Havant Footbridge Replacement

Planning Statement

October 2025

Hampshire County Council

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1 Executive summary

Hampshire County Council (HCC) proposes to replace the existing footbridge with a new structure. Refer to Appendix A for Location Map.

The scheme will enable removal of the existing deteriorating, narrow and steep footbridge and replacement with a new wider footbridge giving access either by stairs or use of shallow ramps with resting platforms and thus providing safe route for all users across the railway lines.

The replacement footbridge will connect directly with the recently implemented TCF funded segregated cycle route along Elmleigh Road which links Havant station with the Civic Centre Campus and Havant and South Downs College.

Havant Footbridge is vital to the local economy as Havant Borough Council is embarking on an ambitious regeneration programme with Havant Railway Station representing one of the key gateways into the town centre.

Maximizing sustainable transport in the town centre is critical for the economic wellbeing and growth in the region and is supported by the Partnership for south Hampshire (PfSH) strategy of promoting housing development in cities and towns first. Reducing the barriers to access by walking and cycling will increase trips made by sustainable modes. The following groups will benefit from the scheme:

Pedestrians - The replacement footbridge will introduce stairs on both sides of the footbridge and provide a more direct route for pedestrians. The width of the replacement footbridge will be increased to 4m over the main span and 3.5m on the ramps, which will help reduce the conflict between all users (walking, wheeling and cycling) and increase the capacity of this route to meet the existing and future demand.

Cyclists – Cyclists will be allowed to cycle over the bridge and not need to dismount. The proposed increased width of the bridge and ramps will allow shared use and reduce conflicts between pedestrians and cyclists. The

footbridge will connect Havant LCWIP routes 370 (NCN2) and 270 (NCN22).

Mobility restricted users - The new footbridge will provide a gentler gradient with landing/resting platforms at regular intervals. Additionally, the footbridge provides a safe crossing for children who otherwise would be forced to walk along busy main roads to cross the railway. The new footbridge will also improve journey quality for mobility scooter and pushchair users and will be inclusive for all types of cycles and cyclists including those cycles used as mobility aids.

Station users - There are high levels of commuters and students who travel to and from the station for onward use of the rail services. It is anticipated that the numbers travelling by cycle will increase substantially with new trips following replacement of the footbridge and redevelopment in the town centre.

Civic Centre Development - High quality sustainable access to the proposed development is critical for its successful progression. The new footbridge will link the existing pedestrian and cycling network into the development site reducing the number of vehicular based trips.

Subject to planning approval and Network Rail possessions availability, the works are expected to commence Autumn 2026. Estimated completion of replacement work Summer 2027.

Planning approval is sought for the following activities:

- Demolition of existing structure as detailed on the documents and plans submitted with the application
- Construction of the replacement structure as detailed on the documents and plans submitted with the application

Existing Footbridge:

Proposed Footbridge:

2 Existing Structure

2.1 Background

2.1.1 Havant footbridge is owned and maintained by Hampshire County Council (HCC).

2.1.2 Havant footbridge was built in 1947 and is located just to the north of Havant town centre. Its north south alignment crosses the railway to the west of Havant Station. The footbridge provides the main pedestrian route over the railway, connecting Havant town centre, bus station and Havant Park in the south to the Civic Centre Campus, Havant and South Downs College, and nearby large housing area of Leigh Park. Refer to location plan in Appendix A and to drawing C.J009595-HES-SGN-FB560-DR-S-1710 attached to the submission.

2.1.3 The existing footbridge comprises a single span of 26m and three sloped ramps totalling 158m and has a 1.85m internal width. Refer to drawing Existing General Arrangement, drawing number C.J009595-HES-SGN-FB560-DR-S-1701, S4 P01, for layout.

2.1.4 The nearby Elmleigh Road car park is owned and operated by Havant Borough Council (HBC).

2.1.5 The footbridge is built over and on others land: partly on/over the operational and non-operational land which is own/managed by Network Rail Southwestern Railway, and partly on land owned and maintained by HBC (Havant Park and Elmleigh Road car park).

2.1.6 The footbridge is adjacent to several private properties to the north and on the south is adjacent to a privately owned block of shops and flats with a parking area, all overseen by Market Parade Management Company.

2.1.7 Cycling prohibited signs are installed at the ends of the footbridge.

2.2 Structural Condition

2.2.1 In terms of structural integrity, the length of the footbridge spanning over the rail is deemed to be in poor condition, with the access ramps exhibiting severe section loss. Refer to Appendix B for photos.

2.2.2 Temporary scaffolding supports were erected underneath the structure in 2012.

2.2.3 The northeast ramp was closed in 2022 due to safety concerns.

2.2.4 Strengthening work was undertaken to the northwest trestle support in 2024.

2.2.5 Currently regular inspections of the structure are conducted.

2.3 Current usage

2.3.1 The existing footbridge does not comply with current standards for shared use. Cycling prohibited signs are installed at the ends of the footbridge.

2.3.2 Surveys to record the use of the footbridge were carried out in September 2015 and April 2024. The results are summarised below:

	Pedestrians Weekday	Pedestrians Weekend	Cyclists Weekday	Cyclists Weekend	Disable Weekday	Disable Weekend
2015 Survey	2362	2012	127	230	13	35
2024 Survey	1693	1445	122	120	26	30

2.3.3 The latest survey indicates approximately 7.5% of current users are cyclists.

3 Feasibility Study Findings Review

3.1 Background

3.1.1 Over the last few years Hampshire County Council has conducted several feasibility studies.

3.1.2 Refurbishment and strengthening of the existing structure were considered but due to its age and condition these were not realistic or achievable solutions.

3.1.3 “Do nothing” option was rejected due to safety concerns. If the existing footbridge were not replaced users would be forced to walk along busy main roads to cross the railway.

3.1.4 Various replacement options have been investigated involving different main span / ramp types and layouts and these were evaluated against technical, operational and financial factors, impact on private land, access to the railway station and compliance with standards and inclusive mobility.

3.1.5 Several options for alignment layout have been considered. Restrictions such as available land, constraints from stakeholders (NR, HBC, residents), retention of the tennis courts, works duration and costs have limited the number of viable options to the one submitted for approval.

3.2 Replacement Options

3.2.1 Three different replacement options were closely investigated: like-for-like options, non- Disability Discrimination Act (DDA) complaint options and fully DDA complaint footbridge options. Within these engineering and architect lead replacement have been investigated.

3.2.2 Like-for-like option does not comply with the current DMRB standards and thus was discarded.

3.2.3 Fully DDA compliant bridge option was explored at the early stages and found to require the entire area of the northern car park and a large area to the south to accommodate the lengthy approaches ramps to achieve the required 1 in 20 ramps gradient. At that time the design standards required width was significantly narrower than today's standards. This means that a fully DDA compliant footbridge would require even more land.

3.2.4 Non DDA compliance option. Three Non DDA compliance options were considered in the early stages. Out of these, 2 options do not provide the access to the station forecourt and required the removal of tennis courts located in Havant Park. The remaining option was selected as it allowed both the ramps and stair users to access the station forecourt and Havant Market Parade shopping area.

3.2.5 The remaining option from 3.2.4 has been further refined in recent years to ensure compliance with relevant standards, including LTN 1/20 and Inclusive Mobility. It allows cyclists to use the footbridge, preserves the tennis courts, minimises land usage, and remains cost-effective.

3.2.6 The impact on nearby trees was also closely considered. This is further discussed in Section 5 and options developed are shown in Appendix D, including extracts from relevant drawings.

3.3 Compliance with standards

3.3.1 BS 8300 states a 1:12 ramp should not exceed 2m in length, with Inclusive Mobility suggesting a limit of 500mm vertical transitions before a landing is required. This has been considered but due to limited space the guidance within the design standard CD 353 (Design Criteria for footbridges) has been followed which permits a 650mm vertical difference between landings for gradients steeper than 1 in 20.

3.3.2 CD 353 indicates that the proposed footbridge internal width should be 3.5m for unsegregated use by pedestrians and cyclists. LTN1/20 Cycle infrastructure design (a guidance document) proposes the footbridge desirable internal width to be 4.0m.

3.3.3 Cyclist tracking to LTN 1/20 clauses has been carried out. The recommendations listed in the Technical Notes were discussed with the Safety Audit team. Following from this the internal clear width of the main span was increased to 4.0metres and the north turning landing width was also increased to 4.0metres.

3.3.4 Taking into account design criteria, scheme costs, maintenance costs, meeting HCC goals to reduce Carbon emissions, impact on private land it was decided the proposed main span to have a 4.0m internal width and the ramps and stairs to have a 3.5m internal width.

3.4 Compliance with Inclusive Mobility 2021

3.4.1 There is currently a conflict between pedestrians and those scooting, wheeling, or pushing cycles or pushchairs owing to the layout and narrow width of the existing footbridge. The footbridge is only 1.85m wide and too narrow for shared use, therefore cyclists are signed to dismount. A lack of visibility at changes of direction exposes users to risk of collision.

3.4.2 To meet Inclusive Mobility criteria and current footbridge standards the structure needs to be wider and much longer with resting platforms along the length of the ramps and a preference for 1:20 gradient is stated.

3.4.3 1:20 gradients were looked at but are not achievable within the confines of the site due to the presence of nearby buildings.

3.4.4 The design standards permit a 1:12 gradient with resting landings. Since this configuration can be accommodated within the site boundaries, it was selected as the preferred option.

3.5 Connection to existing highway

3.5.1 On the northern side the footbridge will link into the recently built Elmleigh road cycleway scheme.

3.5.2 On the southern side it will link to Havant LCWIP route 270 (NCN22).

3.6 Equality

3.6.1 An Equalities Impact Assessment was undertaken as part of the Stage 1 Executive Member approval process for the scheme. This concluded that the project did not adversely affect people within protected characteristic groups and the replacement proposed would benefit all users.

