

ARDENT CONSULTING ENGINEERS

WARBLINGTON STATION, HAVANT

DESIGN AND ACCESS STATEMENT

**REPORT REF. M740-01 REV. A
PROJECT NO. M740
OCTOBER 2012**

WARBLINGTON STATION, HAVANT

DESIGN AND ACCESS STATEMENT

**Ardent Consulting Engineers
Suite 4A
4TH Floor Diamond House
36/38 Hatton Garden
LONDON
EC1N 8EB
Tel: 020 7430 1209
Fax: 020 7430 0318
enquiries@ardent-ce.co.uk**

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	BB	DJR	DJR	12/09/12
A	FINAL	BB	DJR	DJR	24/10/12

1.0 INTRODUCTION

1.1. This design and access statement has been produced in support of the full planning application to Havant Borough Council (HBC) for the construction of a new footbridge at Warblington Station. The report should be read in conjunction with the following documents;

- Drawing M740-01 – Footbridge Layout, showing the layout of the proposed footbridge together with the topographical and utilities survey.
- Drawing M740-03 – Footbridge Elevation, showing the context of the proposed footbridge and the engineering elevation.
- Drawing LOR300512-42 - Outline Lighting Strategy, showing the proposed lighting in the context of the existing lighting.
- Report DFC1340 – Arboricultural Method Statement, incorporating the tree survey.
- Architectural Representations – produced to give an indication of how the bridge would look in three dimensions and in the context of the surroundings.

2.0 CONTEXT

- 2.1 Based upon a review of the Havant Borough Council Core Strategy Map online, there were no Local Policies shown relating to this area.
- 2.2 The proposed footbridge is to be located on land owned by Network Rail (NR) and leased to Southern Rail (SR). The site is between Warblington Station and Southleigh Road, Havant and is adjacent to an existing level crossing. There is a significant amount of infrastructure related to the highway, level crossing and station in the vicinity of the site, including lighting masts, warning signs, fencing, temporary buildings and barriers.
- 2.3 The site is bounded to the north and south by residential dwellings and private gardens, the surrounding area consists of medium density residential development. Warblington School is located less than 100m to the south.
- 2.4 During the design process, consultation was undertaken with groups including local residents, councillors, Network Rail, Hampshire County Council (HCC) and HBC Officers. The key meetings and exchanges are outlined below and are contained within Appendix A;
- January 2012 – Early correspondence with HBC officers to understand background of the footbridge proposals and obtain key contacts and copies of correspondence. Close liaison with HBC officers continued throughout the project, a selection of the correspondence is included in Appendix B.
 - 20th March 2012 – Start-up meeting with NR.
 - 23rd May 2012 – Site Meeting with HBC, HCC and SR.
 - 24th May 2012 – Meeting with HBC Planners followed by a Residents Meeting.

- 7th June 2012 – Pre-application planning submission made to HBC, see Appendix C for details.
- 26th June 2012 – Progress Meeting with NR.
- 10th July 2012 – Pre-application response received from HBC Planners.
- 2nd August 2012 – Detail Design Workshop with HCC, SR and NR.
- 8th August 2012 – Update meeting with HBC planners and councillors.
- 18th September 2012 – Public Exhibition providing a design update to local residents and councillors and a chance to ask questions of the design team.
- 10th October 2012 – Meeting with HBC Planners and HCC, strategic importance of the bridge discussed.
- 11th October 2012 – Development Consultation Forum at Havant.

2.5 During initial discussion with HBC officers, the need for a footbridge and benefits to local residents were agreed. Whilst the concept of a footbridge had been under discussion for some time, HBC had yet to develop a design for the bridge.

2.6 The correspondence between David Willetts, MP for Havant and David Higgins, CEO of Network Rail demonstrate the wider support for the footbridge and its importance locally. This correspondence is included in Appendix D.

2.7 Following the start-up meeting with NR, a site meeting was held involving HBC, HCC and SR. Ideas discussed at these meetings were reflected in minor amendments to the design such as the addition of

a bicycle gully, relocating the northern arm to avoid the existing tree and the provision of screening to prevent overlooking.

- 2.8 Shortly after the site meeting, the local residents association organised a consultation event with around 100 members of the public to enable the design team a chance to report on progress and receive feedback. A pre-submission was made to HBC Planning Department to seek views on the scope and content of the planning application and obtain comments from officers.
- 2.9 The pre-submission response identified the need for a Tree Survey and Lighting Assessment, whilst discussions with NR and HCC identified the need for a Topographical Survey and Utilities Trace. Once complete, the surveys allowed the scheme to be designed in detail ensuring constraints such as the NR plant, existing trees and horizontal and vertical clearance requirements were taken into consideration.
- 2.10 Following further consultation with NR, HCC and SR, the detail design principles were agreed. Following confirmation that all parties were happy for the proposals to be submitted for planning, elevations, supporting reports and architectural material were prepared.
- 2.11 During the design of the scheme, a number of challenges and constraints were encountered, some of the key issues, together with details of how they were addressed by the project team are summarised below.

Existing Trees

- 2.12 The tree to the north is outside the boundary of the development and provides an important screening effect, softening the boundary between the station and the adjacent dwelling. Following the site meeting, the bridge was relocated further south, away from the tree. A tree survey undertaken to develop a method statement

detailing how the tree is to be retained and protected during construction.

Parapet and Screening Design

2.13 NR and HBC identified that the parapet should be designed to make climbing difficult. NR has also specified that the parapet and screen should be designed to prevent debris being thrown from the bridge. HBC raised concerns during pre-application discussions that overlooking into adjacent properties and gardens is likely to be a concern and should therefore be considered.

2.14 During meetings with HCC and NR, it was agreed that the 1.5m parapet should be solid. It was agreed that the screening would be formed of perforated steel panels to prevent debris being thrown onto the track and prevent overlooking, whilst maximising natural light. NR engineers have asked that the bridge be enclosed to prevent large debris being thrown over the screening following a local incident of a bike being thrown onto tracks.

Access to the Northern Platform

2.15 During the site meeting, both HBC and SR commented on problems with access to the northern platform of Warblington Station. Following the topographical survey, it was calculated that the existing slope was around 1 in 8.

2.16 Taking into account fixed levels at Southleigh Road and the Railway Platform, an access was developed which improves the slope to 1 in 13.

