

COMMITTEE OFFICER REPORT

Site Address: Land North of Hayling Billy Business Centre, Furniss Way,
Hayling Island
Proposal: Construction of new tarmac surfaced mini wheels track, including banks,
jumps, grass bunding, French drains and changes to landscaping.
Application Type: HBC app. work undertaken by others
Application No: APP/25/00369 Expiry Date: 14/08/2025
Applicant: Mr Matthew Tyler
Havant Borough Council
Agent: Case Officer: Lesley Wells
Ward: Hayling West

Reason for Committee Consideration: Havant Borough Council Application

Development Manager Recommendation: **GRANT PERMISSION**

Executive Summary

The application seeks permission for the construction of a tarmac-surfaced mini wheels pump track on land north of the Hayling Billy Business Centre. The proposal represents an upgrade to an existing informal dirt-based facility and is intended to enhance opportunities for recreational wheeled sports and associated health and wellbeing benefits.

The site lies adjacent to the Hayling Billy Trail and is well contained by existing vegetation. Technical consultees, including Highways, Environmental Health, Ecology, Arboriculture, Drainage and Landscape, raise no objection to the development, subject to conditions. The scheme is considered acceptable in principle and would not result in material harm to the character or appearance of the area, residential amenity, highway safety, biodiversity or trees.

The proposal is assessed as being in accordance with the Development Plan when read as a whole, and there are no material considerations indicating a contrary decision. Planning permission is therefore recommended, subject to the conditions set out in this report.

1 Site Description

- 1.1 The site lies to the north of Hayling Billy Business Centre, and to the east of Furniss Way Business Centre, Furniss Way, Hayling Island and is currently used as a roughly rectangular mountain bike facility, with mud dirt jumps. The jumps currently range from 30cm in height from the ground to 1800cm + at the start mound. Arable land lies to the north and east with residential development to the west. The Hayling Billy Trail runs adjacent to the west.
- 1.2 The area of the site is approximately 0.19 hectares.
- 1.3 The site falls within Flood Zone 1 and would remain so, on current information, with climate change.

2 Planning History

None relevant.

3 Proposal

- 3.1 Construction of new tarmac surfaced mini wheels track, including banks, jumps, grass bunding, French drains and changes to landscaping.
- 3.2 Access to the track for users would be taken from the Hayling Billy trail or Furniss Way as existing. The applicants advise that the intention is for the design to primarily relate to children and novice riders, with the tarmac surfacing allowing for year-round usage and ease of use.
- 3.3 The design of the track incorporates raised start and finish spaces; rollers; banked turns and berms, table top jumps and grass bunds. Drainage will comprise French drains to carry the water away from the track to a number of soakaways.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS1	(Health and Wellbeing)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM23	(Sites for Brent Geese and Waders)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan

N/A

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboricultural Officer – No Objection

The AMS and TPP appear to be fit for purpose and the tree loss for this site is minimal and low quality, while the trees for retention are adequately protected.

I raise no objection.

If you are minded to give permission, please can you attach the following condition:

The development hereby permitted shall only be carried out in accordance with the *Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement (Reference ArbTec October 2025) and British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations)*.

Reason: To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

Officer Comment: *If permission is granted the above condition is recommended.*

Councillor Jonathan Hulls - No Comment

Councillor Paul Gray - No Comment

Councillor Wilf Forrow - No Comment

Community Infrastructure Team – Comment

There will be a BNG monitoring fee of £3,327, this can be transferred internally. We can advise code on request.

Officer Comment: *The above details have been forwarded to the officer dealing with this application, who has advised that he will liaise with CIL to secure payment of the monitoring fee.*

Countryside Access Team

There are specific legislative requirements for the Highways Authority, Planning Authority, Developers and Landowners with respect to the PROW network. Where no changes are proposed to Public Rights of Way, the Planning Authority shall be aware of the following, and we request that the applicant is made aware of the following requirements through informatives where appropriate.

