lane that leads from the back of Wroxton to Wroxton Heath and towards the track gateway.



So, there is absolutely no way for a camper van – let alone a giant motorhome – and a normal car

to pass safely on most stretches of this narrow lane, with ditches in some sections. Up to 600 of these vehicles on these lanes would create a severe highway hazard zone. Even 200-300 of them – which we know we have already experienced – cause major problems and incidents.

5.2 A blind bend with the track entrance at its apex

The entrance gateway to the track is on the apex of an extended blind bend. The three pictures below show the two views of this bend, approaching from each direction and the gateway at its centre. It is an extremely dangerous location. Drivers often have to pull up suddenly to avoid large, lumbering vehicles turning in and out of the gate, using the full width of the narrow lane. See Appendix I for examples of villagers' eye witness accounts of this.

Approaching the blind bend
from the Wroxton Heath
road/A422 direction



Below left: The entrance gateway is on the left as the road continues to bend round



Below right: This is the approach to the bend from
the other direction, coming uphill from Ragnell
Bottom and Hornton.



5.3 The public footpaths

Public footpaths run around the perimeter of the track site. The OCC new route (set last year) extends the path to run right alongside the dirt track that vehicles use to get to the circuit and camping ground. (See aerial photo in the Introduction). This will generate not only more pedestrians right next to heavy traffic, noise and dust but also a major hazard for pedestrians entering and leaving the site at the highly hazardous gateway location shown above. Currently, families and dog walkers use these routes regularly. (See numerous letters on the portal).

6. Wroxton & Hornton residents' objections

Appendix I holds a selection of villagers' letters highlighting Highways issued experienced and observed in relation to Wroxton MX Track. Please read them – they are very revealing. There are scores more anecdotes and concerns in other objections submitted to Cherwell Planning portal.

Also on the portal there are dozens of objections from residents of Wroxton village who have experienced the great convoys of motorhomes heading to and from the track on the A422. Apart from the impact on their residential amenity, some of them also point out how many of these vehicles, travelling from Banbury direction through Wroxton, turn off towards the track BEFORE they get to the crossroads near it and take 'short cut' detours down single track lanes at Ironstone Lane and the old Drift Road. These pictures, below, show the width of these lanes and the sign emphasising their single carriageway. Traffic dangers highlighted elsewhere in this document are exacerbated here due to the extreme narrowness of the road surface, its winding and undulating nature and the poor visibility.

