

Sam Dumbrell
Project Manager Development Management
By email

Enquiries to: Mr S Weaver
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My reference: APP/25/01004
Your reference: HCC/2025/0806
HVG007
Date: 9th January 2026

Dear Mr Dumbrell

The Town and Country Planning (Development Management Procedure) (England) Order 2015

County Consultation

Application Number: APP/25/01004

Site Address: Havant Footbridge, Havant, PO9 2AB

Proposed Development: Hampshire County Council Consultation for Demolition of the existing footbridge and construction of a replacement footbridge.

I refer to the above application which is to be determined by the County Planning Authority and referred to me for the formal observations of this Council as Local Planning Authority, and write to confirm that the application has been considered under delegated powers.

I have undertaken consultations with a number of internal departments at Havant Borough Council and would make the following comments as a result of the responses received. In overall terms, whilst the principle of the development has strong policy and regeneration support, there are a number of areas where the current proposals require further consideration and the Borough Council would welcome a reconsultation on revised proposals that address the matters raised below.

Principle

A number of policies in the Core Strategy support improvements to Havant town centre and investment in sustainable transport links more generally:

- Policy CS4 seeks to promote the vitality and viability of the borough's town centre, with the supporting text highlighting that 'the development of accessible, attractive and vibrant centres is central to the achievement of sustainable development in the borough.'
- Policy CS6 promotes regeneration of the town centre, and under criteria 1a-c is supportive in particular of physical regeneration at a. Market Parade, b. Havant Railway Station and c. Connectivity with the Public Service Village. The supporting text goes on to explain that *'The area around the railway*

station, North Street and Market Parade is an important entrance to the town yet most notably in need of physical regeneration. The allocation of the strategic site at the Havant Public Service Village will provide a wide range of facilities and services in one accessible location with improved pedestrian links to the town centre over a new railway bridge.'

- Criterion 4 of CS19 plans for a programme of delivery of improved or new infrastructure so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community.', with a replacement footbridge at Havant Station being highlighted specifically in the associated table of infrastructure projects (Table 9.2 of the Core Strategy).
- Policy CS20 also supports investment in sustainable travel links.

Overall, in policy terms the proposed replacement bridge has the potential to support good accessibility to the town centre by sustainable modes and is strongly supported in principle by the Borough's Local Plan. The bridge replacement is specifically noted as an infrastructure improvement project in the adopted Local Plan, as well as in the Council's latest Infrastructure Delivery Plan. The proposal replacement bridge would be a modern, more accessible bridge, which would not result in harm to the setting of the St Faiths Conservation Area.

From a regeneration perspective, the proposed new footbridge represents a positive and strategic intervention within the town centre. The scheme has the potential to improve connectivity and permeability, better linking key destinations and encouraging increased footfall, which is fundamental to supporting town centre vitality.

The new footbridge has the potential to enhance accessibility for pedestrians and cyclists, helping to promote sustainable travel choices while supporting inclusive design principles. By strengthening movement between commercial, cultural and residential areas, the proposal aligns well with wider regeneration objectives to stimulate economic activity, attract investment and reinforce the town centre as a place to live, work and visit.

Overall, the principle of the proposal is welcomed as a catalyst for regeneration and an important piece of infrastructure that will support long-term growth and place-making ambitions for the town centre.

Trees

The proposed works would result in the removal of eight trees: one high-value Category A Dawn Redwood, one Category B Oak and six lower-value trees comprising Holly, Sycamore, and potentially a privately owned Birch. The Council's Arboriculturalist has advised that the combined fiscal value of the trees to be removed is estimated at £401,064; calculated by HCC Arb using the quick CAVAT1 method.

Tree Removal

The removal of eight trees is required to facilitate the project and none of the trees are recommended for removal on arboricultural grounds; their removal is solely to

enable delivery of the proposed footbridge scheme. On this basis the Council's Arboriculturalist has raised objection to the proposals – however from a more holistic planning viewpoint I recognise that a planning balance must be struck in order to deliver the scheme which is likely to outweigh the tree loss in this case.

