Objection from Havant BC

The letter from Havant BC states that *"…..would welcome a reconsultation on revised proposals*" – what exactly this means in terms of planning determination?

Trees – Will the requirements in Havant BC letter be issued as Planning condition and therefore there is no action from us at the moment? These are similar with comments received from HCC relevant teams.
For your information a draft mitigation plan has been prepared and has been issued to HBC and NR in December 2025. We are awaiting their input. Please find attached the draft mitigation plan.

Ecology &Biodiversity Net Gain - Will the requirements in Havant BC letter be issued as Planning condition and therefore there is no action from us at the moment? These are similar with comments received from HCC relevant teams.

Detail of Footbridge design –

General Design Comments:

Item 1 – this issue has been discussed in the past with HBC, and the agreement was that the arrangement currently shown – i.e. stairs only – is acceptable.
The reasons being:

- With reference to drawing C.J009595- HES….1702, the car park area is now reduced and there will not be sufficient space to create a safe passage through it for pedestrians, pushchairs/wheelchair users and cyclists.
- The headroom under the ramps is insufficient to create a footpath underneath. To raise it to allow all users will lead to longer ramps (required to maintain the gradient set out in standards) which will not fit into the available space.
- Creating a route beneath the footbridge would require extra lighting, increasing both initial and ongoing costs, and its lack of visibility could raise personal safety issues.
- dropping kerbs within car park at the north end would also be required which would create issues

Even if the above was somehow addressed, the following issues remain:

- Increased expenditure associated with the need for additional lengths of Stronguard fence which Network Rail will require at the edge of a new footpath,
- Increased expenditure relating to constructing additional length and increased width of footpath on new land. Increased width will be required to make the footpath inclusive to all
- A new footpath would necessitate acquiring more land from Network Rail
- A new footpath would lead to increased impact on ecology and BNG as additional land will be lost to the environment
- To access the north ramp using this new footpath users would travel approximately 183m, to reach the north ramp via the current footpath along

Elmleigh Road users will travel approximately 143m. Therefore, an additional footpath will not bring any benefit in respect to the travelled distance. The proposed stairs offer a benefit for able bodied persons as they can reach the main span much quicker

Item 2 – rationalising the number of steps per flight will be investigated and adjusted at the detail design stage. The Designer and Manufacturer will be well versed in complying with the standards.

Item 3 – Parapets of "…*bespoke perforated metal designs*" will be more expensive to both supply and maintain during the lifespan of the structure. Changing the number of steps per flight on the stairs will not bring any financial saving as the overall number of steps per stairs remains the same (there is no reduction in overall height that the stairs need to accommodate).
Inclusive footpath – refer to item 1. Therefore, this request seems to only bring additional costs to the scheme.

Detail design comments:

Item 1 – with reference to figure 1 included in Appendix 1 (taken from the photomontage included with the planning application) – proposed wooden fence is shown to extend for the full length of the northern ramp and tie into nr boundary fence and thus no public access will be possible. The wooden fence will be installed on both sides of the northern ramp.
Similar wooden fence will be installed on both sides of the southern ramp adjacent to the Havant station forecourt and to the Market parade private car park.
The drawings included for the planning application are preliminary drawings.
The layout and details of the fence will be finalised at the detail design stage and will be shown on the construction drawings.

Item 2 – yes, we are aware that this footpath requires re-alignment (the drawings are at preliminary stage). The exact location and size of foundation and column will be confirmed at the detail design stage at which point the footpath new realignment and width will be agreed and detailed on the construction drawings.

Item 3 – the elevation (drg C.J. …1703) is very congested and showing levels it will make it very hard to understand. The vertical headroom can be easily read on the sections drawing (C.J. 1704) which shows landings and ground levels. Once the structure detail design is completed and thickness of the proposed deck is known actual headroom will also be shown. It should be noted that sufficient height has been allowed to ensure that the thickness of the proposed decks will not impede cyclists use of the footpath running under the proposed structure.

Item 4 – it is unclear why and what measures are required here. With reference to Figure 2 below, the proposed stairs end close to the point where existing footpath ties into the walkway around the taxi rank. There are no specific measures currently in place except a number of bollards around the edge. The existing bollards will remain in place. The proposed stairs are closer to the fence line which in itself will direct the users to walk along the provided footpath. Therefore, additional measures

are not considered necessary. However additional bollards could be installed if specifically requested by Network Rail (additional costs).

Item 5 – yes these were purposely left open as we have not had any specific input from HBC as what they desire this area to look like. Also we wanted to see if any specific requirements will emerge from the planners. At the detail design stage the landscape drawing will be populated following direct liaison with HBC and implementing any specific planning conditions.

Item 6 – The gradient over the ramps is 1 to 12 (landings are provided between lengths of ramps). The gradient over the tarmac area tying the car park to the ramp is 1 in 20. The gradients are in line with the guidance given in DfT Inclusive Mobility document. If desired the handrail from the ramps will be continued along the tarmac area (additional costs for supply and ongoing maintenance).
On the car park side, the railing was replaced with bollards evenly spaced so users can have direct access to and from the footbridge to the car park without having to walk around a pedestrian railing.
See figure 1 for visualisation.

Item 7 – all these details can only be provided once the detailed design is complete and approved.

Construction Impacts

The proposed planning conditions will be complied with prior to works starting on site. The issues raised here can only be resolved once the Contractor has appointed all the relevant subcontractors so detailed method statements can be prepared and submitted for approval.

Conclusion

Not entirely sure what "*formally re-consult*" means. Hopefully the responses provided above are sufficient to clarify issues raised and planning determination can go ahead as planned with the addition of relevant planning conditions.

Figure 1
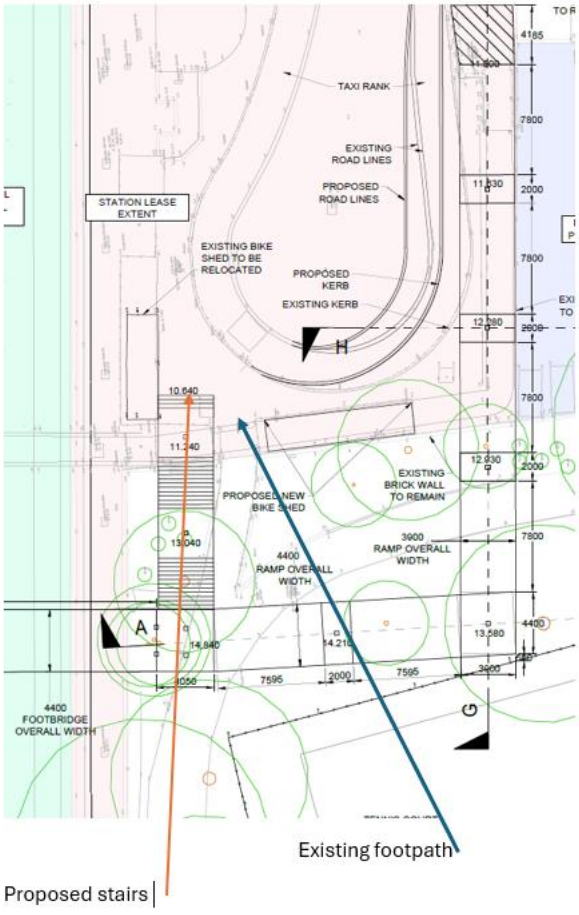
Figure 2