

Summary of Works

South West Trains has committed to the Department for Transport to provide an extra 1,400 car parking spaces across the network. These spaces will be divided across eight sites, targeting areas where existing capacity is met and / or growth in rail usage is anticipated.

Havant has been selected by the Department of Transport as one of the eight sites. South West Trains proposes to deliver an extra 192 spaces at the station through the construction of a single deck car park.

Location of the New Deck Car Park

The new deck will be confined to the existing car park adjacent to platform 1 and accessed from Leigh Road. The new deck car park is proposed to cover around three quarters of the existing car park, with the structure located as close as possible to the railway line and away from Eastern Road.

The existing entrance and exit on Leigh Road will be reconfigured to suit the new road layout within the car park, but will remain functionally the same as the existing arrangement. Any change of location will be small. All of these works will be confined to the Network Rail land.

See associated drawings showing the Network Rail boundary with the existing car park and separate drawings for proposed development. Please note Network Rail differentiates between the permanent way (track assets) in green and station area in red.

Construction and Disruption Management

Construction is planned to begin on 28th March 2016 and will last for c. 14 weeks. The main car park adjacent to platform 1, accessed from Leigh Road, will be closed throughout the construction period.

The car park adjacent to platform 2, accessed from Waterloo Road, will remain open throughout the construction period.

Posters will be displayed and leaflets will be made available at the railway station to inform customers and local residents of the works and potential disruption. Drop-in sessions are planned to advise local residents and customers of the proposals.

Neighbouring residential properties will be contacted by letter to advise of the planned works. South West Trains' customers will be kept fully informed on the proposed works. Annual season ticket holders will be contacted by letter to advise of the closures. They will be directed to alternative car parks around the network and, if available, local car parking facilities.

The construction of the new car park will be substantially confined to the assembly of pre-fabricated components on site. This minimises the time required on site as well as the noise produced by the works.

The contractor will be restricted to working between 07.00 and 19.00 on weekdays and 08.00 to 19.00 on weekends. Noisy works are restricted to before 16.00 and deliveries to between 09.30 and 16.30.

Technical Summary

Parking spaces on the new deck will be 5m x 2.5m. The spaces below the deck will match those on the decks. 6m bi-directional drive aisles will be provided. Areas not affected by the construction of the structure will remain unchanged.

Minimum head room under the structure will be 2.6m to allow Network Rail access with Transit-type vans to maintain railway assets within the existing car park and nearby. Entrances will be covered by lockable height restriction barriers set at 2.1m to prevent the unauthorised access of high-top vehicles.

The decked car parking will comprise single suspended deck compositely designed waterproofed clear-span structure with proprietary galvanised steel frames (galvanised to 85 micron). Suspended floors will be water proofed concrete high-strength factory produced pre-cast concrete units with a nominal thickness of 105mm, designed to act compositely with the steel frame. Soffits are of high quality, being cast in proprietary steel moulds.

The existing crash barriers at grade will be retained at all sites. The main columns will be designed to withstand vehicle impact loads and so no protection is required for these. The mesh on the deck between the columns is designed and tested to withstand vehicle impact loads. Armco-style barriers will be provided at the end of drive aisles on the upper decks.

Headlight screening is being provided with steel cladding. This cladding is available in any RAL colour and can be adapted to suit local needs.

The main superstructure frames will be designed to be open sided and naturally ventilated and provide fire resistance to 15 minutes. The new car park will provide a drainage system in line with the most up-to-date sustainable drainage system (SuDS) recommendations, connecting to the existing drainage via petrol interceptors. It is not expected that there will be a significant increase in water volume.

Lighting will be designed to satisfy the requirements of the South West Trains Design Guide, South East Territory Lighting Guide and Design Standards for Accessible Railway Stations.

Removal of existing white lining will be undertaken using hydroblasting, which is recognised industry best practice for health, safety and the environment. New white lining will be thermoplastic.

All works will be designed and carried out in accordance with South West Trains specifications and the relevant Network Rail standards and are subject to technical approval prior to commencing works on site.

Photographs of Existing Site





