

Ella Casey

From: Jeff Davies <jeffdavies170@gmail.com>
Sent: 10 December 2018 12:05
To: Rajvir Bahey; Marcus Jones; PAWSEY, Mark; colleen.fletcher.mp@parliament.uk; jim.cunningham.mp@parliament.uk; Cllr Sally Bragg; Cllr Derek Poole; Cllr Andrew Bearne; Nikki Jameison; Gary Thompson; Jim Lawrence; STEVEN REES; Brandon Bretford; Binley Woods; sophie clark
Cc: Cllr Michael Stokes; Cllr Sebastian Lowe; Cllr Jill Simpson-Vince; Cllr Heather Timms; Cllr Anthony Gillias; Dave Rowe; David Carter; Stephanie Chettle-Gibrat; Nick Freer; Erica Buchanan
Subject: Brandon Stadium
Attachments: Stadium comparisons.pdf; 0511 9189 Letter to Coventry Racing Club V1.docx

Dear Recipients / Consultees.

In October, each of you were sent copies of (or links to) documents submitted by Framptons on behalf of Brandon Estates.

The documents included a covering letter and a Needs Assessment. In the covering letter, in reference to speedway, it stated "there was alternative provision for the previous speedway use on the site". This statement argued that the Bees, racing at Leicester (30 miles away from Brandon), in the lowest tier of speedway (after 90 years of history racing in the top flight), was an acceptable alternative for the people of Coventry / Rugby and the surrounding areas.

Much of the document focused on stock car racing and argued that the Midlands was well served by stadiums like Stoke, Perry Barr (Birmingham), Leicester, Hednesford Hills (Cannock), Trent Raceway (Burton-on-Trent) etc, all either staging stock car racing or able to stage stock car racing.

On 7th November, on behalf of the Save Coventry Speedway & Stox Campaign Group, I sent you a copy of our response to those documents.

Our response, supported by evidence, revealed many of these claims to be completely inaccurate and untrue.

Today, I would like to bring your attention further evidence to support our representations.

Firstly, following the recent British Speedway Promoters Association Annual General Meeting, it has been confirmed that Coventry Bees will NOT race in any tier of the sport in 2019. A statement from the governing body said "We can confirm Mick Horton has withdrawn his team from the 2019 National League.

We remain hopeful and supportive of the wonderful efforts by others, including the campaign group, to bring Coventry back to their rightful home of Brandon".

Secondly, in support of our representations regarding stock car provision, I attach a document which shows aerial views of Brandon Stadium and various other stadiums Framptons (on behalf of Brandon Estates) claim either *do* (incorrectly) or *could* (incorrectly) stage stock car racing. The document shows pictorially, how Perry Barr and Leicester could never stage stock car racing, if for no other reason than space to house 100+ stock cars / transporters. It also shows Trent

Raceway, which the developers claim could stage stock cars, to be nothing more than an open field with a mud track.

Thirdly, I attach a letter of apology sent from Framptons to Coventry Racing Club. This letter is in the public domain (on Rugby Council website), however, we thought it should be brought to your attention.

In the original Planning Application submitted in January, Framptons made the following statement:

"New lease/licence terms were offered to Coventry Speedway Limited (owners of Coventry Bees speedway team and racing licence holder) and Coventry Racing Club Limited (owners of Coventry Stox stock car/banger racing and associated licence holder) in mid-late 2016".

In response to this, our representations submitted in February stated "Coventry Racing Club categorically deny ever being offered a new lease in mid-late 2016".

Rugby Council have confirmed that Framptons were given a copy of our representations and one would have thought that this categorical denial would have prompted Framptons to have checked the facts, however, the statement was repeated in the 'Needs Assessment' documents submitted to Rugby Council in October.

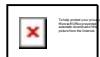
This is significant, firstly because it confirms the statement was untrue, even though it was in a section of the document headed 'Coventry Racing Club'; secondly because it *may* explain why various assets were removed from the stadium by Coventry Racing Club; thirdly because we believe it now invalidates other statements in their documentation (such as "the stadium closed at the end of 2016 because no parties were prepared to take on the lease"); fourthly, only when formally advised by Coventry Racing Club that legal action would be taken against them, did they withdraw the statement, claiming it was made in error.

It is the belief of the Campaign Group that both the original Planning Application and the subsequent Needs Analysis document are absolutely riddled with inaccurate, misleading and untruthful statements to such an extent that we have considered making a formal complaint to the Royal Town Planning Institute under Sections 11 (Accuracy) and 12 (Errors and mis-statements) of their Code of Conduct Procedure.

We have decided however, as Rugby Council have committed to the appointment of an independent body to look into the various claims and our response to those claims, we will defer a decision until the independent body completes their investigation.

Finally, if like us, and having looked at the evidence we have provided, you believe as a consultee the Needs Analysis document is fundamentally flawed, could I ask that you submit a response to Rugby Council.

Regards
Jeff Davies
Save Coventry Speedway and Stox Campaign Group



Virus-free. www.avast.com