Informatives:

Where Public Rights of Way are close to application sites or are used for access to the development site, they must be shown on the submitted plans with details of how they will be accommodated within the proposals. Government guidance requires that applications should not be validated unless such information has been submitted. Nothing connected with the development, or its future use, shall have an adverse effect on the Public Rights of Way, which must always remain available for safe public use at all times.

No vehicles (including builder's and contractor's), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the PROW at all times.

The grant of planning permission does not entitle developers to obstruct a public right of way. The diversion or stopping up of footpaths, bridleways and restricted byways is a separate process, which must be carried out before the paths are affected by the development. It cannot be assumed that because planning permission has been granted that an Order under section 257 of the TCPA (1990) will invariably be made or confirmed. Development, in so far as it affects a PROW, must not be started and the PROW should be kept open for public use, unless or until the necessary order has

come into effect.

All vehicles that would be legitimately accessing the site via a Public Right of Way should give way to public users, which could include horse-riders and cyclists, at all times. In cases with legitimate vehicular access a Construction Traffic Management Plan (CTMP) should be submitted to, and approved by, Hampshire Countryside Service as Highways Authority prior to any approval by the Planning Authority, and prior to commencement, to ensure the protection of public safety.

There must be no surface alterations to a Public Right of Way without the consent of Hampshire County Council as Highways Authority. Planning permission under the Town and Country Planning Act (1990) does not provide this and separate consent is required. To carry out any such works without this permission would constitute an offence under Section 131 of the Highways Act (1980).

No works to the surface of the Public Right of Way shall be carried out without prior approval of the HCS Area Countryside Access Manager. Any damage caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager on the completion of the build.

Officer Comment: *The location of the footpath to the west of the site is shown on the Site Access Plan. Vehicular access for contractors and material deliveries would be via Furniss Way and if permission is granted a condition to this effect would be imposed on the decision notice.*

As regard the recommended conditions in this report they have been agreed with the Officer who submitted the application.

As to the informatives set out above, if permission is forthcoming, they would be set out in the decision notice.

HBC Drainage Team

Final Comments – No Objection

Yes, the results look consistent with what I would expect – however I would draw attention to the current state of water standing on the Billy Trail – the whole area relies on drainage into adjacent ditches. I have no objection, but it will rely on off-site maintenance.

Officer Comment: *For clarification off-site maintenance is the responsibility of the landowner.*

Initial Comments – Further Information Required

1. Please provide results of soakaway tests to demonstrate that the crated system proposed is an appropriate solution.
2. Irrespective of the above, groundwater at this site is tidally influenced and soakaway results will vary, and hence the effectiveness of any crated solution relying on ground percolation will be limited depending on tidal situation. Recommend a piped high-level overflow / safety route into adjacent ditch system is provided for these situations.
3. Any pipe in (2) will require Lead Local Flood Authority consent to discharge

to ordinary watercourse.

Officer Comment: *If permission is granted, matters set out in points (2) and (3) would be included as an informative on the decision notice.*

Ecologist

Final Comment – No Objection

The application is accompanied by a Preliminary Ecological Appraisal, a Biodiversity Net Gain Report, and accompanying Statutory BNG Metric (Lizard, March 2025), and a Reptile Survey Report (Lizard, November 2024).

The BNG report shows that the habitat on site is described as Modified Grassland, Bramble Scrub and Bare Ground. I am content that these habitat descriptions are a sound reflection of the application site's habitats. The submitted BNG information shows a 12.02% habitat unit gain (0.05 units) which will be achieved through the creation of Modified Grassland, Bare Ground and with Urban Tree planting.

