

To: Molly Snow
Hampshire County Council
By email

Email: planning.development@havant.gov.uk
Our reference: APP/26/00638
Your reference: not provided
Date: 28 September 2026

Dear Ms Snow

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

County Consultation

Application Number: APP/26/00638

Site Address: Havant Railway Station, North Street, Havant, PO9 1PP

Proposal: Hampshire County Council Consultation for Discharge of Condition 13 of APP/25/01004 (Pre-construction - Materials, Finishes, Paintwork, Privacy and Security Measures).

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 the Civil Engineering and Landscape Teams at Havant Borough Council and would make the following comments as a result of the responses received. Officers within these teams previously raised concerns as follows:

- 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 of 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.

Whilst many of these concerns have been addressed, officers within the Landscape Team have further commented that the proposed location for the ticket machine is too close to no. 29 Mavis Crescent. The ticket machine must be relocated in the 1.6m footway on the opposite site of the car park. This area of hardstanding should be soft landscaping.

It is also noted that there has been no detail provided in relation to Mr Weaver's previous comments on softening the industrial style of the structure.

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,

Robert Young

Robert Young
Interim Development Manager