It is understood that the design has been subject to detailed assessment due to its impact on trees. A number of alternative options have been explored, however, taking into account site constraints alongside standard construction and accessibility requirements, the current proposal represents what HCC consider to be the most appropriate solution for this location.

The loss of the existing mature trees to facilitate the proposed bridge is considered to result in a significant negative impact to the character of the area. The proposed mitigation must therefore be robust and seek to replant semi mature trees as close as possible to the removed trees.

That said, opportunities for mitigation planting within the immediate area are limited due to the reduced availability of suitable land – this must be explored fully with HBC Estates in conjunction with HBC Arboriculture and HCC Arboriculture. It is essential that any replacement planting is located where trees will have adequate above and below-ground space to establish a healthy canopy and root system.

Proposed mitigation planting for Havant Park may include the following species:

- Dawn Redwood (*Metasequoia glyptostroboides*)
- Mountain Gum (*Eucalyptus dalrympleana*)
- Copper Beech or Dawyck Beech (*Fagus sylvatica* 'Atropurpurea' or *Fagus sylvatica* 'Dawyck')
- Oriental or London Plane (*Platanus* × *hispanica* or *Platanus orientalis*)
- Sweet Gum (*Liquidambar styraciflua*).

Mitigation for the loss of an Oak and Sycamore on Railway land:

- Oak (*Quercus robur*) and Field maple (*Acer Campestre*)

Tree Protection

If the project is permitted, then all tree protection measures identified within the HCC Arboricultural Tree Protection Plan (TPP) and the Arboricultural Method Statement (AMS) must be formally secured by planning condition and rigorously implemented throughout the duration of the works. These measures are essential to safeguard retained trees from potential damage arising from construction activities, including impacts to root protection areas, soil compaction, mechanical injury, and changes to ground levels.

Conditions will be required to ensure that protective fencing, ground protection, and any other specified controls are installed prior to the commencement of works and maintained in place for the full construction period unless otherwise agreed in writing. Site personnel and contractors must be made aware of the requirements set out in the TPP and AMS, and all works within or adjacent to protected areas must be

carried out strictly in accordance with these documents to ensure the long-term health and retention of existing trees.

Ecology & Biodiversity Net Gain (BNG)

The Council's Ecologist is satisfied that the site is of relatively limited ecological value overall in terms of habitats and that overall loss of habitat is limited. The site is considered to offer limited potential for supporting protected and notable species, albeit with some potential for widespread 'garden' nesting bird species and common reptiles to be present. There is also some bat foraging and commuting habitat. Overall, impacts to protected and notable species are considered unlikely or minimal, and no additional survey information is considered necessary.

The Council's Ecologist is also satisfied that the Biodiversity Net Gain assessment has been undertaken correctly. The submitted BNG metric calculations conclude that the proposed development will result in a habitat unit deficit of -1.06 which equates to a -49.48% overall loss. No indication is provided of how the anticipated loss will be addressed, though this is not required at the application stage and will be presented within a Biodiversity Gain Plan and Habitat Management and Monitoring Plan which will be required by condition.

In terms of the approach to BNG, the BNG hierarchy dictates that on-site measures should be the first consideration. There are very limited opportunities for habitat creation and enhancement within the development footprint, and any such measures will need to be subject to long-term management commitments. In considering this issue it is important that any measures are realistic and deliverable in the long-term – managing small, fragmented areas of grassland for biodiversity need careful planning and commitment to be able to deliver the anticipated benefits.

It therefore seems inevitable that some form of off-site BNG measures will be needed. There may be opportunities within the peripheral areas of Havant Park, where existing poor quality ornamental plantings may be suitable locations for more biodiverse measures. Similarly, there may be other locations that can be suggested as suitable for BNG measures, ideally linked to priorities within the recently published Local Nature Recovery Strategy. The Council's Ecologist would be happy to engage with any discussions on this matter.

It should also be noted by the County Council that assuming Havant Borough Council are required to monitor this site in respect of BNG, there will be a BNG monitoring fee for this site in the sum of £4,011. The charge is based on the size of the scheme and the highest difficulty of habitat creation. These fees increase on 1st April 2026. Should Hampshire intend to carry out the monitoring fully themselves (30 years post completion) this charge could be ameliorated. It is recommended that any monitoring costs are secured by legal agreement.