In respect to BNG, the deemed condition states that a Biodiversity Gain Plan be submitted to and approved by the local planning authority prior to the commencement of development but is silent on implementation. If you are minded to grant permission, can I suggest that a condition setting out the expectations for BNG implementation is included as follows:

A Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Assessment, Management and Monitoring Plan and the amended Biodiversity Net Gain Statutory Metric (both Lizard, March 2025) and must include:

- (1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;*
- (2) the pre-development biodiversity value of the on-site habitat;*
- (3) the post-development biodiversity value of the on-site habitat;*
- (4) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;*
- (5) any biodiversity credits purchased for the development; and*
- (6) any such other matters as the Secretary of State may by regulations specify.*

The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

- (7) a non-technical summary;*
- (8) the roles and responsibilities of the people or organisation(s) delivering the HMMP;*
- (9) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;*
- (10) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and*
- (11) the monitoring methodology and frequency in respect of the created or*

enhanced habitat.

Notice in writing shall be given to the Council when the:

(12) HMMP has been implemented; and

(13) habitat creation and enhancement works as set out in the HMMP have been completed.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

In terms of general ecological impacts, I am content the site offers relatively limited opportunities for protected and notable species. The submitted Reptile Survey Report identifies that the site supports a small population of Slow-worms and Common Lizards. Recommendations for impact avoidance and mitigation are proposed, and these are acceptable and proportionate. The PEA report includes a series of standard avoidance and mitigation measures for protected species more generally, and these are acceptable. Also included are some helpful ecological enhancement measures including log piles and bat and bird boxes.

If you are minded to grant permission, can I suggest that ecological avoidance, mitigation and enhancement measures are secured by condition.

Development shall proceed in accordance with the ecological avoidance, mitigation and enhancement measures within the Preliminary Ecological Appraisal (Lizard, May 2025) and Reptile Survey Report (Lizard, November 2024) unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological enhancement in accordance with the Environment Act 2021, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

If you have any queries, please don't hesitate to contact me.

Officer Comment: *If permission is granted, the above conditions are recommended. The Council's Ecologist has also confirmed that a Habitats Regulations Assessment / Appropriate Assessment (HRA/AA) is not required for this proposal.*

Initial Comment

The Ecologist's initial response sought clarification on whether reptile surveys were required, as referenced in the Preliminary Ecological Appraisal. To avoid duplication within the report, only the final comments of the Ecologist are set out above; the subsequent submission of the Reptile Survey Report addressed the query, and the Ecologist confirmed the matter was satisfactorily resolved whilst raising no objection

Environmental Health – No Objection

The proposals seek to refurbish the existing pump track including laying a tarmacked surface. Environmental Health (pollution) has no objection to the proposals, the following condition is recommended to control potential adverse to residents resulting from construction activities.

Construction Environmental Management Plan (CEMP)

Prior to construction (including demolition) commencing on the site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following details:

- *Development contacts, roles and responsibilities*
- *Public communication strategy, including a complaints procedure.*
- *Dust Management Plan (DMP) including suppression, mitigation and avoidance measures to control dust.*
- *Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.*
- *Measures to control light spill and glare from any floodlighting and security lighting installed.*

**The dust management plan should implement best practice as detailed in IAQM guidance document 'Assessment of dust from demolition and construction, 2024'*

The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction. The development shall only be carried out in accordance with the CEMP so approved

Reason: *To protect the amenity of residents from construction activities*

Construction Hours

Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays

Reason: *To protect the amenity of residents from construction activities*

Officer Comment: *If permission is granted the above two conditions are recommended.*

Highway Authority

Final Comment – No Objection

Following the submission of additional information by the applicant we have reviewed the position and provide the following response:

Updated Position of the Local Highway Authority

The applicant has clarified that the existing site is open-access and of an informal nature. The proposed facility will remain broadly similar albeit with a tarmac surface and is intended for ad-hoc recreational use, similar to other play or skate facilities.

The applicant has provided the following access and transport-related considerations:

- Existing on-street parking will continue to be utilised along Furniss Way.
- A 17-space public car park is located to the south of the site, accessed via Sinah Lane.