Overshadowing Concerns

2.17 During the site meeting and pre-application advice, HBC raised concerns about overshadowing of the properties to the north of the footbridge. The design team have responded by moving the bridge as far as possible from the house in question and minimising the height of the bridge in this location. The choice of steel as a material

allows the design to be slender and a single column used to support the landings.

Crime and Safety Concerns

- 2.18 During the pre-application discussions, comments from HBC Safety Officers and the Local Constabulary were noted. In response, 'white' lighting and new CCTV cameras linked to the stations existing CCTV network were included in the design.
- 2.19 The internal face of the bridge parapet will incorporate artwork, produced in co-ordination with Warblington School. It is hoped that this project will create a sense of group ownership, encouraging children to use the bridge safely. It is anticipated that the carefully designed artwork will also deter graffiti.

Southleigh Road Safety Concerns

- 2.20 During the meetings with HBC and HCC the connectivity between Southleigh Road and the footbridge was discussed. It was agreed that the need to provide a direct route must be balanced against risk of users stepping off the bridge and onto Southleigh Road.
- 2.21 The northern arm of the bridge can only be set back around 1.0m from the footway of Southleigh Road. The existing pedestrian guard rails in this location will be extended to deter pedestrians from stepping straight into the road. The southern arm has been set back around 3.5m from the existing footway and has been better incorporated with existing platform access.

3.0 DESIGN

Use

- 3.1 The proposals will consist of a new footbridge over the rail lines.

Layout

- 3.2 The bridge will cross the existing railway line and platforms at near perpendicular. The location of the crossing has been dictated by the physical constraints of the site and boundary features, together with the minimum clearances required by NR.
- 3.3 The bridge has been located close to Southleigh Road to encourage use as an alternative to the level crossing. The northern arm of the bridge has been located as far south as possible to avoid the Cypress Tree and minimise impact upon the neighbouring residential property.
- 3.4 The southern arm avoids the existing ticket office and the buried NR plant. The dwellings to the south are shielded by existing vegetation and NR buildings.

Amount

- 3.5 A single footbridge of 35m length is to be constructed. The bridge will be 1.5m wide with a maximum span of 16.0m.
- 3.6 The bridge will be formed of a solid parapet 1.5m high, supporting screening 0.8m high and an arched screen enclosure. A new sloped concrete access to the northern platform is to be constructed.
- 3.7 Lighting and CCTV are to be provided within the bridge. The existing lighting mast supporting the floodlights north of the level crossing is to be re-located to make space for the bridge.

Scale

- 3.8 The bridge must have a vertical clearance of 5.1m above the rail, resulting in a total maximum height of 7.6m. The property to the north has a roof height of 8.0m and is 9.5m from the bridge which

in this location has a total height of 6.0m. The dwelling is partially shielded by a Cypress Tree 8.0m high in early maturity.

Landscaping

- 3.9 A large Cypress Tree located just north of the boundary fence is to be retained.

Appearance

- 3.10 The bridge is to be constructed from galvanised steel. The steel structure has been designed for ease of installation and maintenance. Due to the bridges proximity to the level crossing and Southleigh Road maintenance is difficult could be potentially dangerous.
- 3.11 The bridge can be fabricated in large sections off-site. These sections can be lifted onto pre-prepared foundations, minimising road closures and rail possessions.
- 3.12 The solid parapets of the bridge will be formed from large, smooth steel sections. The bridge will be painted in a light grey to help it blend in with the surrounding environment. Above the solid parapets, the screening and enclosure are formed from perforated steel panels.
- 3.13 Two types of panelling will be used, a dense screening design to prevent overlooking, whilst also preventing climbing and debris. An open screening is to be used in areas where overlooking is not considered a problem. Examples of both similar to those shown below, painted to light grey to match the rest of the structure.



Figure 0-1 Typical Example of Open Screening formed from perforated steel panels.

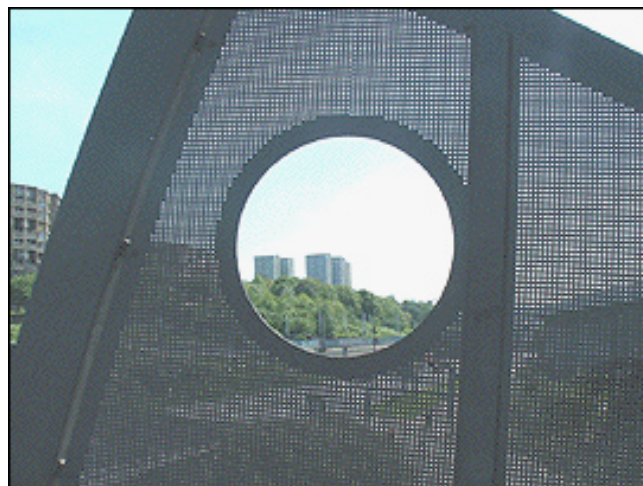


Figure 0-2 Typical Example Dense Screening formed from perforated steel panels.

- 3.14 The bridge is to be lit with luminaires mounted to the internal face of the solid parapet. The luminaires will be angled to shine down onto the bridge deck to minimise the lighting overspill and reduce light pollution.
- 3.15 The internal faces of the parapet are to have artwork applied which will be designed in coordination with Warblington School.

4.0 ACCESS

- 4.1 All non-motorised vehicle users currently wait to cross using the rail crossing when the barriers are down. The new bridge will provide an alternative route for pedestrians and bicycles and reduce average pedestrian journey times. Separating pedestrians from the queuing vehicles will improve the efficiency of the level crossing and reduce the potential for conflict.
- 4.2 The bridge will have a stepped access 1.5m wide, with a bicycle gully incorporated to allow bicycle users to wheel their bicycles over the bridge. There is not sufficient land available to provide a ramped access to the bridge for prams or wheelchair users, it has been agreed with HBC and HCC that these users would continue to use the level crossing.
- 4.3 A new permanent ramp to the northern platform of Warblington Station is to be installed as part of the works, this ramp will reduce the steep slope and improve access to the station.

