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COUNTY BOROUGH OF WALLASEY

TOWN AND COUNTRY PLANNING ACTS 1962-1968

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1963-1969

WHEREAS The Mayor Aldermen and Burgesses of the County Borough of Wallasey (hereinafter called "the Council") being the local planning authority for the purposes of the Town and Country Planning Acts 1962 to 1968 are satisfied that it is expedient that the development specified in the Schedule hereto should not be carried out unless permission is granted on an application in that behalf.

NOW THEREFORE the Council in pursuance of Article 4 of the Town and Country Planning General Development Order 1963 as amended and with the approval of the Secretary of State for the Environment HEREBY DIRECTS that the permission granted by Article 3 of the said Order shall not apply to the particular development specified in the Schedule hereto and falling within paragraph 2 of Class IV (Temporary Buildings and Uses) of Part I of Schedule 1 to the said Order.

SCHEDULE

The use of the Tower Stadium, Molyneux Drive, New Brighton in the County Borough of Wallasey, or any part thereof, for the purpose of stock car racing, go-kart racing, motor cycle racing and similar sports and pursuits at any time whatsoever.

THE COMMON SEAL of THE MAYOR  
ALDERMEN AND BURGESSES OF THE  
COUNTY BOROUGH OF WALLASEY  
was herewith affixed in the  
presence of :

*Seal*

W. JONES Mayor

A.C. HARRISON

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ARTICLE 4

TOWER STADIUM, NEW BRIGHTON, WALLASEY.

STATEMENT OF REASONS.

Introduction.

1. Proposals have recently been made for using the Tower Stadium, New Brighton, during the coming summer season for Stock-Car Racing and Motor Cycle Speedway Racing. The Council are concerned about the effect this use will have on the amenities of local residents. As in the opinion of the Council the Stadium has the benefit of the permission granted by Article 3 of the Town and Country Planning General Development Order 1963 enabling it to be used temporarily for any purpose for not more than 28 days in any calendar year, the Council seek to control the proposed uses by making a Direction under Article 4.

Description of Site.

2. The Tower Stadium covers about 8 acres of land and is situated in the "holiday resort" area of the County Borough at New Brighton (Ordnance Survey National Grid Reference SJ 312 937). It is shown on the attached plan No. TP 85/70 coloured light green and edged dark green.
3. The Stadium is shown on the attached photographs A, B, C & D; the positions from which these photographs were taken are indicated on the plan. It is enclosed partly by a wall and partly by the embankments of a disused cycle track; the eastern end of the track is fenced off from the rest of the Stadium and is not used by the Stadium owners. There are three covered spectator stands in the Stadium together with players' changing room, club room, office and a supporters' social club building.
4. As the Stadium is open and as the buildings erected on it have no curtilage, the Stadium, in the opinion of the Council, is land for the purposes of Class IV.2 of Schedule 1 of the General Development Order.
5. Vehicular access to the Stadium is via the main gates at the easterly end of Molyneux Drive, a local road running from Seabank Road (A.554) at its junction with Rowson Street (B.5143). A secondary means of access (used principally by Club Officials and players) exists at the southern end of Green Avenue, an unmade 17ft wide passageway leading from Molyneux Drive.

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- 6. The existing use of the Stadium is a Football Stadium. Amateur and professional football have been played at the ground since 1898 and it has been used by the present owners, New Brighton A.F.C. Co.Ltd. since 1949. The football pitch is well maintained; it is 115 yards by 75 yards in size, is bounded by a concrete fence and satisfies the Football Association's requirements for Senior Football games.
- 7. Cycle racing also took place at the Stadium from the time it was built until the late 1930's (a World Championship Meeting was held there in 1922). The track has been allowed to deteriorate to some extent and is not now used.
- 8. Amongst the temporary uses which have taken place at the ground under the permission granted by Article 3 Class IV.2 have been Galas, Horse Shows, Fire Work Displays and Go-Kart Racing.

The Surrounding Area.