- The site is accessible via the Hayling Billy Trail (National Cycle Network Route 2), which has recently been improved.
- Public transport access is available via a nearby bus stop at the end of Furniss Way.
- Site access for both operational use and construction will utilise the existing access point at the end of Furniss Way.

Given the scale of the development the Highway Authority is satisfied the site is in a sustainable location specific to its use, and opportunities exist to travel by sustainable modes. Noting the proximity to on-street and public car parking provision, the Planning Authority, as local parking authority, will need to be satisfied that there is adequate parking available having regards to Adopted Parking Policy and Standards document. The Highway Authority would be concerned if a shortfall in provision resulted in indiscriminate off-site parking on carriageway

Recommendation

Based on the information provided, and subject to the Planning Authority being satisfied with regards to the available parking, the Highway Authority would recommend no objection.

Officer Comment: *As to the response for parking, please see Section 7 below, under the heading 'Access & parking'.*

Initial Comment – Further Information Required

Existing Conditions

The site lies adjacent to a mixed-use area that includes commercial premises and residential neighbourhoods. The local highway network includes Station Road and Sinah Lane, which connect to the wider Hayling Island local highway network. The western boundary of the site adjoins the Hayling Billy (PROW) and an existing 17 space public car is located to the south, accessed via Sinah Lane.

Development Proposal

The proposed development comprises a tarmac-surfaced track designed for bikes, scooters and skateboards, providing an upgrade to the existing unsurfaced pump track currently in place on the site.

Submitted Transport Information

The Local Highway Authority has reviewed the material submitted to support the application and considers that insufficient transport-related information has been submitted to allow a positive recommendation at this stage.

To enable a full assessment of its impact, further information is required regarding forecast visitor numbers, consideration of trip generation, associated parking demand and confirmation of the site access arrangements both for operational use and during construction.

This information is essential to assess the potential impact on the surrounding highway network and available of local car parks to accommodate any vehicle demand, noting the facility is anticipate to attract a wider age range of users.

Recommendation

The Local Highway Authority is unable to support the application in its current

form and the applicant is requested to submit further information to allow a full and informed assessment of the proposal

Landscape Team - No Objection

No landscape objection.

Langstone Harbour Board - No Objection

No objection to the proposal

Open Space Society - No Comment

Property Services Manager - No Comment

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 11

Number of site notices: 3

Statutory advertisement: Not applicable.

Number of representations received: 3

Comment	Officer Comment
Concern on noise levels once installed. Access road is busy so safety issues for users' access as this is aimed at children's use. Better placed near the existing skateboard park on the beach, making it safer from traffic and more visible as the current location is a hangout for youngsters into the evenings.	See Section 7 below.
Support	
This project will bring positive value to the local community and contribute meaningfully to the area's development. The proposal appears well-considered and aligns with the character and needs of the neighbourhood and Hayling Island. Would be a very meaningful way to revamp the cycle track. I hope the Council looks favourably upon it In response to a questionnaire 200	Noted

respondents supported the proposal on health and wellbeing grounds.	
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7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Biodiversity Net Gain (BNG) & Ecology
- (v) Access, Parking & Drainage
- (vi) Impact on Trees

(i) Principle of development

7.2 Health and wellbeing policies are promoted at both the local and national level. Policy CS1 of the Core Strategy promotes health, wellbeing and physical activities within the Borough. Section 8 of the National Planning Policy Framework (NPPF) promotes healthy and safe communities with the aim of paragraph 103:

" Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change."

7.3 The application site is situated on the edge of, but outside of the urban area. The site is currently used as a mountain bike facility, with mud dirt jumps and surrounding vegetation. Jumps range from 30cm in height from the ground to 1.8m at the start mound. It is understood that there is no formal track layout plan due to a historic agreement between Havant Borough Council and a Community User Group, which allowed users to alter the site as they saw fit, which did occur.