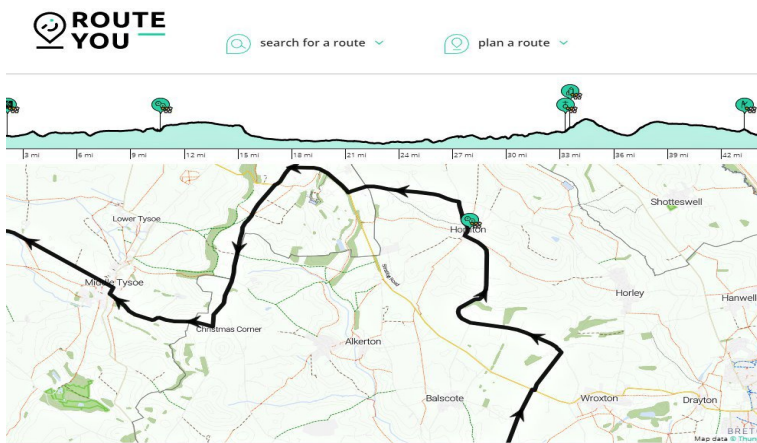


7. Cyclists and walkers/runners/horse riders:

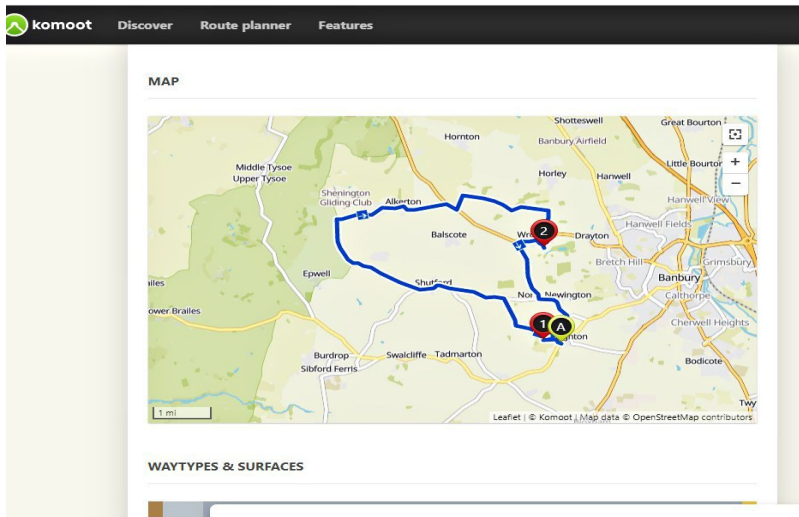
These very same scenic, narrow lanes between Wroxton and Hornton are regularly populated by cyclists and walkers. Below are just two examples of nationally-promoted cycle routes using these very same roadways. Hornton and other nearby villages have resident cycling and walking groups who also use these roads at the weekend and on week days, along with family cyclists and dog walkers. Horse riders from the local stables and livery yard at Hornton Grounds use these lanes too, as well as horses and holidaymakers from the 'park and ride' B&B at Hornton Grounds. There are reports of 'sticky moments', with horses being spooked by rattly trailers and riders having to turn back in the face of oncoming camper vans.

It is also a key stretch of the annual Hornton Classic Six charity run which uses this route, starting in central Hornton, passing the entrance of the track and running down the Drift road, on a Saturday every July. It attracts over 200 runners and numerous spectators and support vehicles.

South Midlands Cycleway: Broughton Abbey, Wroxton and Gardens Loop:



www.routeyou.com/Waze: Freewheeling in Hornton:



Appendix I: Highways-related objection letters sent to the CDC Planning portal, Spring 2021

This is a small sample of the scores of villagers' objection letters, submitted to the Cherwell Planning portal in 2021, which highlight important Highways considerations and experiences.

Stone Edge, Wroxton Heath, OX15 4QE

27 May 2021

21/00517/F: Wroxton Motocross Track

I live with my family at Wroxton Heath and have an uninterrupted view of Wroxton Motocross Track. My mother lived at my property before me - and so we can comment with absolute accuracy, going back many years and witnessing the major scaling-up in recent years.

I would like to address the matters of both of Highway safety & the applicant's LVIA submission with regard to this application.

As I type this, a news article on 27/05/2021 had the following headline: "Are we just five years from climate tipping point? Dangerous rise in global temperatures above limit set by UN could arrive by 2026, scientists warn". Against the backdrop of the climate emergency, if planning permission were to be granted to this application, CDC would be seen as condoning and promoting unsustainable long-distance travel to a motorsport venue and the use of petro-chemical/fossil fuels. This would be utterly scandalous and in direct contravention of CDC's stated ESD policies which are so crucial to ours and our children's future.

Highways

First, let's consider the A422 access to the track over which the applicant proposes up to 600 large camper vehicles travelling per event. This stretch of the A422, particularly at weekends, is used by motorcycle enthusiasts as the equivalent of a section of the Isle of Man TT races. This road appears to be seldom policed, the 60mph speed limit never enforced - again, particularly, not at weekends. I have personally witnessed groups of 'racing' style motorbikes, travelling well in excess of 100mph, speeding past the crossroads junction of the unnamed single road, where Wroxton Heath is situated and our residential road joins the A422. This is the same location where the track traffic turns off to the approach lanes of the circuit. At this junction, vehicles coming from the direction of Banbury approach from a blind left-hand bend, giving poor visibility of vehicles joining the A422 & vice versa. Vehicles travelling from the Stratford direction also have a left-hand bend, before a short straight section of road. At this point, travelling in either direction bikers 'sweep' off both bends and accelerate hard straight past the crossroads junction in question.

For some reason, motorcyclists using the A422 in this location seem to get a 'pass' by the police. Therefore, their excess speeds and 'racing mode' should be taken into account when considering highway safety. In both directions,

the vegetation on the grass verge (although at the moment recently cut) is usually high, thereby further restricting visibility.

On several occasions, whether driving straight across towards Balscote, or joining the A422 itself, I have personally experienced near misses. Having stopped at the crossroads junction, and having checked in both directions, motorbikes in particular have been travelling at such high speeds that due to the road lay-out, I simply have had no time to see them coming: they have shot past the front of my car, before I have any chance to react. This can also be the case, again, particularly at weekends, with drivers of sports or modified cars. I would invite anyone involved in the Planning or Highways assessment process to spend an afternoon on a sunny weekend at this location - you will gather plenty of first-hand evidence for yourselves.