3.7 Chosen Option

3.7.1 The proposed replacement solution adheres to current design standards and ensures compliance with Inclusive Mobility guidance. These requirements have informed the selection of a footbridge with an internal width of 4.0 m for the main span and 3.5 m for the ramps and stairs, incorporating 1:12 gradients and resting landings.

4 Proposed structure

4.1 Background

4.1.1 To accommodate the standard requirements and ensure compliance with Inclusive Mobility, the 'footprint' of the new structure will be larger than the existing but will still fit within Network Rail and Havant Borough Council owned land and will not require purchase of any residential or business owned land.

4.1.2 Refer to drawing Proposed Works Boundary and Access Areas, number C.J009595-HES-SGN-FB560-DR-S-1710, S4 P01 for outline of proposed structure and boundary of area required for access.

4.1.3 Proposed structure footprint area is 875sqm. Area required for access is 0.53ha (this includes the proposed footbridge footprint).

4.2 Structural details

4.2.1 The main span will be a simply supported steel truss with a clear span of 26.5m. The steel ramps and stairs will be supported on intermediated steel landings which in turn will rest on steel columns.

4.2.2 For proposed structure details refer to drawings:

- Proposed General Arrangement, drg number C.J009595-HES-SGN-FB560-DR-S-1702, S4 P01
- Proposed Elevation drg. number C.J009595-HES-SGN-FB560-DR-S-1703, S4 P01
- Proposed Sections drg. number C.J009595-HES-SGN-FB560-DR-S-1704, S4 P01.

4.2.3 For proposed foundations details refer to drawings:

- Proposed Foundations Layout, drg. number C.J009595-HES-SGN-FB560-DR-S-1705A and /1705B, S4 P01, and
- Proposed Sections, drg. number C.J009595-HES-SGN-FB560-DR-S-1706A and /1706B,S4 P01.

4.2.4 The proposed main span overall external width will be 4.5m and the ramps and stairs overall external width will be 3.5m.

4.2.5 The ramps will have a gradient of 1 in 12 with regular resting platforms.

4.2.6 Flights of stairs will be provided in the north, northeast and southeast sections with an overall external width of 3.5m.

4.2.7 The main span will be supported on piled foundations with concrete pile caps whilst the steel columns under the ramps and stairs will be supported on in-situ reinforced concrete pad foundations.

4.2.8 The entire structure will be fabricated off-site in a specialist's factory. It will then be delivered to the site in sections, craned into position, and assembled.

4.2.9 The proposed structure will be designed and constructed in accordance with current DMRB and MCHW and thus the new footbridge will be robust and able to withstand applied loadings and avoid risk of collapse due to climate changes in accordance with current scientific knowledge.

4.2.10 Photomontage attached to the submission shows views of proposed structure on works completion.

4.3 Parapets

4.3.1 Main span steel parapets will be of varying height between the ends and the centre to create a curved profile.

4.3.2 For the ramps and stairs, parapets will be installed with a minimum height of 1.5m, with increased height of 1.8m over lengths adjacent to the railway platform and private properties at northwest.

4.3.3 Handrails will be provided along the entire structure at 1.0m above floor level.

4.3.4 Parapet type proposed for the stairs is indicated in the photomontage. Similar handrail will be used along the ramps except for the lengths adjacent to private property no 29 where a solid or perforated plate will be used to provide privacy and reduce noise.

4.3.5 Parapets exact details will be agreed at detail stage in collaboration with the steel manufacturer to ensure compatibility with the steel structure and to ensure aesthetic requirements are met.

4.4 Usage

4.4.1 The new footbridge layout provides access for all, including mobility scooters, prams, pushchairs etc. and enables cyclists to cross without the need to dismount.

4.4.2 Pedestrians have a shorter route utilising stairs at either end of the main span over the railway.

4.4.3 Cyclists can easily link into existing cyclist routes around the town.

4.4.4 A review of signage/wayfinding will be undertaken to ensure public ease of use.

4.5 Drainage

4.5.1 Proposed drainage layout is shown on drawing C.J009595 -HEH-HDG-1702532-DR-CD-0004. S4 P01.

4.5.2 Flood Risk Assessment and Drainage Strategy Report has been prepared and is attached to this submission.

4.5.3 The proposed drainage strategy adequately deals with the additional surface water due to the increased width and length of the new footbridge and the current flooding in Elmleigh Road car park is also addressed.

4.5.4 The report concludes that the scheme is compliant with the requirements of National Planning Policy Framework (NPPF) and does not increase flood risk to the surrounding areas.

4.6 Street Lighting

4.6.1 Proposed lighting of the structure and surrounding area is shown on drawing C.J009595-HEL-HLG-FB560-DR-EO-001, S4 P01. which provides locations of lighting points and specification detail

4.6.2 The proposed lighting system was chosen to ensure visibility and safety for all footbridge users, while also being energy efficient and aesthetically pleasing.

4.6.3 Elmleigh Road car park existing lighting column (reference SC1) will be disconnected and removed. A new lighting column (reference HBC1) will be installed at the location shown on the drawing.

4.6.4 South station forecourt lighting column (NR1) location will be adjusted to fit in with the proposed kerb line at the edge of the taxi rank.

4.6.5 North-east footpath will be illuminated using 4no new lighting columns (FW1 to FW4) installed at locations shown on the drawing.

4.6.6 Footbridge, ramps and stairs will be illuminated using underlit handrail lighting.

4.6.7 All lights will be positioned to ensure that the adjacent residents and train drivers and signal sighting is not impacted.

4.6.8 At detail design stage additional information and specification will be prepared to show connection routes, ducting, wiring schematics, etc.

4.6.9 Liaison will continue with HBC, NR and SW Trains to ensure their requirements are met.

4.7 Future maintenance

4.7.1 To ensure the footbridge's structural integrity and prolong its service life a protective coating system will be applied to the entire structure.

4.7.2 The colour of the protective system will be agreed at the detailed design stage with NR and HBC.

4.8 Cycle storage

4.8.1 Cycle storage is currently present at both ends of the station forecourt. As part of the scheme the western end storage will be relocated and the opportunity to increase the space available will be discussed with Network Rail.

4.9 Proposed structure benefits

4.9.1 The replacement footbridge will introduce stairs on both sides of the footbridge and provide a more direct route for pedestrians. The increased width will help reduce the conflict between all and increase the capacity of this route to meet the existing and future demands.

4.9.2 The gentler gradient provided by the new footbridge, with landing/resting platforms at regular intervals, will be beneficial to all mobility restricted users.

4.9.3 Cyclists will be allowed to cycle over the bridge and not need to dismount.

4.9.4 A visualisation of proposed footbridge and surrounding area is shown in the photomontage attached to the submission.

5 Environmental Impact

5.1 Site environmental conditions

5.1.1 Havant Footbridge is located in an urban setting within the centre of the town of Havant.

5.1.2 Land use to the immediate north of the rail site is a mix of residential properties, office sites and small industrial / business units. To the immediate southeast, land use is primarily commercial and residential, while to the immediate southwest Havant Park is an area of public greenspace covering approximately 3.0 hectares

5.1.3 The proposed replacement structure will be installed to the west of the current bridge location and will have a revised larger footprint to enable compliance with current design standards.

5.1.4 Permission to build on and over Network Rail non-operational land and station forecourt has been received via the Technical and Business Clearance process. Permission to build on and over Elmleigh Road public car park and Havant park has been obtained from HBC. Relevant agreements (easements, licences, etc) will be prepared by the legal teams and will be signed by relevant parties in advance of works starting on site.

5.1.5 To ensure compliance with current legislation from an environmental point of view, HCC has commissioned several assessments (environmental, ecological, Arboricultural) to be carried out. The conclusions of these assessments are summarised in sections below, and the reports are included with the submission. The restrictions and requirements listed in the above assessments have been taken into account when preparing the draft drawings and documents and will be further developed at detail design and construction stages.

5.2 Environment Impact Assessment (EIA)

5.2.1 EIA Preliminary Screening has been carried out to determine if the project falls within the remit of the relevant regulations and hence requires EIA.

5.2.2 The screening concluded that the project does not fall under Schedule 1 EIA Regulations for which EIA is mandatory. Area required for works and access is 0.53ha. Refer to Appendix C for full report.

5.3 Designated Sites

5.3.1 Search has confirmed that the site does not lie in an environmental sensitive area.

5.4 Ecological Appraisal and Biodiversity Net Gain (BNG)

5.4.1 The report has identified that the site supports habitats of low ecological value at site level and further survey work is not required. Refer to Ecological Appraisal report, REF 24.1072, included with this submission.

5.4.2 There is potential for habitats within the site to support birds and reptiles. Recommendations made to avoid these being impacted by development proposals have been taken into consideration when preparing the outline method statements and will be further developed at detail design stage.

5.4.3 The preliminary BNG assessment has identified that, in the absence of any off-site mitigation, the development would result in an on-site net loss in biodiversity of 49.48%. As there is little scope on-site for habitat creation and/or enhancement, off-site mitigation will be required in order to reach the statutory requirement for a minimum 10% net gain in biodiversity value.

5.4.4 Net gain will primarily be achieved via the off-site planting of native trees. It has been suggested that the enhancement of on-

site modified grassland and sparsely vegetated areas could also be undertaken to develop structurally diverse and species-rich pockets of meadow type grassland within the site. This will make a small contribution to the eventual total net gain.