Appendix A
Minutes of Meetings

MINUTES OF MEETING

DATE : 20 March 2012

TIME : 13:00 Hrs

LOCATION : Network Rail, Waterloo

PROJECT REF : M740

THOSE PRESENT : D Rapson - Ardent
E Orr - Generator
J Barnes - Generator
I Dowman - Network Rail

ITEM	DESCRIPTION	ACTION
1.	JRB/EO outlined the history of the project and work carried out to date	Note
2.	ID confirmed that it is unlikely that NR would provide any funding. Issues raised by ID for the provision of a bridge include: maintenance and potential nuisance	Note
3.	ID confirmed that the Bridge would not to be adopted by NR. ID expected the adoption to be by HCC as highway authority. DJR to liaise with HCC accordingly	Note Ardent
4.	<i>Key Stages of project discussed:</i> i) Territory clearance required for the proposed bridge. ID explained that this is an internal NR procedure where all relevant departments' parties are contacted to check its suitability. This process is dealt with by David Hempsey. ii) Basic Asset Protection Agreement is entered into. ID to provide draft BAPA to Generator for review. ID confirmed that the anticipated cost would likely be 25k. iii) Two Party Bridge Agreement. David Hempsey to deal with. HCC (as Highway Authority) will need to be party to this. iv) Submit design for Approval in Principle (AiP) to Network Rail and Hampshire CC Highways.	Note

ITEM	DESCRIPTION	ACTION
5.	The basic scheme and philosophy was discussed and that there could potentially be up to 3 track possessions.	Note
6.	<i>Next stages:</i> - Survey of site required (request level crossing info from S Pead) – Survey Solutions to carry out survey; - Issue traffic information to Sam Pead - Outline design of scheme;	Ardent
7.	<i>Key Contacts:</i> - David Hempsey (ID: Job title please) - Sam Pead: Level Crossings Manager - Claire Fowler: Operations Manager	
8.	<i>Actions:</i> - ID to liaise with David Hempsey re: Territory Clearance; - DJR to email traffic data to Sam Pead; - DJR to request level crossing info from Sam Pead; - DJR to get quote for Topographical Survey; - DJR to produce anticipated programme; - ID to issue draft BAPA.	NR Ardent Ardent Ardent Ardent NR
9.	ID to check if territory clearance granted with David Hempsey. (Post meeting): ID advised that this has not been granted.	Note

CIRCULATION: All Present +
Julian Jones (Barratt)
JRB/EOr – anybody else?

MINUTES OF MEETING

DATE : **23 May 2012**

TIME : **10:00 Hrs**

LOCATION : **Warblington Station**

PROJECT REF : **M740**

THOSE PRESENT : Tracey Ford – Havant BC
David Eaves – Havant BC
Phil Yexley – Hampshire CC
Terry Green – Southern Railway

APOLOGIES : Kathryn Welch – Network Rail

ITEM	DESCRIPTION	ACTION
1.	Introduction	
1.1.	Attendees met at Warblington Station, BB passed on apologies from Kathryn Welch.	Note
1.2.	TG explained some of the problems in terms of the number of pedestrians and vehicles using the existing level crossing at peak times. Pedestrians are observed obstructing vehicles, reducing the vehicular capacity of the crossing.	Note
1.3.	TG informed the meeting that the crossing is monitored by CCTV, if the operators in the control room see large numbers of pedestrians and perceive a safety risk they will keep the barriers down during short periods between trains. This control is the cause of some of the long closures observed on site but not necessarily indicated on Network Rail calculations.	Note
2.	Technical Requirements	
2.1.	Network Rail were not present at the meeting but TG indicated he had not seen the plan previously – BB will confirm that Network Rail have been in contact with Southern Railway.	BB

2.2.	TF has a letter confirming that Network Rail have agreed to dedicate their land for the construction of the footbridge.	
2.3.	TF discussed a previous scheme where HBC used Network Rail contractors to undertake investigatory works on railway land to avoid the need to obtain agreements and increased insurance coverage. This will be discussed with Network Rail	BB
2.4.	TF has a meeting in her diary with the Network Rail manager for the area, will confirm the dates.	TF
2.5.	The 1.5m wide footbridge is acceptable, typically 2.0m is desirable however as wheelchair users and push chairs will be using the level crossing the width is less critical. It is noted that Building Control may have views on the width of the bridge.	Note
2.6.	Network Rail may insist on a roof to prevent debris being thrown onto the track, if not then the ability to easily retrofit a roof should be designed into the solution.	Note
2.7.	HCC and HBC do not see any requirement for lighting, the bridge is a short span and there is existing lighting in the area. It is noted that Network Rail and Hampshire Constabulary may have views on lighting.	Note
2.8.	Preliminary Approval in Principle (AIP) can be granted prior to appointing a contractor to design the structure, the forms are to be issued for review. (The AIP will be 'subject to planning')	PY
2.9.	There is a possibility that other money will be available from HBC to cover improvements to accessibility of the station. TG discussed aspirations to integrate the bridge better with the platform access which is currently narrow and steep.	Note
2.10.	HCC and HBC are not looking for a design which is iconic, something subtle that blends in and minimises maintenance would be favoured.	Note
2.11.	The existing plan should be amended to move the northern stairs south slightly, away from the existing tree. A bicycle gully and indicative screening locations should be added.	BB
2.12.	Once a revised plan is received, this can be circulated within HBC to obtain comments prior to submission for planning. This will insure that any internal objections can be addressed in the final planning application.	TF

2.13.	The legal element of the land dedication with Network Rail is still to be undertaken, this may take some time.	Note
3.	Planning Requirements	
3.1.	Expectation from HBC is that the bridge would be fully funded by the developers.	
3.2.	During previous public consultation, highway capacity and the perceived problems with the level crossing have been the biggest concerns.	Note
3.3.	A planning application will be required. The anticipated objections will be from adjacent properties concerned about overlooking and overshadowing their properties. Overlooking can be resolved with carefully designed screening, overshadowing will need to be considered and addressed in the supporting documents.	Note
3.4.	It was agreed that the planning application for the bridge can either be joint with the main planning application for the development or separate, providing a separate application is submitted in advance of the main application.	Note
3.5.	Havant will aim to determine any planning application within 8 weeks of receipt, however if residents or councillors request to speak on the matter then the application will go to committee. The planning committee meets every 3 weeks so this will likely add a couple of weeks onto the determination period.	Note
3.6.	A planning statement covering the history of the footbridge discussions and describing the broad support and meetings to date will need to accompany the planning application.	Note
3.7.	A design and access statement, including elevations showing the bridge in relation to the surrounding properties and details of the proposed screening would also be important.	Note
3.8.	although railway bridges are not normally attractive, any bridge would need to be designed to look acceptable in the area and other examples should be investigated (Chandlers Ford was mentioned) to achieve a good design. The location is particularly visible from the public realm.	Note