7.4 The proposal is for a pump track which is a purpose-built track for cycling that would feature a circuit of rollers, banked turns and other obstacles designed for riders to power themselves by using up-and-down body movements (pumping) rather than pedalling or pushing. Having regard to the existing use of the site, the principle of the recreational use of the land has already been established, with the proposal seeking to enhance this existing facility, which is in need of improvements. As such, there is no objection in principle to the proposal, subject to compliance with other Development Plan Policies.

(ii) Impact upon the character and appearance of the area

7.5 The site is surrounded by mature trees and vegetation. The site may be viewed at a point from the Hayling Billy Trail to the west, where it may be accessed by cyclist/pedestrian users, with longer views into the site restricted by existing trees and vegetation around the plot and to the west of the Hayling Billy Trail. There are limited views of the site via the entrance from Furniss Way.

7.6 The proposal involves the construction of new tarmac surfaced mini wheeled tracks, including banks, jumps, grass bunding, French drains and changes to the landscaping.

7.7 The Council's Landscape Architect has been consulted over the proposal raising no landscape objection.

- 7.8 The proposal would enhance the existing use of the site for recreational purposes, which would not materially impact on the character and appearance of the area, or impact on the users of the Hayling Billy Trail. The proposal would accord with Policies CS1 and CS16 of the Core Strategy.

(iii) Impact upon residential amenity

- 7.9 The residential properties with the greatest potential to be impacted by the development would be Nos 19, 21, 26 and 28 Temple Road to the west.
- 7.10 The separation distance from the nearest properties would be approximately 24 m with the Hayling Billy Trail in between. Views of the site are very limited, due to existing mature trees and vegetation.
- 7.11 The proposal would enhance an existing recreational use of the land and may lead to a modest increase in visitor activity. However, when considered against the historic use of the site for informal mountain-bike (MTB) dirt jumps—an activity characterised by higher-impact manoeuvres and less structured patterns of use—the proposed purpose-built pump track, designed primarily for children and novice riders, is expected to result in a more predictable and generally lower-intensity form of use. Accordingly, the proposal is not considered likely to give rise to unacceptable noise or disturbance. The Council's Environmental Health Team has been consulted and raises no objection, subject to conditions requiring the submission, approval and implementation of a Construction Environmental Management Plan, together with controls on construction hours. Should planning permission be granted, the imposition of these conditions is recommended.
- 7.12 Concerns have been raised regarding the potential for young people to gather on the site into the evening, with an associated risk of anti-social behaviour (ASB). Such matters may be material in planning decisions; however, the site is not lit, which would not encourage late-night use. The proposed facility is also designed primarily for children and novice riders and is therefore less likely to attract older or unsupervised groups in comparison with the historic informal MTB use.
- 7.13 The weight to be given to concerns about ASB depends on the specific circumstances of the case. The Local Planning Authority has no evidence of existing ASB at the site, and the representations made are considered to be speculative. As such, they carry limited weight. In the overall planning balance, the identified public benefits of the scheme, including improved recreational provision and associated health and wellbeing benefits, are considered to outweigh the limited weight afforded to the concerns raised.
- 7.14 Overall the proposal is considered to accord with Policies CS1, CS16 and DM10 of the Core Strategy and the aims of the NPPF, which positively promotes activities that enhance health and wellbeing.

(iv) Biodiversity Net Gain (BNG) & Ecology

- 7.15 The application is accompanied by the following documents:
- Preliminary Ecological appraisal
 - BNG Report, including the Statutory BNG Metric
 - Reptile Survey Report

- 7.16 These documents have been reviewed by the Council's Ecologist, who raises no objection, subject to conditions requiring:
- the development to proceed in accordance with the avoidance, mitigation and enhancement measures set out in the Preliminary Ecological Appraisal and the Reptile Survey Report;
 - the submission, approval and implementation of a Biodiversity Gain Plan;
 - the submission, approval and implementation of a Habitat Management and Monitoring Plan to secure the required on-site biodiversity net gain over a 30-year management period.