5.4.5 A mitigation plan will be prepared in conjunction with HBC at detailed design stage and will include any additional conditions issued following planning application process. Refer to section 8.8 of the Ecological Appraisal report. The mitigation plan will be in place before the works start on site. Timing of implementing these measures will be agreed with the Ecologist and Arboriculturist.

5.4.6 The Ecological Appraisal concluded that providing that the measures recommended in the report are followed, the development will not have an adverse impact on biodiversity and will deliver biodiversity gains in accordance with policy.

5.5 Arboricultural Impact Assessment

5.5.1 The Arboricultural Impact Assessment (AIA), reference P-HBC-HvntStnFtbrdg-SS24762-AIA-1.41, relating to the proposed scheme is included with this submission.

5.5.2 The proposed scheme requires the loss of seven trees, one high value category A dawn redwood tree (T15), one B category oak tree (T3) with a long future potential lifespan and six lower value holly (T9 and T14), sycamore (T4 and T8), Lawsons cypress (T18) and birch (T5). Trees' location is shown in Appendix C of AIA.

5.5.3 Initially the recommendation was to remove eight trees. Following liaison with landowner (refer to section 6.4.2 of this report), the birch (T5) will no longer be removed. The adjacent foundations will be built to the Arboriculturist recommendations to ensure minimum tree roots are disturbed/removed. However, in case at a

later date the birch has to be felled on safety grounds, the loss of it has been included in the mitigation proposals.

5.5.4 At the feasibility stage several layouts have been investigated and discussed in detail with HBC and NR in an attempt to limit scheme costs, woks duration, impact on environment and local residents. However the very limited site available for the replacement structure combined with the necessity to meet standards requirements for width, Inclusive Mobility for gradient and resting landings, provide full access to all users (pedestrians, cyclists, wheelchair users), meet safety criteria imposed by NR, avoid impacting the tennis courts in Havant Park, avoid purchase of additional land, meant that a solution meeting all these requirements is not available. Refer to Appendix D showing some of the layouts investigated and the pros and cons of each option. The current layout shown on drawing C.J009595-HES-SGN-FB560-DR-S-1702 S4 P01 and requiring the removal of the seven trees mentioned above was chosen as it offers the most balanced and feasible solution providing accessibility for accessibility for everyone (pedestrians, cyclists, and people with disabilities), users safety, meeting project goals for works duration and cost. This option has unfortunately a high impact on seven trees.

5.5.5 To mitigate the loss of the trees and ensure environmental compensation meeting the current legislation requirements is provided, HCC has commissioned Arboricultural Team to investigate and produce an AIA as referenced in the paragraphs above.

5.5.6 The AIA also includes Arboricultural Method Statement (AMS), document reference P-HBC-HvntStnFtbrdg-SS24762-AMS-1.4 and is included with this submission. AMS's recommendations have been considered in the Contractor's outline method statement and

will be further expanded on at the detail design stage. The Contractor's final method statement will be submitted to the Arboriculturist for approval prior to works start on site.

5.5.7 The replacement works are planned to start on site in Autumn 2026. Following recommendations in the AIA, it is proposed to remove the 7 trees in January 2026. This will ensure that birds early nesting period (February – March) or late nesting period (August - September) are avoided and thus the works can start on site on programme and delays or scheme costs increase are avoided.

5.5.8 A suitably qualified, accredited and insured tree surgery contractor will be employed, and his method of work will be in accordance with the Arboriculturist recommendations. Method statements will be submitted for approval to HBC and NR and the trees removal will not commence until approval is obtained.

5.6 Archaeological Impact

5.6.1 Search has confirmed there are no archaeological sites currently recorded at this location, and it is not anticipated any archaeological issues being raised relating to the proposed footbridge footprint. Refer to Appendix E For relevant correspondence.

5.6.2 At detail design stage the location, scale and associated ground preparation, if any, of a works compound or works area will be considered and specific requirements will be agreed with the Contractor.

6 Stakeholders Liaison

6.1 Network Rail (NR)

6.1.1 The footbridge will span the railway lines and the railway platforms with the north supports/foundations being placed on the station lease vegetated area. Northern ramps and stairs will extend over NR land (station lease area, vegetated area between boundary fences) with foundations and vertical supports being built on NR land.

Southern ramps will extend over NR land with foundations and vertical supports being built on NR land (station lease area, surfaced forecourt area).

6.1.2 NR and Southwestern Railway have been fully involved from the outset and will continue to be involved until completion on site. Their technical approval is required, and Network Rail endorsement has been granted through their processes.

6.2 Havant Borough Council (HBC)

6.2.1 The existing north ramp is adjacent to the HBC Elmleigh Road public car park. Approximately ten of the parking spaces will be removed to enable provision of the new wider ramp and stairs.

6.2.2 At the southern corner the proposed ramp stairs and footbridge southern support are built on or over HBC Havant Park. The ramp layout has been designed to ensure that the Tennis courts will not be impacted.

6.2.3 As outlined in previous sections, seven trees will be felled to enable construction of the scheme. A mitigation plan will be agreed with Havant Borough Council (HBC) to address this impact.

6.2.4 Flooding issues in Elmleigh Road car park owned by HBC will be resolved as part of this scheme.

6.2.5 The choice of protective paint colour for the footbridge, the parapet type, and the revised car park layout will be discussed and agreed in consultation with HBC.

6.3 Market Parade (flats and car park)

6.3.1 The private car parking area located behind the Market Parade flats and shops will be temporarily affected during the construction period. A number of parking spaces will be unavailable to allow for the safe installation of ramp supports and their foundations.

6.3.2 On completion the parking area will return to the current layout.

6.3.3 Liaison will take place with owners to ensure access to their properties is maintained and options for alternative parking for the works duration will be discussed with the relevant residents.

6.4 Residential properties to the north (Elmleigh Road)

6.4.1 There are two properties immediately adjacent to the proposed footbridge: no 23 and no 29 and liaison with owners has taken place.

6.4.2 Initially it was proposed to remove the birch located in the back garden of property no 29 (at the boundary fence on the back corner). Ater consultation with the Owners, it was agreed that the tree will not be felled and that only branches leaning outside of their property boundary will be cut, under the observation of the Owners' Arborist. In addition, the tree roots system affecting the proposed foundations will be removed.

6.4.3 The proposed northwest ramps are now partially extending behind property no 29' boundary fence. To allow for the loss of

privacy and to limit noise, it was agreed with the owners to have the parapet type locally changed from typical railing to solid/perforated plate.

6.4.4 Although further away from the end of the ramps, the Owners of property no 31 have expressed concerns regarding loss of privacy and increased noise. The change in parapet type will also benefit them.

6.4.5 The boundary fence of property no 23 is currently 2.5m away from the existing north ramp. The proposed ramp will be approx. 1.9m away from the boundary fence. There are no concerns regarding loss of privacy at this property as the proposed structure will not introduce any new overlooking. The existing ramps, located both alongside and behind the property, already result in similar levels of visibility.

6.4.6 As the proposed ramp alongside property no 23's boundary fence is shorter than the current ramp, it was agreed with the resident to extend the parapet railing to the edge of footpath. This together with the existing hedge will limit access from members of the public to property 23 boundary fence and thus reduce acts of vandalism.

7 Other Considerations

7.1 Legal

7.1.1 The new footbridge will be owned, inspected and maintained by Hampshire County Council in accordance with national standards.

7.1.2 Legal agreements will be in place with all parties to ensure ownership and maintenance responsibilities are clearly defined.

7.2 Communication

7.2.1 Communications to the public in the months leading up to the scheme starting on site will take place via press releases and other media available.

7.2.2 HCC communications team will prepare necessary statements in collaboration HBC and the Contractor.

7.2.3 The scheme web page will be regularly updated.

7.2.4 Advance warning signs will be erected prior to works starting on site.

8 Construction

8.1 The existing footbridge, comprising approximately 55t of structural steel, 105t of concrete from the deck and a roof glass of reinforced plastic corrugated sheeting approx. 335sqm, will be dismantled in large sections.

8.2 The construction of the new footbridge will necessitate earthwork of around 60m^3 cubic meters (approximately 108t) and concreting of about 50m^3 (approx. 125t). The new structure will require around 170t of steel and other additional materials for drainage, lighting, etc. Construction vehicles will comprise heavy goods vehicles (HGVs), cranes, excavators, piling rig, concrete pump vehicles and staff vehicles.

8.3 Due consideration will be given to reducing the carbon footprint by re-using and recycling materials whenever possible.

8.4 The footbridge is expected to be closed for 9 to 12 months, and a signed diversion will be in place to re-direct the users.

8.5 The demolition of existing footbridge, construction of foundations and installation of the new footbridge will include operations which will require intermittent closure of Elmleigh Road and part of station forecourt. The exact duration of this closures and necessary temporary diversion route or relocation

of the taxi rank will be discussed and agreed with relevant stakeholders to ensure works can be undertaken in a safe manner and impact on adjacent residents and other members of the public is limited as much as possible.

8.6 Site compound will be located on an existing HBC car parking adjacent to North Street (former Star Car Park). Elmleigh Road Car park will be closed for the works duration and will be used either as site compound or location of the crane required for demolition and construction.

8.7 Several services are present in the vicinity of the footbridge, including BT overhead and underground apparatus, railway cabling/HV line, water/sewer mains, and street lighting cables. The Openreach BT overhead cables in the Elmleigh Road will affect the method of installation of the proposed footbridge. The underground BT apparatus running north to south will impact the method of work for the proposed piled foundations. Railway HV cable running at the back of north platform in east-west direction will be assessed by a competent contractor in accordance with NR requirements to determine restrictions to be considered during the design and construction.