On most evenings in dry weather, the 'screaming' noise of high-powered motorbikes travelling along the A422 can be heard from my house and from nearby villages, as the sound carries far. One can clearly hear that, as the A422 straightens after the Indian Queen restaurant, in the direction of Banbury, motorcyclists 'put the hammer down'. The same is true for motorcyclists travelling in the opposite direction, accelerating recklessly past the crossroads junction as the road along this short section is 'straight'. It is well-advertised as "biker friendly" and as a "best bike road", described as having "excellent sections" with "great corner combinations which are very rewarding".

Again, this must be factored in when addressing highway safety connected with Wroxton MX Track traffic. The potential significant intensification of use at this crossroads junction, by hundreds of camper vans arriving and leaving, on what could be up to half of the weekends of the year, and either joining or exiting the A422, would create a totally unacceptable risk to highway safety.

When compared with the October 2020 Certas Energy application 20/20453/F (resoundingly Refused by CDC Planning Committee), to which OCC objected, partly on grounds of highway safety, this track application is analogous. In fact, in many ways, the junction with the unnamed road at Wroxton Heath is even more hazardous than the proposed fuel depot access at Hornton Grounds junction which has such a wide 'bell-mouth' that they almost qualify as 'slip-roads'. Meanwhile, the crossroads junction at the unnamed road leading to the track does not benefit from this. At Hornton Grounds, the A422 also benefits from being much wider with a tapering to full width diagonal striped lane, and also a central 'turning' lane. The junction at Wroxton Heath does not have this. The junction at Wroxton Heath is also a crossroads leading to four villages (Balscote, Hornton, Wroxton and Horley) a so channels additional traffic.

The applicant aims to attract as many as 400-600 (in future possibly more) large camper vans, all concentrated into weekends. I have witnessed long queues of camper vans, (together with a noticeable smell of exhaust fumes) joining the A422 in the past, on the unnamed road at Wroxton Heath. An area identified as a 'passing place' is in fact an old, weak O.I.R railway bridge. I would suggest that this bridge is unsuitable for the amount of traffic likely to use it if this application were to be successful.

The applicant aims to attract as many as 400-600 (in future possibly more) large camper vans, all concentrated into weekends. I have witnessed long queues of camper vans, (together with a noticeable smell of exhaust fumes) joining the A422 in the past, on the unnamed road at Wroxton Heath. An area identified as a 'passing place' is in fact an old, weak O.I.R railway bridge. I would suggest that this bridge is unsuitable for the amount of traffic likely to use it if this application were to be successful.

LVIA

I would also like to address the original LVIA and the more recently submitted LVIA (revised) documents (their second draft).

Often repeated, in the text of yet another spurious, poorly researched document, replete with photographs proudly displaying the illegally constructed earthworks, is the below statement;

"Parking Area – During the 'event days' there would be a number of camper vans parked in the grass fields along the south-western and south-eastern boundary. The event days are held approx. 24 days per year and during the remaining days of the year there would be a number camper vans to be seen within the site."

"a number". What number? Tens of camper vans? Or in fact many hundreds of camper vans, as is currently the case? Eventually a thousand camper vans facilitating an ever-unlawfully-expanding, international-grade circuit? This is a typical example of a play on words, by the landowner's agents, in an attempt to present a misleading, minimised version of reality. This surely should also have a direct bearing when considering highway safety.

The LVIA document also states that "The motor X track uses the natural landform which rises and falls throughout the field." No it doesn't, the "natural landform" has been excavated and bulldozed out of all recognition from what it was. It only "rises & falls throughout the field" (it's no longer a field) because this is how it has been extensively and unlawfully engineered, especially since 2017.

Typed on the map contained within the LVIA (revised) document are a number of comments, amongst them are;

Europe > United Kingdom Motorcycle Roads > South East England and London

Like 0 Tweet Share

A422 : Banbury - Stratford Upon Avon

Star Ratings	Info	Discover Nearby
<p>★★★★★ 4.0</p> <p>Corners : ★★★★★ 4.0</p> <p>Straights : ★★★★★ 4.0</p> <p>Scenery : ★★★★★ 4.0</p> <p>Road Surface : ★★★ 3.0</p> <p>Visibility : ★★★★★ 4.0</p> <p>Police Presence : 1.0</p> <p>Hazards : 3.0</p>	<p>Route Added By : rmcase</p> <p>Date : October 13, 2009</p> <p>Length : 29 kms / 18 miles</p> <p>Download GPX - ???</p> <p>Road Type : Rural</p>	<ul style="list-style-type: none">worcester tt ...a3400 b4035 stratford...banbury to wales...banbury to swindon...banbury to bournemouth...banbury wellesbourne easy...banbury to yarmouth...daverity tt ...banbury lane northampton...

