

Title of meeting: Culture, Leisure and Sport Decision Meeting

Subject: Pump Track

Date of meeting: 18 March 2016

Report by: Director of Culture and City Development

Wards affected: All

1. Requested by

1.1 Cabinet Member for Culture, Leisure and Sport

2. Purpose

2.1 To provide an update on the progress for installation of a BMX Pump Track in the northern part of the city.

3. Information Requested

3.1 The feasibility report 2 January 2016 produced by officers which shows that BMX is now an Olympic sport which has gained momentum since the London Olympics 2012 but there is no BMX track in Portsmouth yet there is a perceived demand for such a facility. In 2012 investigation work was carried out by officers to identify a suitable site within the city for the development of a BMX Pump Track. Several sites around the city were listed, investigated and then scoped out as they were found not to be suitable for this type of leisure use. As a result of this research the preferred site was identified as being the land to the south of Hilsea Lines Moat. A meeting took place with Dr Richard Massey from English Heritage on site to seek an informal view and at this time Dr Massey gave the view that the use could probably be accommodated on the site with little on impact on the setting of the Scheduled Ancient Monument; however further consultation and proper plans of the track would be required for would be required for further opinion.

3.2 BMX Pump Track - Description of the Proposed Facility

A BMX Pump Track measuring approximately 40 x 30metres and would be a continuous meandering and undulating track of gravel and tarmac contained within grass berms with a maximum height of 1.5m. No artificial lighting is proposed. Track design advice has been sought from Clark and Kent the lead company in providing design and build of this type of facility.

This company has worked with a number of local authorities but their main claim was the construction of the Olympic training facility in California at the request of USA Cycling. They have also built a number of tracks to host European Championship meetings.

3.3 Site Options

A meeting took place with Clark and Kent during that meeting three alternative sites were considered which included Great Salterns Playing Fields, Hilsea Lines and King George V Playing Fields. Clark and Kent expressed the following views about the sites:

- 3.3.1 Great Salterns - 'Location- Very good, open plan playing field with many existing routes of access for users, park already has many recreational facilities, typical park look and feel. From a user's point of view motorway access and main road transport links are restricted and furthest away from the 3 sites viewed'.
- 3.3.2 Hilsea Lines - 'Location- Fantastic location with existing nearby provisions for recreation for younger users. It would be a unique provision in a very aesthetic location and we feel that each element would complement the other greatly. The transport links are very good and it was noted that the comprehensive public transport system passed right by the entrance. Motorway is very close and would be ideal to get to from out of town users and or local users'.
- 3.3.3 King George V Playing Fields - 'Location- Good location with local and wider transport links, very close to City ring road. Out of town users would easily be accommodated with the transport links although no car parking is easily available. The location may be questionable for young users to reach unsupervised'.
- 3.3.4 Hilsea Lines falls within a conservation area and is adjacent to a scheduled ancient monument; planning permission will be required for the physical construction of a pump track and Scheduled Ancient Monument consent maybe required if the works directly affect the structure of the Lines. In order to submit an application there are a number of technical assessments that would need to be submitted to assess the impact of the proposal (some of these assessments would be needed even if planning permission was not required). There would be a need for a full Heritage Assessment (carry out by a suitably qualified and experienced Heritage Specialist) there would also be a need for a contaminated land investigation. These pieces of work will need to be commissioned and will take time to compile. Historic England has been made aware of this proposal by PCC Planning Conservation Officer and they have expressed their reservations, indeed, they have submitted an email response - Appendix 1. If there is a desire to create an activity within a short timescale then consideration needs to whether there is a temporary operation what can be put in place which would not need planning permission.

3.4 Budget Costs

The budget cost for this facility will be allocated from a Section 106 contribution that was collected from the Hilsea Depot schemes to be spent on open space/play improvements within the area, this is approximately £60,000. The procurement for this facility will be to design and build from an external specialist contractor. This contractor has completed the whole process for Eastbourne Borough Council including all the required permissions and planning application. However, this would implicate directly on the budget for the actual track build

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Signed by:
Stephen Baily
Director of Culture and City Development

Appendices:
Appendix A Public consultation
Appendix B Historic England opinion

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location