7.17 These conditions are recommended if permission is granted.

7.18 The site lies within 50 m of habitats used by notable and protected species, including bats in flight such as Common and Soprano Pipistrelle and Serotine, as well as notable flora such as sea-buckthorn and marsh ragwort; however, the proposal is not considered to result in any adverse impact on these species. It is considered that the proposal would accord with Policies CS11 and CS16 of the Core Strategy.

(v) Access, Parking & Drainage

Access

7.19 Public access to the site would be from the west from the Hayling Billy Trail and from Furniss Way. The site's access route for contractors and material deliveries would be secured by condition requiring all construction access to be taken from Furniss Way. Hampshire's Countryside Access Team have been consulted over the proposal and have raised no objection, subject to 6 informatives, which are set out above. If permission is granted, these informatives would be included in the decision notice.

7.20 The Highway Authority was consulted over the proposal and following additional information found that "*The proposed facility will remain broadly similar albeit with a tarmac surface and is intended [as an] ad-hoc recreational use, similar to other play or skate facilities*", and raised no objection to the proposal. As to parking the Highways Authority has advised this is for the Local Planning Authority to decide if this is appropriate.

Parking

7.21 There is no dedicated parking provision for the current ad-hoc recreational use of the land, and none is proposed in respect of the application. That said, it is considered that the proposed facility would be broadly similar in character to the current recreational use.

7.22 The Council Officer that submitted the application has advised that "*The intention of the proposal is to increase the site's usage for wheeled sports, whilst providing health and wellbeing opportunities for residents.*" "...in that regard I accept the visitor numbers will increase ..." "...on an ad-hoc basis."

7.23 The facility, as now, is likely to attract ad-hoc recreational use, in the same way as a skatepark or play area, with the proposal making the use more attractive with the aim to increase its usage. There is currently street parking along Furniss Way, with an existing 17-space car parking area located to the south of the Hayling Billy Trail, which is accessed via Sinah Lane. In addition, given the facility will cater for bicycles, it is anticipated that users would also use the current road/cycle network, including the

Hayling Billy Trail to access the site from the west. Taken together it is considered that there are sufficient parking opportunities within the vicinity of the site to cater for the likely demand.

Drainage

- 7.24 The Council's Drainage Team were consulted over the proposal and following the submission of satisfactory soakaway tests have raised no objection to the proposal.
- 7.25 In summary, the access arrangements, availability of off-site parking and the proposed drainage strategy are considered satisfactory and would not give rise to adverse impacts, in accordance with Policies CS16, CS20 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011.

(vi) Impact on Trees

- 7.26 The application is accompanied by an Arboricultural Impact Appraisal and a Preliminary Arboricultural Method Statement, which have been reviewed by the Council's Arboricultural Officer (AO). The AO raises no objection to the proposal, subject to a condition requiring the development to be carried out in accordance with these submitted documents. Should planning permission be granted, the imposition of such a condition is recommended. It is considered that the proposal would accord with Policies CS16 and DM8 of the Core Strategy.

8 Conclusion

- 8.1 The proposal represents an enhancement of an existing recreational facility and is acceptable in principle, with Policy CS1 of the Core Strategy and Section 8 of the National Planning Policy Framework (NPPF) placing a strong emphasis on health and wellbeing policies. The development would not result in material harm to the character or appearance of the area, residential amenity, highway safety, ecology or trees. Relevant technical consultees have raised no objection, with conditions recommended where necessary. The scheme is considered to comply with the Development Plan when read as a whole, and there are no material considerations indicating otherwise. Accordingly, permission is recommended, subject to the conditions set out below.