4.	Summary	Note
4.1.	Actions: - BB to speak to Network Rail about liaison with Southern Railways; - BB to look into option of Network Rail contractors carrying out investigation work on site; - TF to confirm details of next meeting with Network Rail; - PY to issue AIP forms; - BB to amend plan and circulate for comments; - TF to circulate design within HBC and collate pre-planning responses.	
4.2.	A follow up meeting is to be organised after the next meeting with Network Rail and when the elevations are available (following topographical survey).	Note

CIRCULATION: All Present
 Ivan Dowman (Network Rail)
 Julian Jones (Barratt)
 Ed Orr (Generator Group)

MINUTES OF MEETING

DATE : 26 June 2012
TIME : 10:00 Hrs
LOCATION : Network Rail, Waterloo
PROJECT REF : M740
THOSE PRESENT : Ivan Dowman - Network Rail
 Peter Burton - Network Rail
 Ben Brooks - Ardent

ITEM	DESCRIPTION	ACTION
1.	Survey Work	
1.1.	BAPA is in place, a signed copy has been issued to Generator.	-
1.2.	Method Statement produced by Survey Solutions has been reviewed and minor comments will be provided. Medical forms will also be provided to be completed by staff carrying out the surveys.	PB
1.3.	Confirmation is required that ground penetrating radar does not pose a risk to the low voltage communications within the site.	BB
1.4.	Southern Rail to be contacted and provided with details of works out of courtesy.	ID
1.5.	Aside from the items above, no further actions are required before the surveys can be carried out (scheduled for the 16 th July 2012)	-
2.	Planning	
2.1.	It was agreed that planning permission is best obtained before Territory Clearance as the location of the bridge may be impacted by the planning responses.	-
2.2.	It was discussed that a response from Network Rail confirming they have been consulted during the design process and are happy with the detail shown on the planning proposals would smooth through the planning application.	-

2.3.	In light of the Southern Rail desire to improve access it was agreed that a meeting between Network Rail, Southern Rail and Ardent would be useful in agreeing the final design to be submitted for planning. The minutes of this meeting can be used as an appendix to the design and access statement and will demonstrate co-operation and agreement between all parties.	BB
2.4.	Planning Application enquiries to Network Rail are typically dealt with by Tom Higginson in the planning department.	-
3.	Future Programme	-
3.1.	Legal / Land Stages [duration in brackets] - Land / Territory Clearance Process for change in use of land (Hampshire County Council Easement) [8 weeks] - Then, Legal Agreement for Easement [8 weeks] Technical - Detailed programme submitted by Developer (track possessions, method statements, plant diversions, etc.) - Then - Full estimate and Authority Paper produced by Network Rail [2-4 weeks] - Then - Authority Paper Submitted to Network Rail Panel for agreement at their monthly meeting [5 weeks] - Then - 2 Party Bridge Agreement – between Hampshire County Council and Network Rail [4 weeks] - Then, AIP forms and supporting design work submitted by Developer. - Then, Review and Award AIP [4-6 weeks]	-
3.2.	Planning level drawings are required before the Territory Clearance, the layout must be fixed.	-
3.3.	The Legal agreement for Easement should be in place before the AIP is reviewed.	-
3.4.	There are 3 types of track possessions. - Requesting New Track Possessions [3 years] - Utilising an Existing Possession [1 year] - Use of 'White Periods', the 6 hours each night when there are no trains using the line. [16 weeks] -	-
4.	Detail Design Feedback	

4.1.	The area around the station (to the northern and southern extents of Network Rail land and from Southleigh Road to the eastern extent of the platform) is all owned by Network Rail but leased to Southern Rail.	-
4.2.	During the site meeting, Southern Rail (Terry Green) expressed an aspiration to use the works as an opportunity of tidying up the access to the platforms and better integrating the footbridge into the station.	-
4.3.	Network Rail would not be adverse to the idea of us appointing a contractor already on the Network Rail Framework to carry out the geotechnical work.	-
4.4.	Typically the information received from the Network Rail buried services team is all the team hold. Contact details are to be provided for the team who provide as-built civils drawings.	ID
4.5.	It is unknown if any of the local trees have a TPO – this is to be investigated. <i>Post Meeting Note – Network Rail records show that there are two trees with Tree Protection Orders in the garden to the south east of the crossing (and fairly close to NR land).</i>	BB
4.6.	Network Rail policy is for a 5.1m vertical headroom above rail level to be provided. This supersedes previous advice'. The horizontal setback before this clearance is to be provided is to be confirmed.	SB
4.7.	Welded mesh is to be avoided in the parapets, solid parapets are preferred. Design standards / guidance documents are to be submitted.	SB
4.8.	The topographical survey should pick up the heights of all infrastructure surveyed, and photos should be taken for identification purposes.	BB

CIRCULATION: All Present and;
 Ed Orr - Generator Group
 Julian Jones - Barratt

MINUTES OF MEETING

DATE : 2nd August 2012

TIME : 10:00 Hrs

LOCATION : Network Rail, Waterloo

PROJECT REF : M740

THOSE PRESENT :

Phil Yexley	-	Hampshire CC
Terry Green	-	Southern Rail
Victoria Bentley	-	Network Rail
Ivan Dowman	-	Network Rail
Peter Burton	-	Network Rail
Ed Orr	-	Generator Group
Ben Brooks	-	Ardent

ITEM	DESCRIPTION	ACTION
1.	Introduction	
1.1.	Minutes of last meeting reviewed and discussed. No outstanding actions.	-
1.2.	Summary of progress and discussions to date provided.	-
2.	Detail Design Review	
2.1.	Detail design tabled (drawing M740-001 rev D)	-
2.2.	Access arrangements to the station / bridge discussed. It was acknowledged that the improved slope at the northern access to the platform is not ideal, but is the best that can be achieved – a dispensation may need to be applied for, PB to review the standards.	PB
2.3.	Columns should be set a minimum of 4.5m from the running edge of the tracks. A dispensation should be acceptable however as the bridge is an improvement and site constraints have dictated the location of the columns. [post meeting note – it appears that the 4.5m set-back can be achieved on both sides]	BB

