

Harrison, Liz

From: Jack Bell <jackbell@lukenbeck.com>
Sent: 16 April 2024 14:38
To: Harrison, Liz
Cc: Ian Johnson; Daryl Roberts; Aidan Robson; David Lawrence; Sandy Barnes
Subject: Re: DC/21/91472, DC/23/94483 and DC/23/95471 - Network Rail response re: drainage
Attachments: M434 57E Surface Water Detention Basin D.pdf

Hi Liz,

Please see the below and attached.

Network Rail commented that the extract from the drawing for Basin D shows the top of the bank adjacent to the railway as 24.5mAOD and that this appears to be incorrect with the lowest ground levels at the bank on this site being around 23.5mAOD. Your response makes reference to the ground levels being raised to create the top of the bank, however I think the point Network Rail were making was in relation to the labelling being incorrect when compared to the levels given on the left hand side of the section. Where the top of the bank has been drawn it appears to be around 23.5mAOD, but it is labelled as 24.5m. Is the label incorrect or the drawing?

The label is incorrect – the ground is built up to the proposed ground level of 23.5m (min), which provides 300mm freeboard. Apologies – please find attached our revised Drawing No. M434/57 Revision E, with the label corrected.

Kind Regards

Jack Bell BA (Hons) MSc 
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TSP:

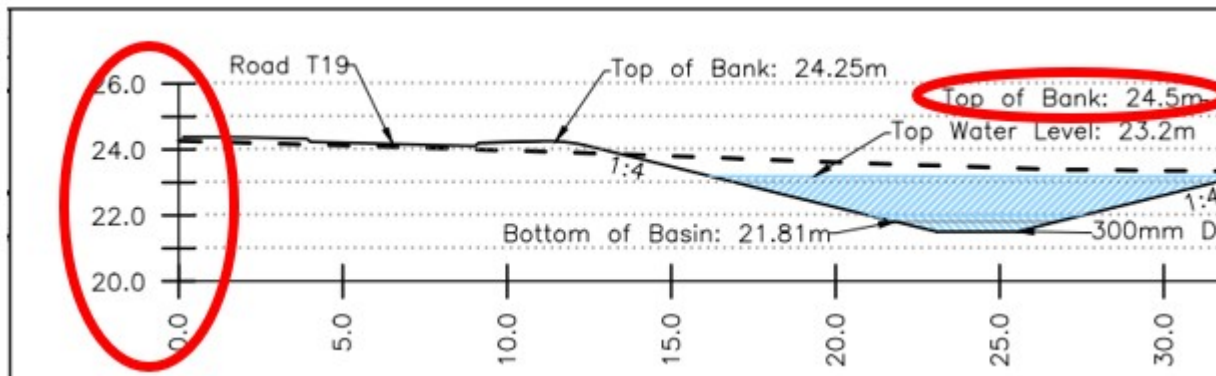
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From: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>
Date: Monday, 15 April 2024 at 15:45
To: Jack Bell <jackbell@lukenbeck.com>
Cc: Ian Johnson; Daryl Roberts; Aidan Robson; David Lawrence; Sandy Barnes
Subject: RE: DC/21/91472, DC/23/94483 and DC/23/95471 - Network Rail response re: drainage

Dear Jack

Thank you for your email. Before I forward it onto Network Rail, please could you check your comments in relation to the level of the top of the bank.

Network Rail commented that the extract from the drawing for Basin D shows the top of the bank adjacent to the railway as 24.5mAOD and that this appears to be incorrect with the lowest ground levels at the bank on this site being around 23.5mAOD. Your response makes reference to the ground levels being raised to create the top of the bank, however I think the point Network Rail were making was in relation to the labelling being incorrect when compared to the levels given on the left hand side of the section. Where the top of the bank has been drawn it appears to be around 23.5mAOD, but it is labelled as 24.5m. Is the label incorrect or the drawing?



Regards
Liz

LizHarrison

Principal Planning Officer

Planning & Environment - Planning/Development Management

023 80688284



Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN

From: Jack Bell <jackbell@lukenbeck.com>

Sent: Tuesday, April 9, 2024 12:09 PM

To: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>

Cc: Ian Johnson; Daryl Roberts; Aidan Robson; David Lawrence; Sandy Barnes

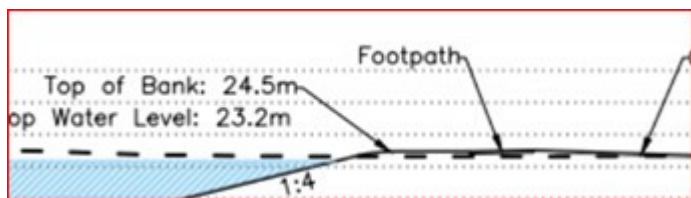
Subject: Re: DC/21/91472, DC/23/94483 and DC/23/95471 - Network Rail response re: drainage

Hi Liz,

Please see below our response to Network Rail's comments.

Key to NR at this stage, is the exceedance routing and the pond design. An extract from the drawing for Basin D is provided below showing the top of bank adjacent to the railway as 24.5mAOD, this appears to be incorrect and the lowest ground levels at the bank on this side are around 23.5mAOD. As all exceedance routing for the phase is shown to be to the pond and then to the railway, it is critical that that the amount of capacity in the pond above the modelled top water level of 23.2mAOD is demonstrated, and levels built up (with appropriate construction methodology) if necessary.

The top of bank to the pond is not the existing ground level, it is a proposed ground level – the ground will be lifted to attain the required level. In the extract below, the existing ground is the dashed line, the proposed ground is a continuous line;



The submitted 15 and 30minute results under show approximately 65m³ of flooding occurring at the manhole adjacent to the pond. Please can the designer confirm that the top water level and bank levels on the section below are correct? If so there would appear to be sufficient volume in the pond but the discrepancy on the drawings needs to be rectified as 65m³ is too great to be contained within the highway kerbs.

The top water level and bank levels on the section are correct.

Agree that 63m³ of water will not be contained between the kerbs; the water will gravitate to the low point in the road – the road level here is 23.480m AOD at the lowest side, the top of the pond here has a level of 23.75m AOD so water depth will be 270mm on the south west side of the road near Basin D, before overtopping into the basin. With 50mm high kerbs and 50mm fall on the footway, this means a road level of 23.480m plus 170mm (270mm less 50mm less 50mm) is the critical contour level = 23.650m; it can be in the snap shot below that this level will not affect any of the properties (red contour);



We trust this addresses the Network Rail comments, but please let me know if you need anything else.

Kind Regards

Jack Bell BA (Hons) MSc [in](#)

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