8.8 The footbridge will be closed during the demolition and construction period, and the temporary diversion route will be in place. Proposed temporary diversion routes and vehicle delivery routes are shown on traffic management drawings included with this submission.

8.9 The demolition of existing footbridge, construction of foundations and installation of the new footbridge will include operations which will require intermittent closure of Elmleigh Road and part of station forecourt. The exact duration of this closures and necessary temporary diversion route or relocation of the taxi rank will be discussed and agreed with relevant stakeholders to ensure works can be undertaken in a safe manner and impact on adjacent residents and other members of the public is limited as much as possible.

8.10 Deliveries, and timings of deliveries, will be made via an agreed route to/ from site to the station forecourt and Elmleigh Road car park during the off-peak hours, whenever possible. At times deliveries, such as fresh concrete, will have

to take place during peak hours to ensure continuity of work. These details will be included in contractor's method statement which will be agreed with the Project Manager and detailed in the final Construction Environmental Management Plan (CEMP).

8.11 An outline CEMP incorporating arrangements for dealing with pollution, air quality, noise, vibration, site waste, site deliveries, ecology, biodiversity, land, water, site compound, materials is included with this submission. Once the detailed design is completed and planning approval obtained, the document will be further developed and will include any planning conditions or restrictions received.

8.12 An Outline Method Statement providing an overview of method of work based on currently available information is included with this submission. Once details of the works (such detailed information on the available rail possessions, detail design requirements and restrictions, input from private utilities, etc) and planning conditions are known, the method statement (including relevant risk assessments) will be further developed to enable works to commence.

9 Conclusions

9.1 The layout shown on drawing C.J009595-HES-SGN-FB560-DR-S-1702 S4 P01 and visualisations shown in the photomontage, offers the most balanced and feasible solution providing accessibility for everyone (pedestrians, cyclists, and people with disabilities) while balancing users safety, project duration and cost.

9.2 The proposed layout does unfortunately impact the seven trees: one high value category A dawn redwood tree, one B category oak tree with a long future potential lifespan and six lower value holly, sycamore, Lawsons cypress and birch. Early discussions with HCC and HBC Arboricultural Officers indicate that there are measures available to mitigate the loss of the trees. A detailed

mitigation plan will be prepared and implemented to ensure environmental compensation offered meets the current legislation requirements.

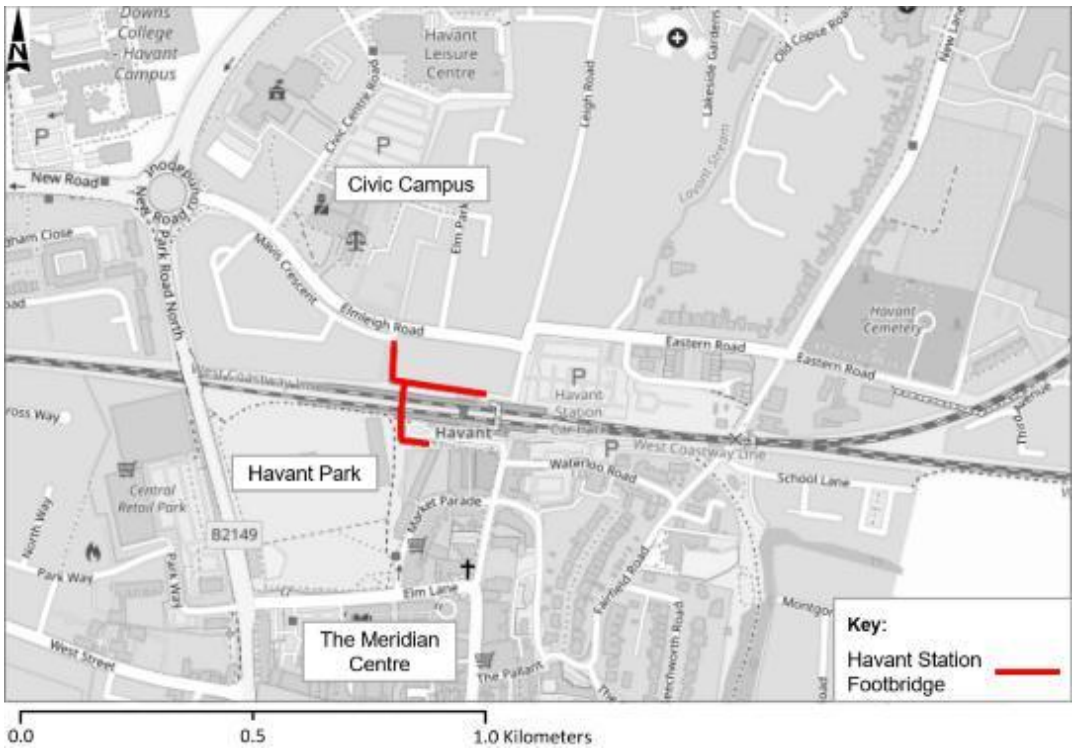
9.3 Removing the trees in January 2026 will ensure early/late birds nesting periods are avoided and thus the scheme can start on time taking full advantage of NR available rail possessions and keep costs on budget.

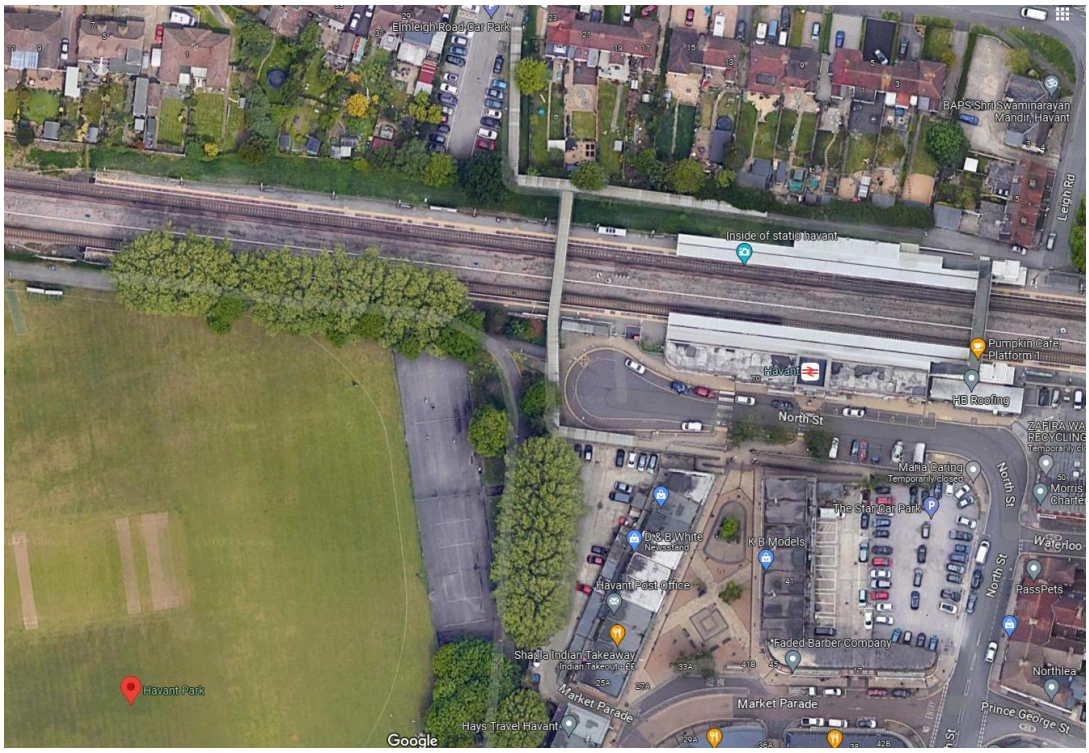
9.3 Collaboration will continue with Havant Borough Council, Network Rail and Southwestern Railway throughout the duration of the scheme.

9.4 By following the Ecological Appraisal and Arboricultural Impact Assessment recommended measures it is concluded that the development will not have an adverse impact on biodiversity and will deliver biodiversity gains in accordance with policy. A mitigation plan will be developed in collaboration with HBC and NR to ensure full compliance with restrictions and recommendations listed in the environmental documents.

Appendix A – Location Map

For site boundary refer to drawing C.J009595-HES-SGN-FB560-DR-S-1710 S4 P01.





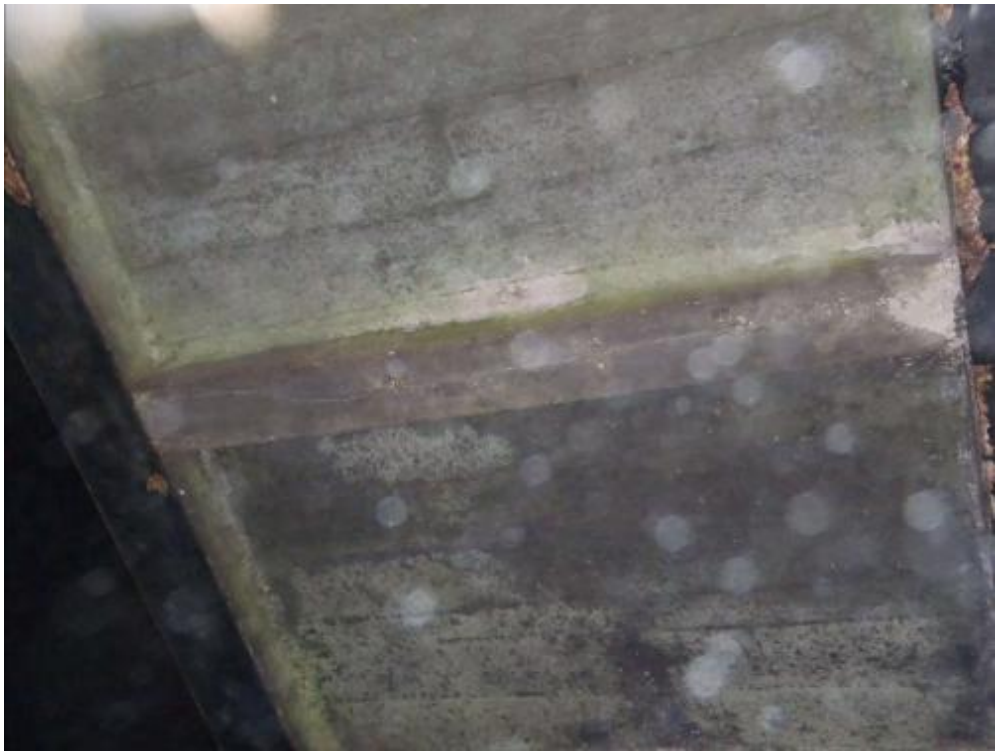
Appendix B – Existing Footbridge Condition Photos

Typical corrosion underneath the ramps

Typical corrosion at support locations.