2.4.	Havant Borough Council have provided examples of bridges that they would like to see in this location. The bridges typically have a single column supporting the landings – this would assist with clearance and avoidance of utilities.	-
2.5.	The Network Rail standards state that the bridge parapet should not be climbable and should be > 1.5m high.	-
2.6.	Full enclosure may be not desirable, however the bridge should be designed to allow a roof and enclosure to be added in the future. Hampshire County Council will go with whatever Network Rail recommend for enclosure.	VB
2.7.	A proposal was sketched out which had 1.5m solid panels, with 0.5m mesh panels above (2.0m total height) to reduce the problem of overlooking and debris being thrown onto the tracks. Sketches are to be worked up and circulated for comment.	BB
2.8.	Handrails required on stairs however these need to be carefully designed to avoid climbing. No handrails required over flat span.	-
2.9.	Hampshire standard finish is paint over a galvanised steel, dark green paint is used locally to good effect. All present are happy with these proposals.	
2.10.	No party present would object to children from the local school being involved in artwork to the internal face of the parapet. However Hampshire would be keen view the designs first.	-
2.11.	The construction of the bridge will require the lighting mast to the north of the northern access to be re-located. It was agreed that a location to the south of the first landing of the bridge appeared suitable, this would enable the mast to share foundation with the bridge.	-
2.12.	The bridge is very close to the CCTV mast to the south of the southern access – it is believed that a diversion can be avoided, however some form of anti-climb provision may be required.	-
2.13.	A lighting assessment is to be carried out, however it is likely that the low level lighting attached to the bridge will be required.	BB
2.14.	Southern would expect CCTV coverage of the new bridge. It is unlikely that the existing CCTV cameras will cover the bridge however additional cameras can be fixed to the new lighting mast.	-

3.	Legal / Land Points	
3.1.	There is a current proposal to transfer land to the south of the southern platform out of the lease to Southern Rail – this will not affect the bridge design or implementation.	-
3.2.	The bridge will not form part of the Southern Rail lease.	-
3.3.	New CCTV for the bridge would be owned by Network Rail but maintained and operated by Southern Rail.	-
4.	Programme Review	
4.1.	Programme tabled, current focus is getting scheme to planning. The supporting documents, elevations and sections required are being produced.	-
4.2.	Land is reserved but the design has not been submitted for territory clearance yet. Based upon meeting, the current design (with agreed changes) should be suitable for submission, forms and email address are to be provided.	PB
4.3.	The Territory Clearance will determine what legal mechanism is used to provide access to the bridge, it is likely that the land will remain with Network Rail, but an easement will be secured for Hampshire county council.	-
4.4.	A construction programme is required before the bridge costs can be determined.	BB
4.5.	White Period possessions can create problems with noise however Network Rail minimise risks by carrying out a letter drop of all local residents warning of the works.	-
4.6.	Following submission of the planning application, the relevant planning departments within Network Rail and Hampshire County Council will be contacted and a standard response recommending conditions will be issued to Havant Borough Council.	-
4.7.	It was agreed that these minutes would be submitted to support the planning application to demonstrate that all parties have been consulted and are happy with the details of the proposed bridge.	-

5.	Summary	
5.1.	It was agreed that subject to further discussions regarding the enclosure of the bridge, all parties are happy with the current design. This will form the basis of the planning application submission.	-

CIRCULATION: All Present and;
Julian Jones - Barratt

Appendix B

Selected Correspondence with Havant Borough Council

Ben Brooks

From: Ben Brooks
Sent: 15 February 2012 12:12
To: 'Tracey Ford'
Cc: Mohamad Naz (Naz.Mohammed@networkrail.co.uk); Daniel Rapson; 'Edward Orr'
Subject: RE: Warblington Station, Havant - Footbridge Proposals

Tracey,

Thanks for taking the time to talk through the Warblington Footbridge Scheme with me earlier, it was useful to understand more about the background of the project. I provided a brief summary of our discussion below;

- The project previously made it through to stage 3 of the Network Rail GRIP Process, Sam Pead was your main contact at Network Rail whilst Richard O'Brian attended quarterly progress meetings.
- The need for a footbridge and location were agreed at meetings, but the bridge was not designed in any detail.
- Minutes from the meetings exist and relevant extracts can be provided or the minutes can be requested under the Data Protection Act if required.
- There is broad support locally for the crossing, including the Local MP and Chairman of Warblington School Governors.
- A lift or ramp are not a requirement in this location – both Hampshire County Council and Havant Borough Council accepted this due to space constraints and an alternative crossing using the level crossing.
- A cycle gully would be required to run along the stairs beneath the handrail.
- Anti-climb measures need to be incorporated into the design.

I hope this covers everything, however please feel free to cover anything I have missed.

I will keep you updated of any progress we make on this.

Kind Regards,

Ben Brooks
Principal Engineer

A R D E N T
CONSULTING ENGINEERS

Fourth Floor, Diamond House, 36-38 Hatton Garden, London, EC1N 8EB
Tel: 020 74301209 - Fax: 020 74300318 - Web: www.ardent-ce.co.uk

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From: Tracey Ford [mailto:Tracey.Ford@havant.gov.uk]
Sent: 15 February 2012 08:28
To: Ben Brooks
Subject: RE: Warblington Station, Havant - Footbridge Proposals

Hi Ben

I'm in today until 12.00 and the same tomorrow but not Friday

Tracey Ford

Sustainable transport Engineer
Havant Borough Council
Southmoor Office and Depot
2 Penner Road
Havant
Hampshire
PO9 1QH

Tel 023 92446210
Fax 023 92498031

MAP

[PLAN YOUR CYCLE JOURNEY HERE](#)

From: Ben Brooks [<mailto:bbrooks@ardent-ce.co.uk>]
Sent: 14 February 2012 15:15
To: Tracey Ford
Subject: RE: Warblington Station, Havant - Footbridge Proposals

Tracy,

Thanks for getting back to me. I have just got back from a site visit so I have probably missed you for today.

I'll give you a call tomorrow morning and we can have a chat then.

Kind Regards,

Ben Brooks
Principal Engineer

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From: Tracey Ford [<mailto:Tracey.Ford@havant.gov.uk>]
Sent: 14 February 2012 12:15
To: Ben Brooks
Subject: RE: Warblington Station, Havant - Footbridge Proposals

Hi Ben

Sorry not to have returned your email earlier but I've only just returned from 4 weeks sick leave and am only working mornings for a couple of weeks. But I would be happy to explain how far we got to and what discussions have previously been held.

