

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 polices 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 Bascote, 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

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

Like 0 Tweet Share

A422 : Banbury - Stratford Upon Avon

Star Ratings	Info	Discover Nearby
 Corners: ★★★★★ 4.0 Straights: ★★★★★ 4.0 Scenery: ★★★★★ 4.0 Road Surface: ★★★ 3.0 Visibility: ★★★★★ 4.0 Police Presence: █ 1.0 Hazards: █ 3.0	Route Added By: rmcase Date: October 13, 2009 Length: 29 kms / 18 miles Download GPX - ??? Road Type: Rural	<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...• daventry tt ...• banbury lane northampton...

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) and 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.

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;

"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 shows 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 kms [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 is most expedient to claim.

Andrew Bock