Deterioration of the northwest ramp

Typical delamination and knife edging to steel beam



Main span – typical view full length crack to concrete

Typical corrosion and section loss at connection to steel beam

APPENDIX C- EIA SCREENING OUTCOME

Hampshire County Council

Preliminary EIA Screening
EIA Team

Preliminary EIA Screening: Havant Station Footbridge Replacement

1. Key Project Details

Project name:	Havant Station Footbridge Replacement
Task name:	**Preliminary EIA Screening Checklist**
HCC project job number:	C.J009595.01
Date:	April 2025
HCC Dept:	Environmental Impact Assessment Team
HCC Contact:	Lucy Victor

2. Introduction

2.1 This Preliminary EIA Screening provides an initial review of the known project details against Environmental Impact Assessment (EIA) screening criteria listed in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations).

2.2 The Preliminary EIA Screening uses a checklist approach, following a number of steps to determine whether the proposed project falls within the remit of the regulations (either Schedule 1 or 2) and hence requires EIA. If the proposed development is listed in Schedule 1 a mandatory EIA is required. If the development falls within the activities listed in Schedule 2 then if certain thresholds are exceeded or the site lies within or adjacent to an 'environmentally sensitive area' then a more detailed EIA screening assessment may be required to determine if the project is likely to have significant environmental effects. A formal EIA screening opinion may then be sought from the Local Planning Authority under the provisions of the EIA Regulations (Regulation 6) on the need for EIA.

2.3 This preliminary EIA Screening report identifies if the project potentially qualifies as either Schedule 1 or 2 development; and in the case of Schedule 2 development, whether a formal EIA screening request should be sought from the Local Planning Authority. A more detailed EIA Screening Assessment Report will be required to support any request to the LPA for an EIA screening opinion including the information specified in Schedule 3 of the Regulations.

1

Hampshire County Council

Preliminary EIA Screening
EIA Team

3. Preliminary EIA Screening Checklist

EIA Details		
Description of Proposed Development	Construction of new footbridge over railway lines at Havant Station to replace existing footbridge.	
Schedule 1	**Response**	**Comments**
Is the proposed development Schedule 1 development as described in Schedule 1 of the EIA Regulations?	No	N/A
If YES under what description	N/A	N/A
Schedule 2		
Is the proposed development Schedule 2 development as described in Schedule 2 of the EIA Regulations?	Yes	The most applicable project category listed within Schedule 2 of the EIA Regulations is 10(f) 'Construction of roads'. The threshold for screening projects under this category is a footprint of 1 hectare (ha).
If YES under what description?	Yes	The footprint of the site is 0.53 ha.
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the Regulations	No	N/A
If YES which area?	No	N/A
Are the applicable thresholds / criteria in column 2 met or exceeded?	No	N/A
If yes which one?	No	N/A
Schedule 3		
Taking account of the selection criteria in Schedule 3, is the development likely to have potential significant effects on the environment?	No	It is recommended that EIA is not required. Early consultation should take place with HCC's Ecology and Arboriculture teams.

Hampshire County Council

Preliminary EIA Screening
EIA Team

4. Recommendation

4.1 Based on the project information provided to date and following the completion of the Preliminary EIA Screening Checklist, we would advise that the project does not fall under Schedule 1 EIA Regulations for which EIA is mandatory.

4.2 The project is not in within an environmentally sensitive area and it is not greater than 1 ha therefore it qualifies as Schedule 2 development. Our recommendation is that EIA Screening will not be required.

4.3 As the scheme requires planning permission, a number of environmental surveys or assessments may be required to support the planning application (including; ecology, cultural heritage). It is recommended that early consultation is carried out with the EIA team and Local Planning Authority to agree the need for any supporting environmental documents.

4.4 Following the passing of the Environment Act 2021 into law, planning applications will also be required to deliver a mandatory biodiversity net gain (10%) and this should be considered when developing the detailed scheme proposal.

4.5 The EIA team have formed this decision based on the information provided to date. We reserve the right to amend this should additional information become available which materially impacts our conclusions regarding potential effects.

Appendix D – Feasibility Options & Impact on Trees

Pros and cons of the options investigated for North Ramp and Stairs:

Constraints	Option A1	Option A2	Option A3	Option A4
Meets DMBR & Inclusive Mobility requirements				
Permits All Users Access				Pedestrians only
Avoid Private Land Acquisition				
Environmental impact - Trees removal	4 Tree	4 Tree	2 Trees	2 Trees
Partial retention of HBC public car park				
Meets Safety Audit recommendations				

Pros and cons of the options investigated for South Ramp and Stairs:

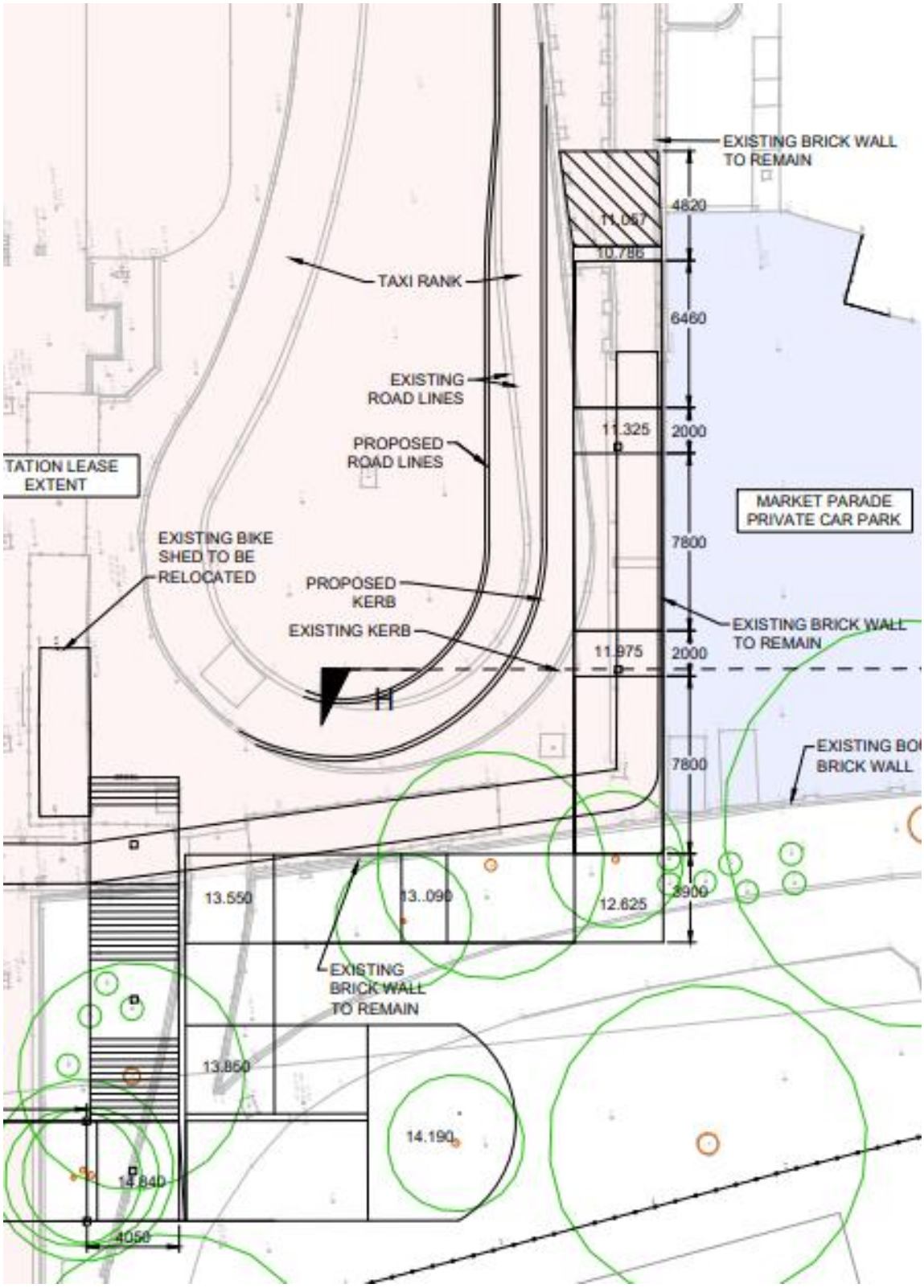
Constraints	Option A1	Option A2	Option A3	Option A4
Meets DMBR & Inclusive Mobility requirements				
Permits All Users Access				
Avoid Private Land Acquisition				
Avoid Reconstruction of Station Forecourt				
Environmental impact - Trees removal	6 Trees	5 Trees	5 Trees	5 Trees
Meets Safety Audit recommendations				
Access to Station Forecourt from Havant Park				

