

15th June 2021

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By Email: david.peckford@cherwell-dc.gov.uk

David Peckford
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Dear Mr Peckford

Wroxton MX retrospective planning application – 21/00517/F

I am writing with reference to planning application 21/00517/F, relating to Wroxton Motocross Track, due to be heard by Cherwell District Council (CDC) Planning Committee this Thursday, 17th June.

The recommendation by planning officer George Smith to approve the application relies in its evidence on conclusions reached by Environmental Protection (EP) in relation to noise generated by the racetrack. However, the noise survey conducted is fundamentally flawed. Consequently, the report is grossly misrepresenting the situation being suffered by the 167 homeowners and all four surrounding parish councils who strongly oppose the application.

The current regulations applying to Wroxton Motocross Track allow for 14 race days each year, based on the 14/28 day 'permitted use' rule for agricultural land. Until 2016/7 these regulations were largely adhered to and the neighbouring residents and parish councils accepted its existence.

Since then:

1. Sizeable earthworks have been undertaken. These extend the track, make it more challenging to ride, and more attractive to better riders with bigger, noisier bikes.
2. The number of race days has incrementally increased well beyond that allowed by CDC.
3. The number of bikes taking part has dramatically grown.
4. Adult racing, which forms most of the racing schedule, is now using much bigger bikes; 450cc engines rather than 250cc or 125cc.
5. The race days have become whole weekend events and substantial crowds are travelling from many miles away.
6. A racing day now starts early – from around 0900 - and is continuous into early evening with little or no respite.

None of these changes have been permitted by CDC; many undermine CDC policy, the Local Plan and NPPF policy; some break the law. To date, CDC have not stopped the unlawful development, nor have they taken enforcement action against the landowner.

By far the greatest problem caused to the surrounding villages is the wall of noise generated by adult races, practices, and hire events, using 450cc motorbikes, running all day.

Flawed Noise Survey

CDC EP commissioned three noise surveys in Hornton in 2019. The first race day was for girls – using smaller engine bikes. On the second, the races were primarily for children (East Anglia Schoolboys Scrambling Club were renting the track), with bike sizes limited again and going more slowly than adults. On the third, the noise reading was carried out when there was a strong northerly wind, carrying the noise away from Hornton.

Using these three readings as evidence, the EPO has accepted the applicant's version of events; ignored the many residents' graphic accounts of the noise intrusion; ignored residents' video and sound recordings that evidences a big problem; ignored objectors' noise expert analysis which debunks the methodology used by the applicants' agent; and has concluded there is no noise concern, advising the Planning Office accordingly.

Clearly this is an absolute nonsense. The noise survey undertaken is not sufficient nor a fair or reasonable assessment of the actual noise experienced by residents. The fact is, there is a noise problem and a very big one. That intolerable problem lies at the heart of objections raised by residents, all surrounding parish councils, CPRE and others.

Please:

1. Do not support the recommendation to approve the planning application in its current form.
2. Require that the landowner immediately complies with current CDC rules in relation to its racing activities.
3. Ban the use of bikes larger than 250cc and limit the decibel level of continuing noise at the site.
4. Require that no further application is made – and no racing, practising or hire-out events occur at the track – until a fair noise survey has been carried out.
5. Require that any future application contains strict limits – or has conditions applied:
 - a. To the number of weekend or Bank Holiday days on which racing can take place (including practice days) in a year.
 - b. To the length of a race day. I suggest 10.00 until 16.00.
 - c. To the size of the bike engines.
 - d. That require any fixture to be a single day event only.
 - e. To the number of days on which any racing (including practices) takes place in any calendar month, especially in the summer when residential amenity suffers most.

Yours faithfully



Cath Bellamy

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cc. Jane Law, George Smith, Nathanael Stock