Should any further S106 monitoring be required by HBC our current fees are set out on our webpage: [Monitoring fees | Havant Borough Council](#).

Detail of footbridge design

Officers of the Council's Civil Engineering and Landscape Team, who are familiar with the delivery of capital projects aimed at securing improvements to sustainable and inclusive modes of travel, have reviewed the design of the bridge put forward. They have raised the following concerns which I would urge HCC as Local Planning Authority to review with the applicants:

General design comments

- There are concerns with the inclusivity of the proposed design. There is no provision for access from the footbridge to the northern platform for less able-bodied pedestrians as there is only a set of steps provided. An alternative design should be investigated to remove those steps and provide a footpath at ground level accessed through HBCs car park.
- There are also concerns with the lack of uniformity with the proposed steps. Flights of steps range from 4 to 13 which is considered a poor design, this should be amended to ensure all flights of steps are evenly distributed between landing areas.
- Given the visual prominence of the proposed bridge into Havant Park and its subsequent impact on the character of the park, there is an opportunity to soften the industrial style of the structure. The Council would wish to see a higher specification of parapet detailing to mitigate this impact - one opportunity could be to utilise bespoke perforated metal designs which depict images relevant to Havant (water springs, parchment, glove making etc.). Perhaps the cost saved on the removal of the steps (and creation of inclusive footpath) recommended above could be used towards improved detailing.

Detailed design comments

- The proposed wooden fence under the ramp adjacent to the HBC car park must be designed in such a way as to ensure that there is no public access below the ramp/steps. The submitted proposed elevation drawing only shows the wooden fence up to the second parapet which will allow public access - this could lead to anti-social behaviour. Furthermore, this wooden fence design must be mirrored on the Havant station ramp. The submitted visualisations show a gap between the palisade station fence and the proposed wooden fence, whereas the elevation drawings show the fence only going halfway up the ramp. This lack of consistency between GA and visualisations creates ambiguity between the submitted documents and clarity is required on what is being proposed.
- The proposed GA drawing shows a concrete column within the shared footpath in Havant Park, which links into Havant Station. This cycle route forms a part of NCN cycle route no. 22. The proposals must include the realignment of the footpath to ensure appropriate widths have been provided.
- Elevation drawings should demonstrate the proposed vertical headroom where ramps/steps are above existing footpaths to ensure that appropriate head rooms can be achieved.
- Measures are required in order to stop unauthorised access to the station platform from the proposed steps to the station forecourt/vehicle turning area.

- The submitted landscape proposed details drawing does not demonstrate any proposed landscape details. This should be amended – it is expected there would be some proposed planting given the loss of trees.
- The submitted visualisations depict a fairly steep chamfered section of tarmac tying the ramped shared footpath access to HBC car park without a continuation of the handrail. If a less able bodied pedestrian was using this hand rail to aid their decent they would be faced with a fairly steep fall and no handrail provision. A continuous handrail should be provided for the whole length of ramp to ensure the design is as inclusive as possible. At present the continuous handrail only goes up the proposed steps, which may not be appropriate for all.
- A hard landscaping drawing will be required which provides full clarity on all proposed hard landscaped areas (including bridge deck/stairs). Required specifications should include material, manufacturer, colour, and PSV/PTV data.

Construction Impacts

The GRAHAM Construction Environmental Management Plan reference: PF10-PR10-43-F001 (03/03/2025) has been reviewed by the Council's Environmental Health officers.

It is recognised that the proposed hours of working comply with best practice and restrict demolition and construction activities to 08:00 - 18:00 Monday to Friday, and 08:00 - 13:00 on Saturdays.

Air Quality and Dust

The proposed works (removal and demolition of the existing footbridge and installation of a new footbridge) are not expected to generate significant amounts of dust as no significant earthworks (cut and fill) or crushing of materials on site are proposed. The proposed dust control measures are considered adequate to effectively control dust emissions resulting from the proposed works.