Does not meet the requirement

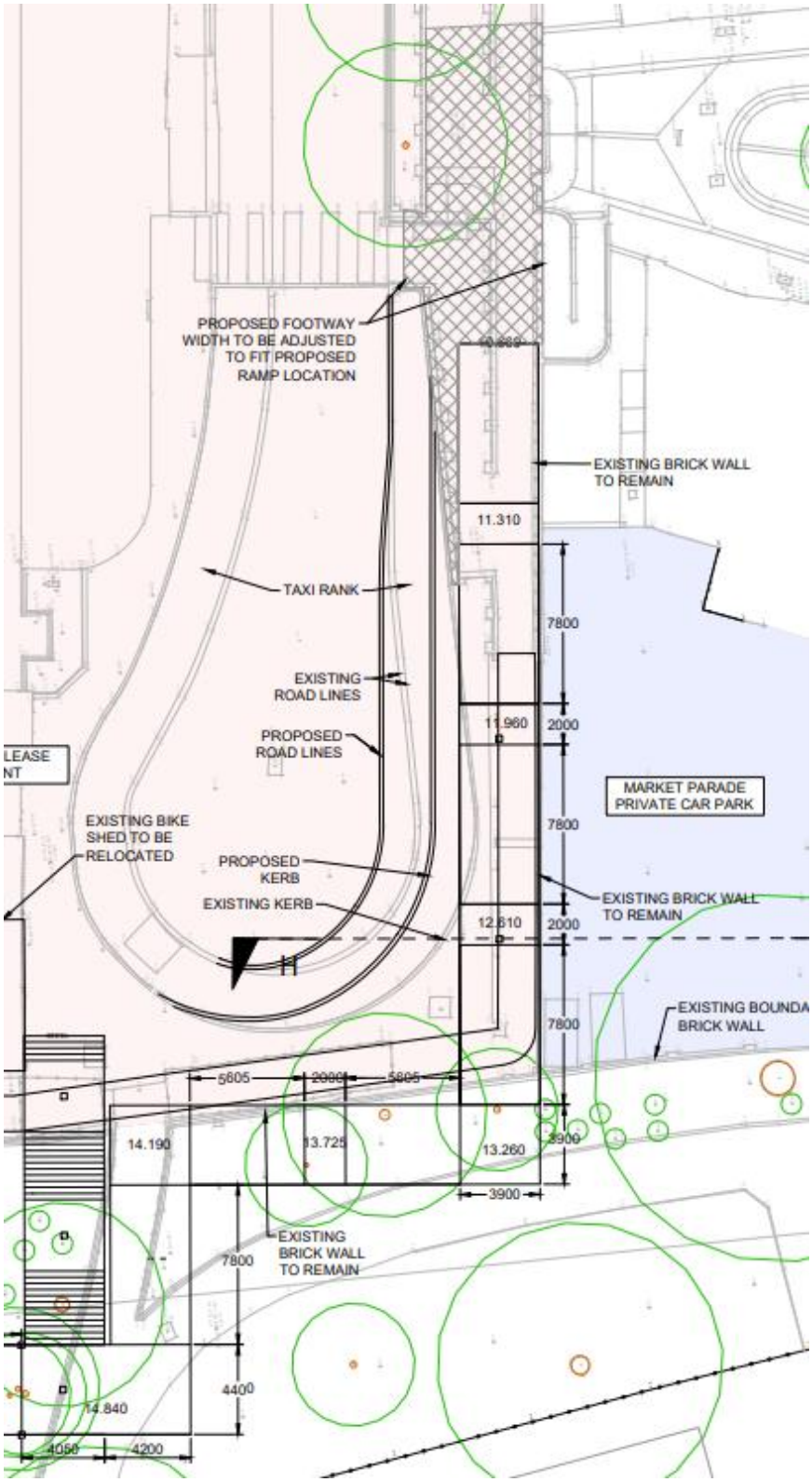
Acceptable with an approved mitigation measures plan

Meets the requirement

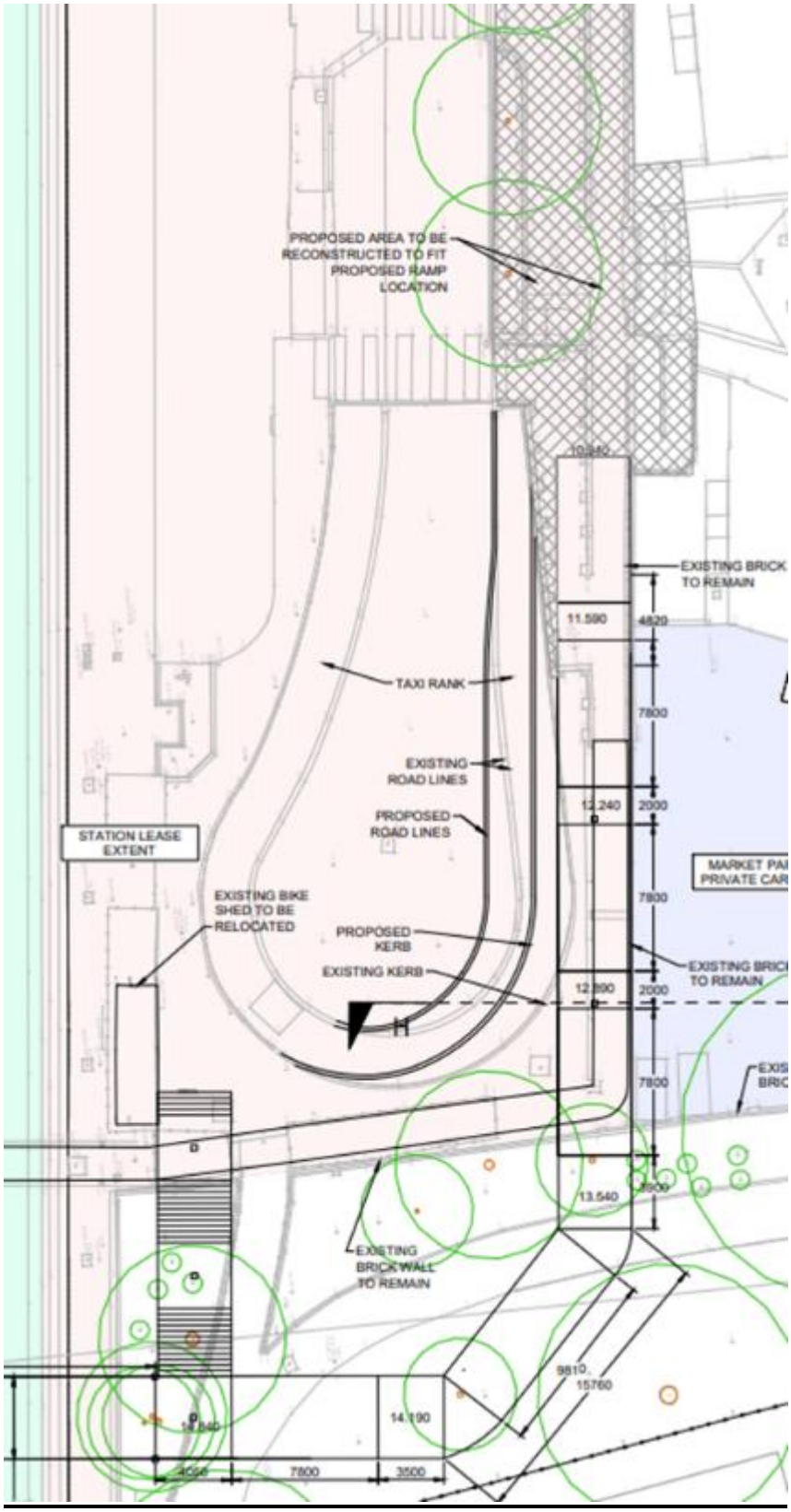
Plans of the above options are shown below.