9 RECOMMENDATION:

That the Development Manager be authorised to **GRANT PERMISSION** for application APP/25/00369 subject to the following conditions

GENERAL

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans

Location Plan, uploaded 27/8/25
Site Access Plan, uploaded 27/8/25
Location Map View- Drawing Ref: v.2.1, uploaded 27/8/25
Hayling Pump Track – Concept Dimensions, – Drawing Ref: v.2.1 -
uploaded 27/8/25
Drainage Layout, Section Views, Drawing Ref: v.2.1 - uploaded 27/8/25
Track Construction & Section View, Drawing Ref: v.2.1
Tree Protection Plan, - Drawing No. Arbtech TPP 01, uploaded 1/9/25
Percolation Test for Stormwater, uploaded 4/2/26

Documents

Preliminary Ecological Appraisal Report by Lizard Landscape Design &
Ecology dated 31/3/25, uploaded 27/8/25
Reptile Survey Report by Lizard Landscape Design & Ecology dated 19/11/24,
uploaded 6/8/25
Biodiversity Net Gain Statement by Lizard Landscape Design & Ecology dated
31/3/25, uploaded 27/8/25
Tree Survey Report Arbtech, 25 November 2025, uploaded 9/1/26

Reason: - To ensure provision of a satisfactory development.

- 3 Development shall proceed in accordance with the ecological avoidance, mitigation and enhancement measures within the Preliminary Ecological Appraisal (Lizard, May 2025) and Reptile Survey Report (Lizard, November 2024) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide ecological enhancement in accordance with the Environment Act 2021, National Planning Policy Framework, NERC Act 2006 and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 4 All construction-related access to the site, including access for contractors, construction vehicles and material deliveries, shall be taken solely from Furniss Way for the duration of the construction period. No construction access shall be taken from the public footpath to the west or any other route.

Reason: In the interests of highway safety, safeguarding users of the adjacent Public Right of Way and in the interest of residential amenity, in accordance with Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason: To protect the amenity of residents from construction activities and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The development hereby permitted shall only be carried out in accordance with

the Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement (Reference ArbTec October 2025) and British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations).

Reason: To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

PRECOMMENCEMENT

- 7 A Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Assessment, Management and Monitoring Plan and the amended Biodiversity Net Gain Statutory Metric (both Lizard, March 2025) and must include:

- (1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
- (2) the pre-development biodiversity value of the on-site habitat;
- (3) the post-development biodiversity value of the on-site habitat;
- (4) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;
- (5) any biodiversity credits purchased for the development; and
- (6) any such other matters as the Secretary of State may by regulations specify.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 8 The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

- (1) a non-technical summary;
- (2) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- (3) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- (4) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- (5) the monitoring methodology and frequency in respect of the created or enhanced habitat.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 9 Notice in writing shall be given to the Council when the:

- (1) HMMP has been implemented; and
- (2) habitat creation and enhancement works as set out in the HMMP have been completed.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 10 The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 11 Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 12 No development shall take place until plans and particulars specifying the following matters have been submitted to and approved in writing by the Local Planning Authority:

(i) The provision to be made within the site for contractors' vehicle parking during site clearance and construction of the development;

(ii) The provision to be made within the site for a material storage compound during site clearance and construction of the development. Thereafter, throughout such site clearance and implementation of the development, the approved parking provision and storage compound shall be kept available and used only as such.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 13 Prior to construction (including demolition) commencing on the site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following details:

- Development contacts, roles and responsibilities
- Public communication strategy, including a complaints procedure.
- Dust Management Plan (DMP) including suppression, mitigation and avoidance measures to control dust.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Measures to control light spill and glare from any floodlighting and security lighting installed.

*The dust management plan should implement best practice as detailed in IAQM guidance document 'Assessment of dust from demolition and construction, 2024'

The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction. The development shall only be carried out in accordance with the CEMP so

approved.

Reason: To protect the amenity of residents from construction activities having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Appendices

- (A) Location Plan
- (B) Site Access
- (C) Aerial views of location map
- (D) Location Map View
- (E) Pump Track Features
- (F) Concept Dimension