- 9. The Plan No. TP 85/70 indicates the use of land in the vicinity of the Tower Stadium. It will be seen that there are houses immediately adjoining the Stadium on the south and west sides in Dalmorton Road and Grosvenor Drive. Some of these houses are shown in the photographs B, C and D.
- 10. To the north and east are the disused Tower Amusement Grounds (including a car park lying immediately to the north of the Stadium boundary). The Amusement Grounds have been disused since a serious fire in 1969 and are now in a very derelict condition. The owners have indicated that they have no intention of continuing their activities at the Grounds and there is no prospect of the Grounds being re-opened for amusement purposes. The Council have recently granted outline planning permission for the erection of a 200 bedroom hotel and private dwellinghouses on the site.

Planning History.

- 11. The area of this Tower Stadium is shown in the Approved Development Plan for the County Borough as an area for open space (Private Playing Fields). The car park to the north is shown as a principal car park and the Tower Grounds as an area primarily for a place of amusement. Most other land in the vicinity is shown as areas primarily for residential use.
- 12. The attached Schedule contains details of planning applications and decisions in respect of the Tower Stadium since 1948.
- 13. The permission granted in 1943 for a Speed-way Track (Code No.118) was subject to the following conditions:-  
 (a) "That before the Speedway track is used (1) Public Stands, constructed of such material and of such type and size as shall be approved by the Council, shall be built along the part of the land abutting Dalmorton Road;

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(2) that detailed plans and full particulars of the proposed development are submitted by the Developer and approved by the Council (b) that all possible precautions are taken at all times by the Developer to prevent nuisance being caused by noise or dust to persons and property in the neighbourhood, and (c) that the track shall not be used more than once a week on a day and during hours to be approved by the Council."

14. The Stadium has not been used as a Speedway Track and in the Council's opinion the 1948 permission should be treated as having been abandoned.

15. Attention is drawn to application Code No.118/15. (Use of the Track for Go-Karting) which was refused by the Council on the 28th March, 1963. This decision was made after local residents were invited to express their views; the residents were strongly opposed to the proposal.

Considerations involved in permitting the use of the Tower Stadium for Speedway Racing and similar pursuits.

16. Although permission was refused in 1961 for the permanent use of the Track for Go-Karting, Go-Kart Race Meetings have occasionally been held at the Stadium. In 1960 the owners were advised that a proposal to hold such a meeting on Whit Monday did not require express planning permission but permission would be required if Go-Karting was to become a regular occurrence. Go-Kart Race Meetings were held on six occasions in 1960 and occasionally during the next few years.

17. Each race meeting was followed by complaints by local residents about noise and fumes. Observations were taken by the Chief Public Health Inspector and it was found that when racing was in progress a noise level of 80 to 90 dBA was recorded in the rear gardens of houses adjoining the Stadium. Noise levels exceeding 60 dBA were recorded inside the houses.

18. Enquiries indicate that StockCar racing is as noisy, if not more so, as Go-Kart racing; exhaust fumes can also be expected to be greater. Motor cycle Speedway racing is also a noisy pursuit. An application for the use of this Stadium for Speedway racing has recently been received and the Council are being recommended by their Planning Committee to refuse permission; a refusal would not however prevent the use of the Stadium for speedway racing on up to 28 days during the year.

19. Conclusion.

The use of the Tower Stadium for occasional Go-Kart Race Meetings in 1960 and the following few years has indicated that this type of use even on the odd occasion has a serious detrimental effect on the amenities of people living in the vicinity. The Council consider it

should not take place at all unless they can be satisfied that noise and fumes can be reduced to an acceptable level. Known sports and pursuits of this type are Stock-Car Racing and Motor Cycle Racing. It is however possible for similar sport to be introduced involving the use of vehicles or apparatus with small noisy engines. They therefore consider that express permission should be sought for any such temporary use.

20. The owners of the Stadium were informed on the 27th October, 1970 of the Council's intention of making an Article 4 Direction and of its effect; no comments have been received from them. On the 27th January, 1971 a report appeared in the 'Liverpool Daily Post' that Stock-Car Races were to be held at the Stadium starting the first week in April. (Copy of the report enclosed).



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