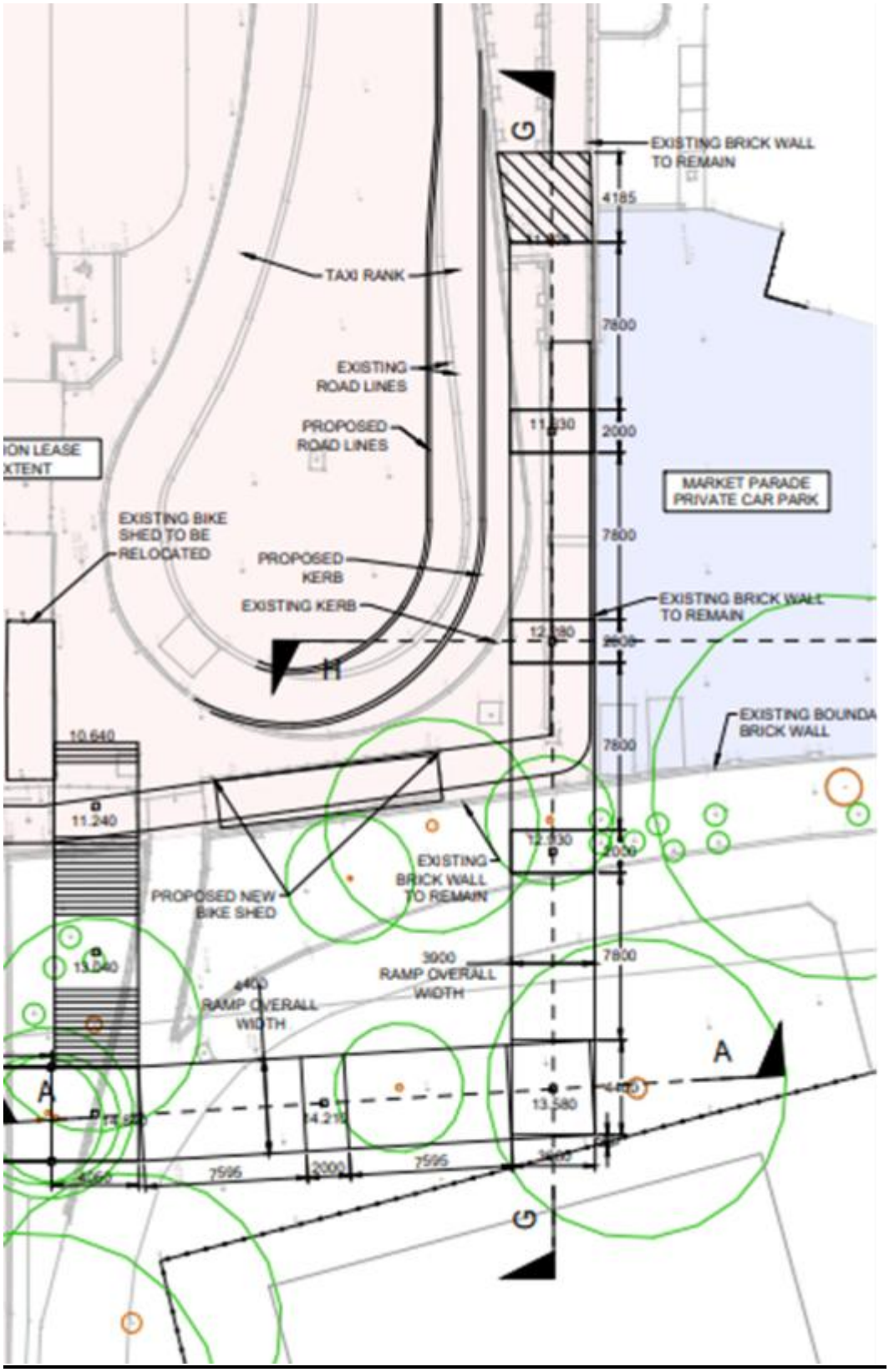
South Ramp/stairs Option A1



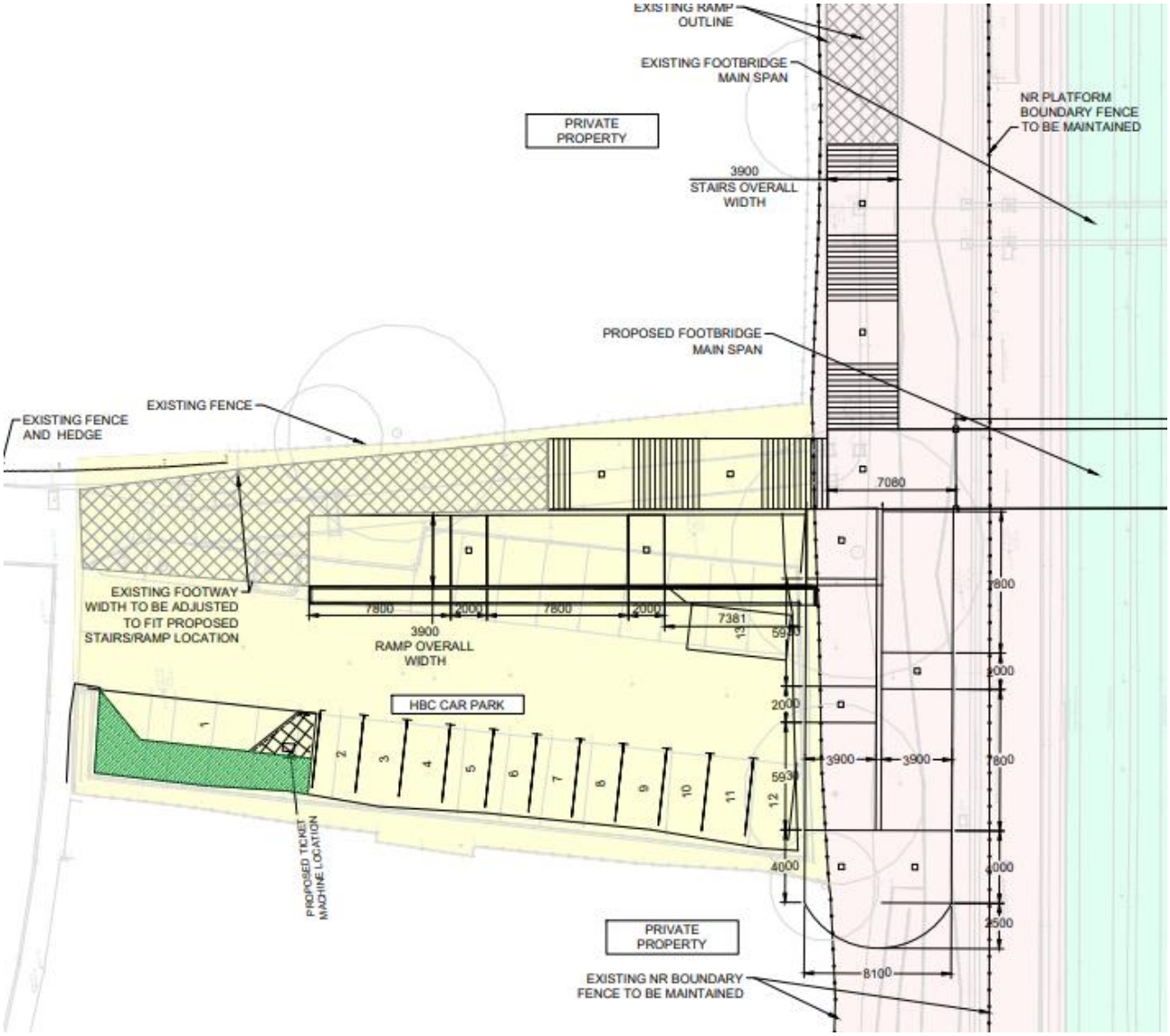
South Ramp/stairs Option A2



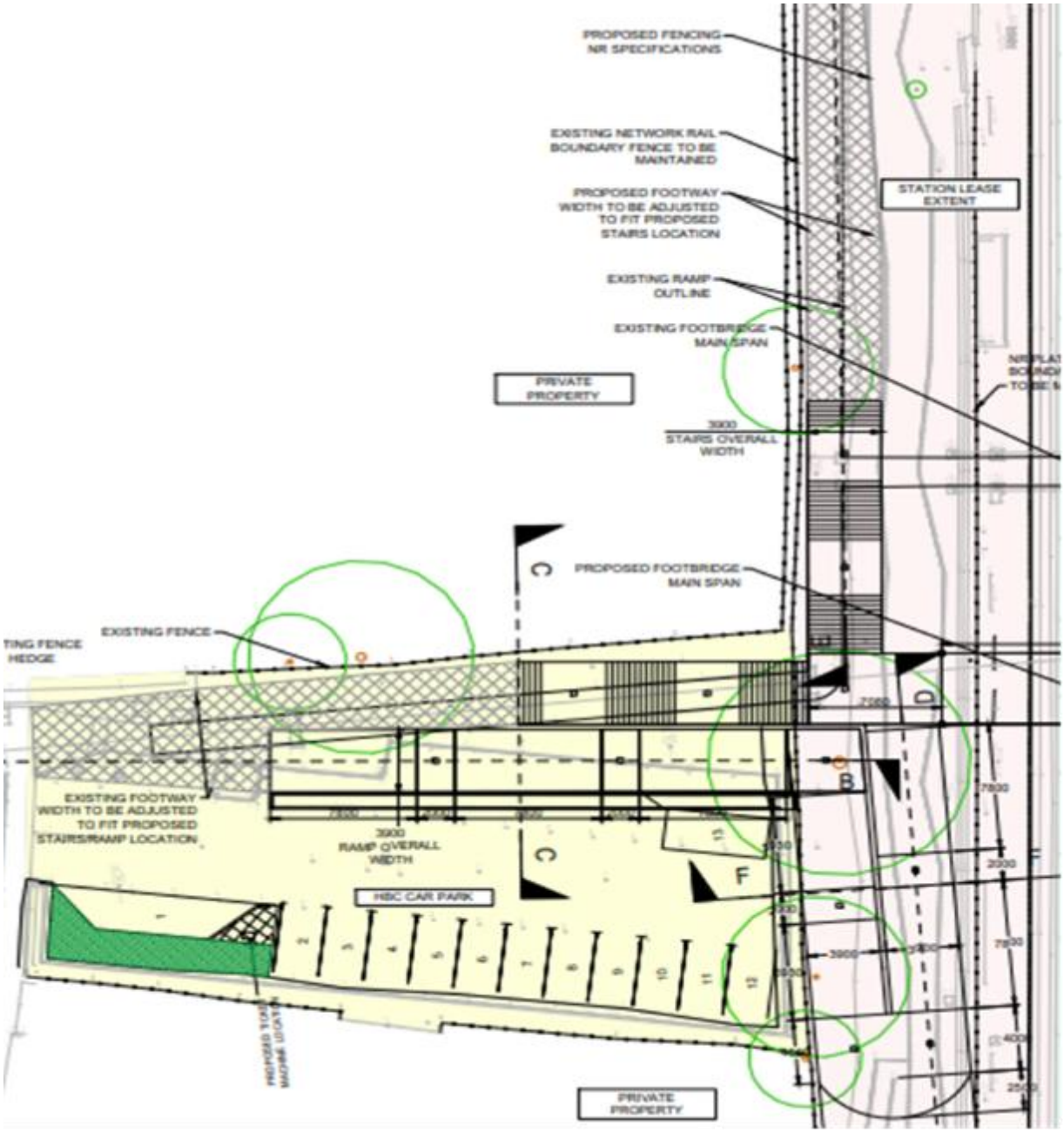
South Ramp/stairs Option A3



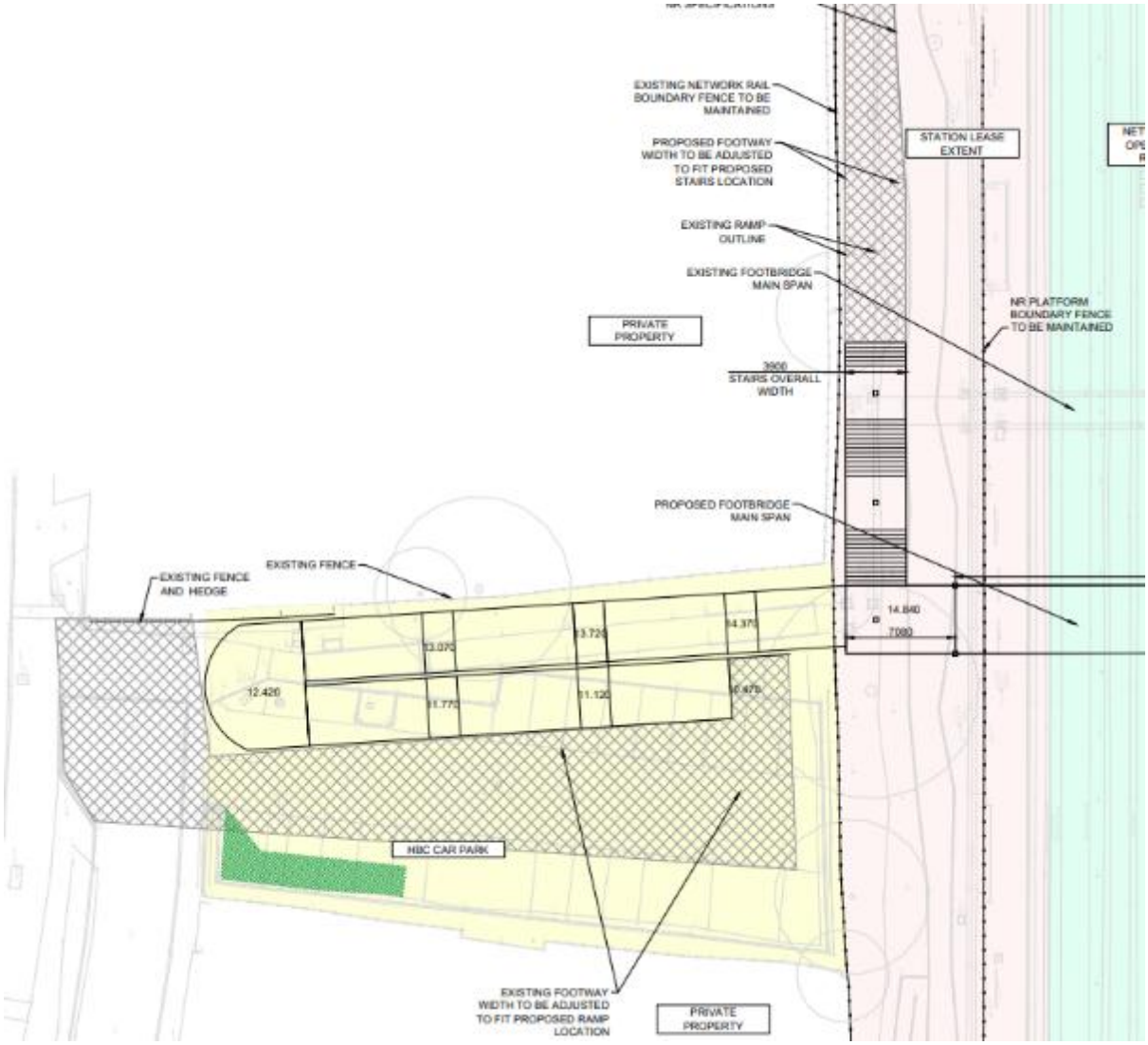
South Ramp/stairs Option A4



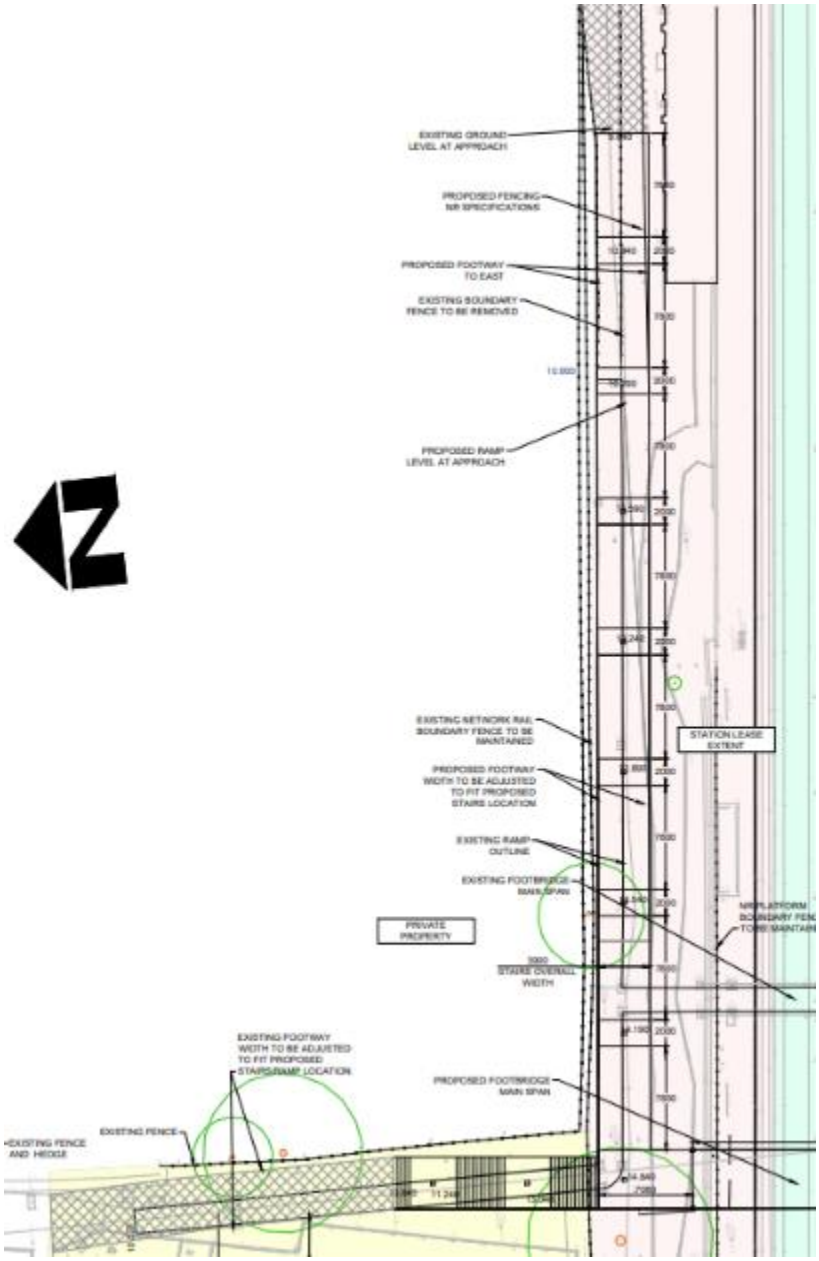
North Ramp/stairs Option A1



North Ramp/stairs Option A2



North Ramp/stairs Option A3



North Ramp/stairs Option A4

Appendix E – Archaeology

RE: Havant rail Foot Bridge Replacement

Hopkins, David (Universal Services)
To Galbenu, Gabriela
Cc Whitney, Alan

Reply | Reply All | Forward

Thu 16/10/2025 14:06

Dear Gabriela

Havant rail Foot Bridge Replacement

I do apologise for the delay in responding, I have been on leave and then off sick. I can confirm that there are no archaeological sites currently recorded at this location and I do not anticipate any archaeological issues being raised for the foot bridge replacement. However I would suggest that the location, scale and associated ground preparation, if any, of a works compound might need to be considered. However for now I have assumed that it will be on some local hard standing,

Sincerely

David

David Hopkins
County Archaeologist

Waste and Environmental Services
Universal Services
Hampshire County Council
The Castle, Winchester
Hampshire SO23 8UD
E-mail: david.hopkins@hants.gov.uk

Telephone 0370 779 8025

From: Galbenu, Gabriela <gabriela.galbenu@hants.gov.uk>
Sent: 09 October 2025 12:31
To: Hopkins, David (Universal Services) <david.hopkins@hants.gov.uk>
Cc: Whitney, Alan <Alan.Whitney@hants.gov.uk>
Subject: Havant FB Replacement

Hi David

We are planning to replace this structure. Please see attached location plan.

I was wondering is there some search or such you could do at your end to issue us a statement/document regarding whether from archaeology point of view there is anything the Contractor needs to account for?

I intend to submit the planning application by the end of this month and it will be good if I could include this with the application.

Happy to have a Teams meeting if necessary.

Regards
Gabriela

Gabriela Galbenu MSc CEng MCIHT
Group Engineer - Structures
Engineering Services
Universal Services Directorate
Hampshire County Council
The Castle, Winchester, SO23 8UD
Gabriela.galbenu@hants.gov.uk
www.hants.gov.uk/engineeringservices

My working pattern is: Tuesdays to Fridays