"Bell Lane

This section of Bell Lane has mature roadside hedging and trees which provide visual screening views to the east. However, there is a single location at the bridge with views toward the site."

"Bell Lane"? From the map used in this document, this agent actually means the unnamed single carriageway on which Wroxton Heath is situated. "There is a single location at the bridge with views towards the site". This is just one example of this agent deliberately trying to ignore the fact that people actually live here, in houses, or, as Mr Steele seems to like describing our residential properties, "intervening" "local buildings", in this case, all of twenty metres or so from his "single location". In fact, there are numerous locations with "views towards the site", from inside my house and from my back garden being just two of them.

This photograph shows the view of the motocross track from my garden. On race days, the fields surrounding part of the track are full of hundreds of camper vans. A substantial portion of the upper part of the circuit is easily visible. To the right of this photograph is where the tannoy system is usually located. The motocross bikes throttle up the general slope upon which the various jumps and earthworks have been engineered, with the result being that when they 'emerge' into view, the noise is extraordinarily loud and is 'thrown' across the intervening field to my house, along with dust and exhaust fumes. When the last meeting was held on 11/04/2021 (when the planning application was live) my house reverberated to the noise from the motocross bikes. It was so loud outside in my garden, accompanied with a smell of exhaust fumes, that my family and I left our home for the day.



"Motor X Track – The track is an established feature in the local landscape and the majority of the track is located in the 'lower' parts of the field and from this location can not be seen. However, there are small sections of the track [can be seen along the eastern and southern edge."

On this occasion, partly correct, yes: my "intervening" "local building" / house, is to the south east of the site and I have a very good view of the 'site' from my property, so, in fact, again correct, the site **can** be seen. I have also seen this site getting bigger and bigger, the jumps being engineered higher and higher, with the addition of more and more permanent features. I have also seen the applicant, Mrs Kerwood (who's favourite trick is to feign ignorance of what is happening on her land) along with others, inspecting her motocross circuit. However, perhaps the word "established" should be replaced with the words "unlawfully built and continuously enlarging, especially since 2017".

Furthermore, the original LVIA document (again the revised document has an annotated map, which actually show's my house and that of my neighbours in Wroxton Heath, but at no point in either document is any mention made of them whatsoever) makes some extraordinarily ill-conceived claims, I have corrected these in bold;

"Name: Wroxton Size: Small village

Approx. distance from Site: Within 3 lms [sic] of the site.

Description: The town (**village**) is located to the south east of the site and at similar elevations (approx. 150 m Above Ordnance Datum (AOD). The eastern edge of the village [over looks] a small valley of wooded hillsides with Wroxton Abbey.

Due to intervening topography, local buildings (**my house being one of them**), and tall vegetation.

Effected: NO (**but the answer for 'intervening' 'local buildings', including my house is YES, as it is for the other Wroxton folk who have objected on the portal**)

Residential properties within Wroxton would not be affected (**there have been many letters of objection to the contrary**) by the Motor X track on the site due to intervening buildings (**my house being one of them**), and tall vegetation etc.

Effected: NO (**again, the answer for 'intervening' 'local buildings', including my house is YES.**)

Therefore, this will not require further impacts assessment. **(This report has simply disregarded my property and those of my neighbours living in Wroxton Heath).**

3.20. Name: Balscote Size: Small village

Approx. distance from Site: 2km to the south of the site. Description: The village is mainly to [sic] found on the southern facing slopes of a small valley.

Effected: No **(once again, the answer is YES as Balscote PC have objected on behalf of the affected residents in their parish**

Due to intervening topography, local buildings (**Again, my house being one of them**) and tall vegetation.

