

ADDENDUM REPORT

Planning Committee



Item Number: 6.5

Site: Speedway, Coypool, Plymouth

Application Number: 14/00932/FUL

Applicant: Peninsula Developments

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Letters of Representation

13 further letters of representation have been received, which raise the following additional objections and observations:-

1. First Group operate the park and ride facility at Coypool. They average 1000 passengers using the Coypool P&R car park facility. Their concern is that, if this application goes ahead, the levels of people using the car park in order to attend the speedway will adversely affect people wishing to use the Park & Ride service into the Plymouth City Centre as they will not be able to park. Their peak hours are between 10.00 to 16.00 hours, so these events would fall during that time. Evening events do not cause an issue.
2. Speedway spectators use the Park and Ride car park for free so does that mean on a Saturday afternoon there will be reduced or no parking available for paying Park and Ride customers?
3. The Speedway operators are gradually asking for more and more hours.
4. The Speedway Operators will be practically able to race whenever they want which they have already done by holding a double race meeting on the afternoon of Saturday 14th June 2014 outside of their agreed conditions and restrictions. The Council were made fully aware of their intentions 12 days before the intended meeting and it appears they took no action by allowing this meeting to go ahead, why?
5. Speedway bikes are being heard and seen being run around the track at other times outside of their planning conditions, which also illustrates their non-compliance.
6. Any variation of the application is simply a means to attempt to increase the hours that the Speedway can be held.

The manager of the nearby B and Q retail store states that they believe that as part of this application the B and Q premises car park would be used to support the proposed meetings. The manager makes it very clear that this would be impossible on a Saturday afternoon due to trading on a very busy day for B and Q.

Other points in these representations have already been covered in the report.

11 further letters of support were received, which state that:-

- a. There is more noise generated at Argyle and Albion during periods of operation than there is at Coypool.
- b. There is a potential for better things for this arena in the future which will bring more revenue into the city.
- c. Youngsters are starting to get some experience with this sport.
- d. It would seem a reasonable alternative to extending the season in order to get the required fixtures completed.
- e. The meetings would be less intrusive due to the ambient daytime traffic noise on the adjacent Plymouth Road and slipway to the A38.
- f. Speedway is good family entertainment.
- g. The sport brings revenue to the city as well as putting Plymouth on the map for future visitors.
- h. Plymouth has the only speedway track in the South-West.

Two other observations are generally in support, including the observation that the club needs more dates to run meetings due to previous dates where meetings have been postponed due to weather or in the expectation of future rained off meetings.

Consultation Responses

Further responses were received from the Local Highway Authority. The key points are:

1. The submitted data on the estimations of the likely car parking demand is questionable.
2. The park and ride site has not been included in the red line of the application and is outside the ownership and control of the applicant and the applicant has failed to serve notice on the Council as owner of the park and ride site.
3. The number of cars overspilling from the speedway might be in excess of 100 cars, which would be in direct conflict with the park and ride operation, and in particular the afternoon peak demand at the park and ride.
4. Additional vehicle movements attracted and generated in the vicinity of the Marsh Mills roundabout, and further add to the usual rush-hour congestion between 13.30 and 18.00 hours.
5. The applicant has estimated attendance of about 75-105 cars, based on data from Exeter Speedway. However, Local Highway Authority considers that such comparisons cannot be relied upon.
6. The applicant has referred to greater use of buses; linked trips; a drop-in type of attendance at the meetings; half-price tickets and consequently a spread attendance over the course of the meetings. However, Local Highway Authority consider these assumptions to be unreliable in terms of predicting a lower use of private motor cars and lower use of the park and ride. On the contrary, a greater turnover of vehicles would create overlaps in parking demand and a potential to increase overspill parking.
7. Parking demand could vary considerably depending on the weather, the overlap in parking demand and the extent to which the events have been promoted. The use of the park and ride site could also vary considerably.
8. The proposed meeting on 9th August is during the Summer holiday period, when demand for the park and ride is likely to be high in connection with the programme of events in the city and the other usual available activities.
9. The use of the park and ride site for speedway attendance would set an unwelcome precedent

The formal recommendation of refusal is on the grounds that the inadequate provision of parking would result in interference with the operation of the park and ride facility and/or vehicles would have to stand on the public highway, which would be harmful to amenity, public safety and convenience and the free flow of traffic; and the lack of parking would increase the vehicle movements taking place at and in the vicinity of the application site, which would be harmful to public safety and convenience; free flow of traffic and would be an unwarranted hazard.

Consideration of letters of representation and Local Highway Authority comments

The use of the B and Q car park has been referred to by the applicant. The use of the B and Q car park is understood to take place for speedway and other ad hoc uses, such as cyclists using the Plym valley cycle route. However, the main consideration is whether the speedway site and the park and ride site are capable of meeting the demand for parking without prejudicing the function of the park and ride and the highway network. In this case, as set out in the report, the proposals are not considered to be harmful to these interests.

It is recognised that the speedway event held on 14th June 2014 was outside of the permitted hours of use and that this was a breach of the extant permission. The applicant has acknowledged this was a breach of their planning consent.

It is also recognised that the speedway operation is evolving, i.e. by the introduction of a youth team, which requires changes to the times and days of use. However, these changes have to be considered on their merits and, so far, have not been considered harmful to recognised planning interests. Otherwise, the submitted representations are not considered to raise any issues that would affect the recommendation to members to approve the application.

Further Information

The following sample of data showing parking occupancy at Coypool has been provided by the Local Highway Authority Department. The first two dates are the nearest 2013 equivalents to the proposed two speedway meetings. The Local Highway Authority state that the 14 June figure is higher than usual owing to the unofficial junior speedway meeting on that day. The higher figures on 28 June relate to Armed Forces Day.

Date	Saturday P&R			Speedway Evening	
	Peak Occupancy	Peak Occupancy percentage of capacity (%)	Peak occupancy time of day	Peak Occupancy	Peak Occupancy percentage of capacity (%)
10/08/2013	188	41	13:25	228	50
21/09/2013	212	48	12:55		
11/04/2014				182	40
19/04/2014	216	48	12:55	168	37
02/05/2014				173	38
24/05/2014	216	48	13:20		
30/05/2014				184	40
31/05/2014	176	39	13:45		
06/06/2014				192	42
07/06/2014	183	40	11:55		
14/06/2014	290	64	13:30		
21/06/2014	194	43	11:50	173	38
28/06/2014	361	80	15:15		

Section 106 obligations

The applicant has agreed to amend the original Section 106 agreement so that it relates to the new decision notice, if granted.

Consultation period

There was a requirement to re-advertise the planning application because the original description inferred a more onerous proposal that would allow a permanent change to the times of operation. The current consultation period does not expire until 22 July. Therefore a decision cannot be made until after the expiry of this new consultation period. However if this matter was deferred until the next August Planning Committee it would be after the date of the event planned for 9th August 2014.

Revised Recommendation

For the reasons outlined above it is proposed that the recommendation is revised to read "Minded to Grant Conditionally subject to a S106 Planning Obligation with delegated authority to Assistant Director of Strategic Planning and Infrastructure to determine the application following consideration of any further letters of representation and consultation with the Chair, Vice Chair and Conservative representative"