Tracey Ford

Sustainable transport Engineer
Havant Borough Council
Southmoor Office and Depot
2 Penner Road
Havant
Hampshire
PO9 1QH

Tel 023 92446210
Fax 023 92498031

MAP

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From: Ben Brooks [<mailto:bbrooks@ardent-ce.co.uk>]
Sent: 24 January 2012 10:30
To: Tracey Ford
Subject: Warblington Station, Havant - Footbridge Proposals

Tracey,

I called a moment ago but my call was diverted to your answerphone, I thought it may be easiest to email rather than leave a message...

We have been asked to look at the feasibility of a footbridge over the railway line near Warblington Station by Barratt and Generator who are in the process of promoting land at Copseys Nursery / Manor Farm in Havant.

I understand that you were previously involved in discussions with Network Rail regarding a Footbridge at Warblington and made some good progress. I was keen to understand how far you got with the proposals and who you were in contact with at Network Rail and also discuss the previous scheme with you.

If you could give me a call back for a quick chat when you are available I would really appreciate it.

Kind regards,

Ben Brooks
Principal Engineer

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Ben Brooks

From: Ben Brooks
Sent: 21 June 2012 10:22
To: 'David Eaves'
Cc: 'Greg Emerson'; tracey.ford@havant.gov.uk;
'planning.development@havant.gov.uk'
Subject: RE: Warblington - Site Meeting Agenda

David,

As discussed, the plan has evolved slightly to take into account the discussions on site, the northern stairway has been moved away from the fenceline and screening has been added to the plan.

In terms of a response we are most interested in comments or suggestions from other departments within Havant District Council or other stakeholders which we can incorporate into the design to avoid problems at planning. Of particular interest is the requirement for lighting the bridge, at the moment there is no proposal to light the bridge as the area is lit by high-level floodlights and the existing lighting should be sufficient. If you could speak to the Community Safety officer and the Police to obtain their views that would be excellent.

Also, if you could get back to me to confirm the requirement for Contamination Assessment, Lighting Assessment, Tree Surveys and other supporting documents it would also be much appreciated.

As discussed the surveys are planned to take place during the week of the 16th July, we will be in a position to produce sections and complete the Design and Access statement by the end of July. If you could provide your pre-planning response by Friday the 13th July that will allow us to incorporate any requirements into the survey.

Please do not hesitate to get in touch if you would like to discuss in more detail.

Kind Regards,

Ben Brooks
Principal Engineer

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From: Ben Brooks
Sent: 07 June 2012 14:07
To: 'planning.development@havant.gov.uk'
Cc: David Eaves; 'Greg Emerson'; tracey.ford@havant.gov.uk
Subject: RE: Warblington - Site Meeting Agenda

Dear Sirs,

Following previous discussions (see below) we have been asked to submit our proposals for a new Footbridge at Warblington Station to this address so we can formally seek comment before the plan is submitted as part of a planning application. A cheque for £100 to cover the costs of the pre application advice will be in the post tonight, together with a hard copy of the attachments to this email.

The current design (see attached layout) is at a reasonably early stage, we are currently awaiting permission from Network Rail to undertake a topographical survey and utilities sweep of the area. After we have undertaken this work, we will be able to develop accurate elevations and fix the location of the footbridge. We have met with Havant Borough Council, Hampshire County Council, Southern Railways and Network Rail and incorporated initial comments from all parties into our design. Minutes of the key meetings held to date have been attached to this email, together with a document containing early visuals produced by the architects.

We have shown the indicative location of screening proposed to minimise the risk of overlooking into adjacent properties, we acknowledge that overshadowing may also be a concern, this will be addressed further when elevations have been produced. Once we have an accurate survey base, we will review the access proposals from the adjacent road to minimise the need for pedestrian barriers, provide the best possible pedestrian desire-lines and better incorporate the bridge into the station access.

We are particularly keen for any comments or suggestions on how the bridge design can be refined or any areas which it is felt that the planning application may be lacking. I have listed the key items that we anticipate issuing to accompany the planning application below, again feedback on any other items you believe may be necessary (for example Land Contamination Assessment, Lighting Assessment, STMP, Tree Survey) would be appreciated;

- Completed Application Form.
- Red-line / Location Plan.
- Elevations
- A layout (or general arrangement) plan
- Land Ownership Details.
- Design And Access Statement (incorporating a community involvement statement).
- Payment

If any of the above is not clear or if further information would be of use, please do not hesitate to get in touch.

Kind Regards,

Ben Brooks
Principal Engineer

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Ben Brooks

From: Burton Peter <Peter.Burton@networkrail.co.uk>
Sent: 05 September 2012 14:42
To: Ben Brooks
Cc: Edward Orr; Bentley Victoria; terry.green@southernrailway.com; Dowman Ivan; phil.yexley@hants.gov.uk
Subject: RE: Anti-vandal mesh covering to footbridges - Warblington
Attachments: Mail Manager Filed Attachments.htm; Mail Manager Removed Attachments.txt

Ben,

I have discussed this with Ivan. The mesh highlighted in your link appears suitable for the enclosure.

We don't have any standard requirements for the enclosure although it would need to have no sharp edges and not be climbable from the outside. A circular roof will reduce the attractiveness climbing on to the roof, although it won't be sufficient on its own.

For your information I attach (for information only, and without liability), a copy of a one of our standard footbridge drawings showing an enclosure.

regards

Peter Burton

Asset Protection Engineer, Wessex Route, Network Rail

Desk 103, Floor 4, Suite 2

Waterloo General Offices, London SE1 8SW

Tel: 0207 902 3153 / Int: 00-23153 / Mobile: 07713 302980

Peter.Burton@networkrail.co.uk

From: Ben Brooks [mailto:bbrooks@ardent-ce.co.uk]
Sent: 31 August 2012 10:43
To: Dowman Ivan; phil.yexley@hants.gov.uk
Cc: Edward Orr; Bentley Victoria; Burton Peter; terry.green@southernrailway.com
Subject: RE: Anti-vandal mesh covering to footbridges - Warblington

Ivan / Phil, (Victoria / Peter / Terry – please feel free to comment / give me a call to discuss any concerns)

I have spoken to the design team and we believe that some form of perforated galvanised steel screening would be appropriate for use above the solid parapet. The best website I have found is EE Ingleton Engineering Ltd, there are several examples of bridges and screening applications on the website and custom design is possible, which should enable us to specify something that will meet required structural and aesthetic requirements.

If you are happy with this type of screening, I can approach the company for further information to support the planning application.