Therefore, this will not require further impacts assessment. **(Yet again, my property, and those of my neighbours, clearly visible on the map used by this agent in their own LVIA revised document, are just ignored).**

So, my and my family's house, according to the LVIA documents, is nothing more than an 'intervening' 'local building', which the applicant and her agents seem to propose is simply there to act as some sort of sound buffer, helping to partially absorb or block the noise of the illegally- developed motocross track to various local villages (who can still hear it nonetheless and have testified to this in their public objections).

In fact, although clearly visible **on his own map**, that he has submitted, this agent has made no mention of Wroxton Heath whatsoever, although the motocross track is only a matter of a few hundred metres away, and clearly visible to all of us, including my neighbours living at Langley House. This is an extremely egregious omission: one has to question the thoroughness and intentions of this agent and, therefore, by extension, the accuracy and validity of any of this submission to CDC.

Once more, poorly-researched, spurious and misleading documents have been submitted to CDC in a concerted attempt to legitimise an act of environmental vandalism, skewing the facts to suit the applicant's version of reality. The result is that they serially contradict themselves, depending on what they seem to believe would be most expedient to claim.

Andrew Bock

Dear Mr Smith,

21/00517/F - Wroxton Motocross Track: highways damage and hazards

I am writing to you with regard to the above planning application and on receipt of the below email.

Besides the obvious environmental issues with regard to wildlife and noise, I am very concerned about the volume of traffic travelling to and from the track and pulling on and off the Banbury-to-Stratford Road (A422) and using narrow lanes that simply can't deal with this scale and volume of traffic.

We visit my elderly parents on most weekends and have found that more and more we are fighting against a stream of vans, motorhomes and trucks when returning to Hornton.

On race days and weekends, once the track starts to empty, the constant stream of traffic means that you have to wait at the junction where you turn off the A422 towards Hornton as the lane is not wide enough for a car to get past the camper vans and large motorhome vehicles. This is a dangerous place for any vehicle to have to wait - on a busy A-road where the average speed is well over 60mph. If you do manage to run the gauntlet, the vehicles still carry on driving but do so on the soft verge which leaves the sides of the road in a terrible state and which throws mud onto the road.

When you eventually reach the t-junction that takes you to the village and then directly past the track entrance, you are again pushed in to the hedge (where there is a drop of about 10 to 15 feet) and again you can be trapped. The entrance is also on a long blind bend, again making it dangerous for this volume of traffic to be streaming out on to a narrow lane, particularly in inclement weather. Cyclists and walkers also regularly use this stretch of lane.

In addition to the above the road surface, despite being patched up, has disintegrated to an unfit state, riddled with pot holes, which can only be contributed to by the volume of heavy vehicle traffic going to and from the motocross track.

In recent years, with the increased volume of race meetings and increase in traffic, we have met this line of vehicles on many occasions in the last year (2020-21) despite us being in lockdown for a long period.

My other concern is the volume of traffic pulling out on to the busy A422, at the crossroads, and dragging mud onto it, making it slippery on a junction. I lost a friend to a traffic accident not very far from this crossroads and would not wish there to be any more tragedies.

Yours sincerely

Jenny Bowes

Stone Barn, The Green, Hornton

Re 21/00517/F – Wroxton Motocross Planning Application: Highways Impact

Dear Mr Smith

I have been informed, by Hornton Parish Council, that your Planning team is requesting visual evidence of road congestion, and consequent traffic hazards, to and from the motocross site for you to share with the OCC Highways officer who reported to you, earlier this spring, without visiting the site and basing his comments entirely on the highly questionable submission of the applicant.

This is a like a murder case, that has motive, witnesses, weapon and suspect being ruled out because there is no video evidence of the murder taking place!

Surely, it is not beyond the wit of man to count up the parked camping vehicles (the applicant herself states there could be between 200 and 600), shown in numerous drone photo's, and then translate this total into an hour's site arrival cavalcade, on the afternoon/evening before a typical racing full weekend hire-out fixture, and followed by departure from the site on a Sunday evening, once racing finishes? And, don't forget, at spectator events, spectator vehicles are in addition to the camper vans and mobile homes traversing our narrow pot-holed, single-carriage-way lanes.

One reason there isn't more photographic evidence from other road users is that local residents now avoid using this route to the Stratford Road, Fridays to Saturdays for much of the year if we know there are MX events taking place. If we get stuck in the track-related congestion, it so happened we didn't have a drone camera on us or didn't realise you might need such pictures as sufficient evidence to take action.