Noise & Vibration

The plan lists generic best practice measures relevant to the proposed works and proximity of receptors. Noise monitoring to determine baseline ambient noise levels has been undertaken and the data has been provided in the plan. Section 7.6 commits to the provision of a noise monitoring plan, to include predicted noise levels from construction activities and plant and equipment. The plan includes a commitment to noise monitoring stations being implemented at locations to be determined.

Whilst the proposed monitoring aligns with best practice, no specific details have been provided. The plan should be updated to include all plant and equipment to be used on site along with noise data and predicted construction noise levels at the nearest receptors. Thresholds should be determined using methodology in Annex E of BS5228-1:2009. A site map should be provided with noise monitoring station locations demarcated.

Section 7.14 commits to the provision of hoarding / screening but does not include specific details of how the mass of the hoarding or how gaps shall be sealed. The plan should include this information.

To ensure clarity and enforceability, the following further information is required:

- Details of all construction vehicles, plant and equipment including sound data
- Predicted construction noise levels at nearest sensitive receptors
- Construction noise thresholds
- Site map detailing noise monitoring station locations
- Details of vibration monitoring methodology
- Details of site hoarding / acoustic screening to include mass and details of how gaps shall be sealed.

Alternatively, the information may be secured by the following conditions.

Noise and Vibration

(1) Prior to the commencement of any noise and vibration intensive demolition or construction activities, a noise and vibration monitoring plan shall be submitted to and approved in writing by the Local Planning Authority

(2) The approved noise and vibration monitoring regime shall be implemented prior to and during all noise and vibration intensive activities, the regime shall include:

(a) Noise Monitoring

- Continuous real-time monitoring of construction noise levels (LAeq,T and LAF,max) at agreed receptor locations;*
- Noise alert thresholds set at agreed site noise limits in accordance with methodology detailed in Annex E of BS5228-1:2009, with instant notifications to the site manager for prompt decision making.*
- Implementation of appropriate mitigation actions in the event of any exceedances (e.g. dynamic adjustments to working methods)*
- Noise monitoring logs to be made available to Havant Borough Council Environmental Health team upon request, within 48 hours.*

(b) Vibration Monitoring

- Continuous real-time tri-axial vibration monitoring with remote data storage, analysis, and transmission capabilities at sensor locations agreed in writing with the LPA.*
- Peak Particle Velocity (PPV) vibration alert levels will be set in line with the limits agreed with the LPA, with instant notifications sent to the site manager to enable prompt decision-making.*
- Implementation of appropriate mitigation actions in the event of any exceedances*
- Vibration monitoring logs to be made available to Havant Borough Council Environmental Health team upon request, within 48 hours.*

The noise and vibration monitoring regime shall be maintained for the duration of all noise- and vibration intensive construction activities.

Reason: *To protect the amenity of neighbouring occupiers and to ensure prompt mitigation of potential adverse impacts from noise and vibration emissions.*

Acoustic Screening

(3) During demolition and construction activities, the site will be bound on all sides by solid site hoarding, to a height of 2.4 meters. The hoarding shall be constructed from solid, imperforate panels with a minimum mass of 17 kg/m². The edges and joints between panels will be sealed to ensure full acoustic integrity.

Reason: *To protect the amenity of neighbouring occupiers and to ensure prompt mitigation of potential adverse impacts from noise emissions.*

Conclusion

To conclude, whilst the application proposals to deliver a replacement footbridge are strongly supported in principle, there are a number of areas where further consideration needs to be given to the proposals in order that the detailed design is fully safe and inclusive, and the adverse environmental impacts of the development are appropriately mitigated.

The County Council as Local Planning Authority is therefore recommended to engage further with the applicants in order to address the matters raised under the headings ***Trees; Ecology & Biodiversity Net Gain (BNG); Detail of footbridge design; and Construction impacts*** above.

The Borough Council would also recommend that in the event that revised proposals are forthcoming, it be formally re-consulted on the new details.

Should you have any queries, please do not hesitate to contact me.

Please note that this consultation response is that of the Council as Local Planning Authority only. It should not be taken as an expression of the position of the Council as landowner of parts of the development site, nor does it prejudice any discussions required with the Council in that respect.

Yours sincerely

Steve Weaver

Steve Weaver
Development Manager