Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9244 6019

www.havant.gov.uk

Sam Dumbrell
Project Manager Development Management
By email

Enquiries to: Mr S Weaver
Direct line: 02392 446512
Email: steve.weaver@havant.gov.uk
My reference: APP/25/01004
Your reference: HCC/2025/0806 HVG007
Date: 5th February 2026

Dear Mr Dumbrell

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

County Re- 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, my initial consultation response of 9th January 2026, and the applicant's response forwarded under cover of your letter dated 23rd January 2026. I can confirm that the planning register has been updated accordingly.

I have undertaken re-consultations with those internal departments at Havant Borough Council where the applicant's response pertains to their earlier comments (as set out in my consultation response of 9th January 2026). I would also wish to reaffirm that the principle of the development has strong policy and regeneration support.

By way of addendum to my initial consultation response, I set out below the position of colleagues following consideration of the applicant's response.

Trees

It remains the case that there is no sound arboricultural justification for the proposed tree loss, other than to facilitate the delivery of the project itself. As such, the loss of these trees must be carefully assessed within the overall planning balance, including consideration of demonstrable community need and whether the benefits of the proposal clearly outweigh the environmental harm arising from the removal of established trees. From that more holistic planning viewpoint it is recognised that that planning balance is likely to outweigh the tree loss in this case.

Should the scheme progress, it is essential that the scale of tree loss is appropriately mitigated. This must include significant and meaningful mitigation planting provided on site, designed to compensate for both the quantitative and qualitative loss of tree cover. Any mitigation strategy should be developed in discussion with HBC Estates to ensure it is suitable, deliverable, and secured for the long term. The advice contained in my earlier consultation response of 9th January remains relevant in that regard.

Such replacement tree planting must be the subject of suitable planning conditions.

In addition, 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. 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 comments set out in my response of 9th January 2026 continue to apply. In terms of planning conditions relating to BNG, the County Council are referred to the PAS model conditions for BNG – see PAS Biodiversity Net Gain Legal Agreement & Planning Condition Templates | Local Government Association

The County Council are reminded 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.

In this regard the applicant's response has not clarified who will be responsible for monitoring the ongoing BNG mitigation for this site - will it fall to HBC as the 'local planning authority' as established by the Environment Act 2021, in which case there is a fee of £4,011; or will HCC be the 'local planning authority' and will be monitoring this themselves? Clarification on this should be given before a decision is taken on the application.

Detail of footbridge design

Officers of the Council's Civil Engineering and Landscape Team (CELT) have reviewed the applicant's response and commented as follows:

General Design Comments

Item 1 – it should be an aspiration of the local planning authority to ensure the design is as inclusive as possible. By only providing steps to the northern platform this excludes those with mobility issues, pushchairs etc. and in general is not considered inclusive. The previous bridge had a ramped access to the northern platform so to a less able bodied resident the proposed design will be less accessible.
The local planning authority are encouraged to discuss this further with the applicants.

Item 2 – It is noted that the steps will be amended at detailed design stage to rationalise the number of steps per flight.

Item 3 - The enhanced parapets have been recommended given the impact of the development on the character of the park due to the loss of trees and the visual prominence of the bridge. The savings referred to in the consultation response were to be made by removing the northern steps and creating an inclusive (at ground level) access route. Clearly rationalising steps per flight will not create any savings. The local planning authority are encouraged to discuss the parapet deisgn further with the applicants.

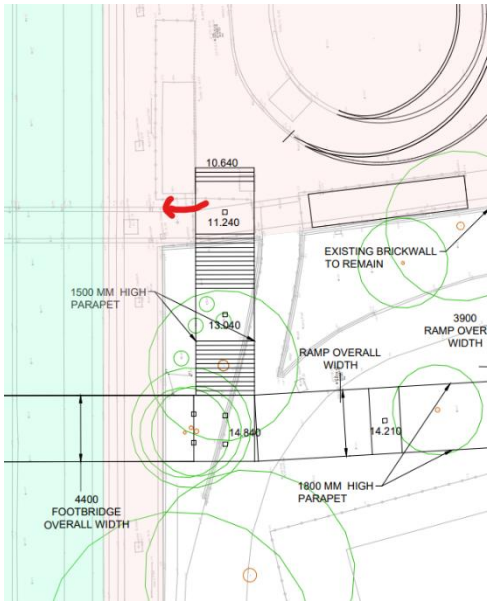
Detailed Design comments

Item 1 – It is noted that the position of the fence will be finalised at the detailed design stage. The Council's concern here is to ensure the design doesn't create a litter trap and mitigates anti-social behaviour.

Item 2 – It is noted that the footpath alignment will be considered further at detailed design stage.

Item 3 – The clarification given in respect of head heights seems acceptable.

Item 4 - The concern expressed here arises from the placement of the steps adjacent to the station fence, which would provide easy access for people to jump over the fence – see annotated diagram below. What is being done to mitigate this?



Item 5 – Further information is awaited at the detailed design stage to review the submitted landscape plans.

Item 6 - The gradient of the ramp is not the issue. The issue is the proposed chamfered tie in from the ramp into the car park kerb – see below:

Again this would seem to require clarification at the detailed design stage.

Item 7 – It is noted that hard landscaping details are proposed to be submitted only once the detailed design is complete and approved.

The various responses given in respect of the design issues clearly indicate that a further set of submissions should be made once the detailed design has been agreed. As such, in addition to discussing the inclusivity of the footbridge and the parapet designs further with the applicants, in the event that the local planning authority is minded to grant permission, planning conditions should be imposed requiring further details of the following:

- Final step design, to include the number of steps per flight
- Layout and details of all fencing
- Final alignment of footpath to avoid conflicts with the shared footpath which forms part of NCN22
- Mitigation measures in order to prevent unauthorised access to the station platform from the proposed steps to the station forecourt/vehicle turning area
- Soft landscaping proposals
- Handrail details to control access to the HBC car park
- Hard landscaping proposals, to include material, manufacturer, colour, and PSV/PTV data.

This Council would request the opportunity to comment on any material submitted as part of the ensuing discharge of condition process.

Construction Impacts

The conditions recommended in my earlier consultation response of 9th January 2026 should be applied to any permission.

Conclusion

To conclude, whilst the application proposals to deliver a replacement footbridge remain strongly supported in principle, having given consideration to the applicant's response there remain areas where further consideration should 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 subject matter of various conditions has been set out above, which it is requested the local planning authority impose on any consent.

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