<http://www.eeingleton.co.uk/apps19.html>

In terms of materials to enclose the bridge, I am hoping this can be dealt with following planning – one thought that has occurred to me is the CCTV camera we discussed mounting on the replace lighting mast may no longer work with the enclosure. Do we foresee a problem mounting a Network Rail camera within the Hampshire County Council bridge? Again, this is a detail to be ironed out following planning but we need to ensure that all proposals submitted are feasible and will stand up to the scrutiny of the public and planners / councillors.

Kind Regards,

Ben Brooks
Principal Engineer

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From: Ben Brooks
Sent: 29 August 2012 13:01
To: 'Burton Peter'
Cc: Dowman Ivan; Bentley Victoria
Subject: RE: Anti-vandal mesh covering to footbridges - Warblington [Filed 29 Aug 2012 13:01]

Peter,

Thanks for passing this on, do you have internal dimensions / any other details of the requirements for the enclosure?

Since we last met we have completed a tree survey / assessment, which has confirmed that the works will not require the removal of the tree on the northern boundary, we have also developed an elevation / sections which are in the process of being rendered by the architect. I believe I copied you in on the submission for Territory Clearance which has now been passed to Steve Peggs in the Legal Department.

We are aiming to prepare the planning application package for mid September.

Kind Regards,

Ben Brooks
Principal Engineer

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From: Burton Peter [<mailto:Peter.Burton@networkrail.co.uk>]
Sent: 24 August 2012 15:53
To: Ben Brooks
Cc: Dowman Ivan; Bentley Victoria
Subject: FW: Anti-vandal mesh covering to footbridges - Warblington

Ben,

Although this will be the subject of further discussion, please be aware that experienced Network Rail engineers have strongly suggested provision of a caged bridge at this site.

As we understood that you were intending to apply to planning permission soon, we have copied the email below to you without waiting for the next progress meeting.

It would be useful if you could update us on progress since our last meeting and we can then agree how best to proceed.

thanks

Peter Burton

Asset Protection Engineer, Wessex Route, Network Rail

Desk 103, Floor 4, Suite 2

Waterloo General Offices, London SE1 8SW

Tel: 0207 902 3153 / Int: 00-23153 / Mobile: 07713 302980

Peter.Burton@networkrail.co.uk

From: Brown Innes
Sent: 23 August 2012 13:17
To: Burton Peter

Cc: Dowman Ivan; Mansfield Christopher

Subject: RE: Anti-vandal mesh covering to footbridges - Warblington

Peter

I have now moved to Earthworks, (as Ivan is aware) however I would strongly suggest, as I suspect would the Track Engineer, that the bridge is caged from the start, particularly in an area like Warblington, where despite what you describe as a high level of security, a bike was recently thrown on the track.

Also, despite all the promises, assurances & even agreements, it is very difficult to get caging retro fitted & much easier to have it done in the first place. Why wait to have a possibly serious incident, before taking an obvious precaution.

Regards

Innes Brown

Asset Engineer (Geotech)

Wessex Route

Network Rail

Floor 1 Desk G33

Woking Downside Goods Yard

Off Guildford Road

Woking

Surrey GU22 7QE

email: innes.brown@networkrail.co.uk

01483 804047/00 61047

From: Burton Peter

Sent: 23 August 2012 12:25

To: Brown Innes

Cc: Dowman Ivan

Subject: Anti-vandal mesh covering to footbridges - Warblington

Innes,

Ivan has asked me to contact you.

We have an outside party scheme for a footbridge over two tracks at Warblington. Although the footbridge would be at the station it is not a 'station footbridge' and there will be a high level of natural surveillance of the bridge as it will be next to a level crossing.

Our thoughts are to ask for the footbridge to be designed so that an anti-vandal mesh could be added in the future if required. Have you any experience of this issue which may help us in specifying our requirements ?

Please phone me (preferably on my mobile) if you prefer.

thanks

Peter Burton

Asset Protection Engineer, Wessex Route, Network Rail

Desk 103, Floor 4, Suite 2

Waterloo General Offices, London SE1 8SW

Tel: 0207 902 3153 / Int: 00-23153 / Mobile: 07713 302980

Appendix C
Pre-Application Enquiry



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263
DX 50005 Havant

www.havant.gov.uk

Mr B Brooks
Ardent Consulting Engineers
Fourth Floor
Diamond House
36-38 Hatton Garden
London
EC1N 8EB

Our Ref: GEN/12/00627
Direct Line: (023) 9244 6549
Ask For: Mr D Eaves
Email: planning.development@havant.gov.uk

10 July 2012

Dear Mr Brooks

Site Location: Proposed Footbridge, Warblington Level Crossing, Havant, Hants

Re: Proposed footbridge at existing level crossing

I am writing to you further to your enquiry received on the 07 June 2012 regarding the above address and to our site meeting of the 23rd May 2012.

Thank you for your further information with regard to the above proposals. I can confirm that the principle of providing a footbridge at Warblington Station is supported by the Local Planning Authority.

There appear at this stage to be three main issues that would need to be taken into account in the consideration of any such proposal:

1. The safety of footbridge, station and highway users,
2. The impact on neighbours residential amenities,
3. The impact on the character and visual amenities of the area.

The safety of footbridge and station users:

The detailed design of the footbridge will need to take full account of safety considerations. In this regard I assume that the railway authorities will be able to provide you with direct guidance. I have also consulted Stuart York (Hampshire Constabulary) and Tim Pointer (Community Safety Team Leader HBC) to provide guidance and they have made the following comments:

Tim Pointer has commented that if the Railway Authorities intend the bridge to be covered by CCTV at any stage a certain level of lighting may be necessary to enable night time vision. I therefore suggest that this aspect is explored further with the relevant authorities.

I understand that Stuart York intends to visit the site tomorrow, however, his initial recommendations are that an adequate level of lighting will be required on the footbridge. CCTV coverage would also help to prevent crime on the bridge itself and any lighting would need to work in conjunction with the CCTV.

It will be necessary to clearly demonstrate how the users of the bridge will safely interact with other users of the highway including motorists and cyclists. I would suggest that these aspects are explored further with the Councils Highways Engineers as the design progresses.

The impact on neighbours residential amenities

At our site meeting we discussed the potential impact of the bridge on the residential amenities of the properties to the north and south. The potential impacts are mainly from potential overlooking to adjacent properties and from the height, mass and bulk of the proposed structure.