This MX-caused avoidance is very noticeable in Hornton where, over the last four years, fewer and fewer village vehicles are leaving the village by the southern end, past the track entrance, the majority now using Millers Lane to the north. I live on Millers Lane so I know. I myself, if travelling to Tadmarton or Bloxham on such occasions, now use the longer route, past Alkerton tip.

However, if an emergency vehicle, from Banbury or Oxford, tried to access Hornton via the southern route – or indeed anyone in a pressing hurry made the mistake of using that route during this lumbering congestion – there could be very serious consequences.

Considering the huge weight of evidence opposing this endorsement and expansion of the MX site, I am genuinely perplexed as to the benefits that legalisation of this expansion could bring, other than a leisure pursuit for distant aficionados or a lucrative income stream for a wealthy landowner and the track managers. Roger Bellamy, Hornton

Dear Mr Smith,

Re. 21/00517/F - Wroxton Motocross Track - Retrospective Planning Application

I write regarding the Highways aspects of this planning application and the report by the Oxfordshire County Council Highways officer which I, among many others, felt to be woefully inadequate in its methodology (no site visit) and in basing its conclusions entirely on the very inaccurate submissions of the applicant. Perhaps he would like to talk to hundreds of us who genuinely fear the prospect, if this application is approved, of up to 600 Motocross vehicles using narrow country lanes that are, at the best of times, struggling to cope with normal village traffic safely.

I have been unfortunate enough to be caught up in the Motocross camper van and motor home queues on many occasions in recent years. If I time it wrong and they're leaving at the end of the weekend, in a long convoy heading along the Wroxton Heath lane to head back to the A422 Stratford Road, they come down with massive camper vans and towing, one behind the other. At times, I haven't been able to pull over sufficiently as the lane isn't wide enough and some drivers hog the little room there is and refuse to give way. This attitude has forced me off the road onto the rough verges on more than one occasion.

This has happened to me countless times in the last few years, both on the Heath road and on the winding lane approaching Hornton where the road surface is so bad: passing the last bend and they are pulling out of the track gateway right in front of you, manoeuvring across the entire width of the narrow lane and onto the verge to get round. You only see them with seconds to spare. There have been numerous occasions I have had to pull up quickly as they were leaving the gate as the drivers exited across the road despite my proximity to them, blocking the lane and forcing me to pull up.

From the other direction, coming out of Hornton towards the A422, is a blind bend and it's only going to be a matter of time before there's a really nasty accident as people are typically doing 35-40 mph or so on the approach to the access gate to the race track, especially if they don't know about this circuit being there. The last thing they expect is to hit a huge motorhome blocking the road just around the bend. The location of this gate access is just extremely dangerous. I have often had to wait while they negotiate the gate and the narrow lane on this blind bend chewing up the grass verges in the process, and of course stopping in such a place runs the risk of being shunted from behind.

I've also got stuck behind them as they turn onto the Stratford Road from the 'Give Way' at the end of Wroxton Heath lane crossroads. The Stratford Road is a notoriously fast road, with not great visibility at this junction: it takes some time for a big, heavy vehicle to lumber up and out onto the main road and I know from bitter experience that some folk are not adept at judging speed and distance. It is a fast road from both directions traffic has to pull out onto. The danger is compounded by a blind bend on the approach from Banbury, so this is potentially a dangerous accident spot, and a serious incident waiting to happen. As a motorcyclist for many decades I have to be more

aware, and from bitter experience, know the dangers and the regular occurrences of drivers pulling out in front of oncoming vehicles. Even if they have seen them.

Previous accidents on this crossroads bear witness to the danger.

One last point: I have also noticed fluid coming out of the bottoms of some of the camper vans onto the road as they drive from the track - it leaks onto the road surface at the gate entry as they leave and it also leaks where they turn right onto the Wroxton Heath Road. I wonder if it is effluent from their on-board loos: not a nice prospect for the many cyclists and walkers who use that route. It makes me wonder what happens to toilet effluent and the loo block effluent on the camping site itself, and what other pollutants run off into the brook and the watercourse? I would be grateful if you could take my observations very seriously. They are all pointing to this being the wrong, overly-large development in the wrong rural location and I know that is not what the Cherwell Local Plan has stipulated for this area of the Ironstone Downs.

This is my latest objection to this planning application, focused on the Highways aspects. Please could you give it due consideration and publish it on the Cherwell planning portal immediately.

With thanks.

Yours sincerely,

John Wright

Hornton

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