38 Southleigh Road is set back in relation to the proposed bridge. In my view it is essential that screening is provided to the northern and eastern sides of the bridge to prevent direct overlooking to the front/side of this property. To ensure a reasonable degree of privacy this should be a screen that cannot be seen through at least 1.8m high from the finished floor level of the adjacent section of the bridge.

In terms of the height mass and bulk element, it is noted that the structure would be on the south side of the property and would in addition to any overbearing have some impact on light. I would recommend that any planning application should make an assessment of this impact and that the siting of the bridge and its detailed design should take account of the need to minimise this impact. At this stage a detailed design is not available for consideration.

It was noted on our visit that a tree on this boundary provides a limited amount of screening and it is understood that the siting of the bridge would aim to retain this feature and this is welcomed. Any application should include an Arboricultural assessment to demonstrate how any existing trees are to be retained.

The property to the south has been recently constructed and again it is important to ensure that suitable screening of the type outlined above is provided. This is required to the south and east elevations.

As the bridge is on the north side of the property the potential for loss of light is reduced, however the mass and bulk of the structure in relation to the neighbouring property will need to be considered.

The impact on the character and visual amenities of the area

In relation to the impact on the character and appearance of area, you will appreciate that as detailed designs have yet to be produced, I have not been in a position to obtain the views of the Councils Urban Designer.

I would comment in general that it would be worth exploring with the rail authorities examples of recently constructed pedestrian bridges to look at design solutions with the aim of finding aesthetically pleasing examples for consideration at Warblington. Materials and finishes are likely to be particularly important in ensuring an appropriate appearance for the structure. I would of course be pleased to consider further the design aspects as the proposal is worked up further.

Other Matters

With regard to the timing of the works and the connection to the potential residential development at Copseys Nursery/Manor Farm, details of the timing of the bridge provision and the potential funding for the project would need to be clearly understood.

In my view the link between the bridge proposal and the proposed residential development is an important part of the consideration of any application and would need to be clearly set out in the supporting information.

Conclusion

In conclusion, the principle of a proposed footbridge is strongly supported. It is, however important to ensure that the impact on neighbouring properties and the surrounding area is acceptable.

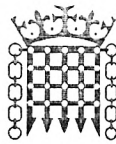
I trust that the above comments are of assistance.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

Yours sincerely

Mr D Eaves
Senior Planner
Our Ref: GEN/12/00627

Appendix D
Strategic Correspondence



HOUSE OF COMMONS

LONDON SW1A 0AA

Tel: 020 7219 4570

Fax: 020 7219 2567

Mr David Higgins
Chief Executive
Network Rail
Kings Place
90 York Way
London N1 9AG

19 March 2012

Dear David,

**Railway Crossing: Warblington Station
Southleigh Road, Havant**

For several years I chaired a group on Havant Station & its Environs which brought together the local Council, Residents' groups, South West Trains and also Network Rail. Since becoming a Minister, I have not had the time to carry on with these meetings, but I always appreciated the constructive role which Network Rail's representatives played. I would just like to follow up on two of the issues which we have discussed regularly with Network Rail over the years.

First, there are longstanding concerns about the railway crossing at Warblington Station in my constituency. It causes severe traffic delays for everyone, but in particular it presents safety issues to the students from nearby Warblington School who gather on the road near the crossing at busy times when the gates are down. I understand that rail traffic frequency has increased due to new signalling and demand on the Brighton to Portsmouth line. The crossing is therefore closed to pedestrian and road traffic for ever longer periods – 35mins in every hour has been recorded by a local residents association.

Warblington Station road crossing is the only crossing in my constituency that does not have a pedestrian footbridge. The concerns raised over a number of years are only going to grow as we embark soon on the planned major housing development in the local area. Although the developer reports that a substantial amount of progress is being made with regards to provision of a pedestrian footbridge, it would be very much appreciated if you could do whatever possible to expedite the decision for a pedestrian footbridge - at least in principle, whilst subject to Section 106 Planning contributions from the development.

Second, the Warblington & Denvilles Residents Association, together with support from myself and the local Council, have been in meetings and correspondence with Network

WORKING FOR HAVANT

Email: willettsd@parliament.uk

Website: www.davidwilletts.co.uk

Constituency Office: 19 South Street, Havant, Hants PO9 1BU

Tel: 023 9249 9746 Fax: 023 9249 8753



Rail for many years about the creation of a foot/bike path parallel with the Havant to Warblington railway line. As far back as 2007, Network Rail stated they were prepared to support this project. It would provide a direct pedestrian link between Havant and Warblington. It would tackle the problem where we have had at least one fatality on the line as people use it as a short cut late at night.

There is housing development planned in the area – house building at one end of the School site with the railway line running alongside and this is a great opportunity to sort all this out once and for all. Network Rail have long been committed to helping us do this and we do need your explicit confirmation again now so that planning permission can go ahead. I would be grateful if Network Rail could repeat the commitment you have made in the past to support this project. Repeating your commitment at this stage would help the process of planning permission.

I would be very happy to meet up with one of Network Rail's representatives, perhaps in the House of Commons if that would help. Alternatively one of your officers might like to contact Councillor David Guest, the Deputy Leader of Havant Borough Council, on 02392 470022 or email david.guest@havant.gov.uk to discuss all this further.

I am copying this letter to Councillor David Guest and also to Keith Chessell who is the Chair of Governors at Warblington School.

Yours sincerely,
David Willetts

DAVID WILLETTS MP



Your Ref:
Our Ref: 7489apr24\DH\da
SR3079034

Kings Place, 90 York Way
London, N1 9AG

Tel No: 0203 356 9200
Fax No: 0203 356 9113

24 April 2012

The Rt Hon David Willetts Esq MP
Havant
House of Commons
London
SW1A 0AA

Dear Mr Willetts

**RAILWAY CROSSING - WARBLINGTON STATION, SOUTHLEIGH ROAD,
HAVANT**

Thank you for your letter dated 19 March regarding your request for an update on our intention to construct a footpath at Warblington level crossing and your request for us to expedite plans to build a pedestrian footbridge.

We fully support the developers' plans to build a footbridge over the crossing and are working with them on the design. While we do not have full control over the timescales planned for building, we will work with the developer to build the structure as quickly as possible.

We still intend to create a foot / bicycle path as promised and hope this that this will help tackle trespass. However, we currently do not have a date for the work to commence.

Yours sincerely


David Higgins
Chief Executive