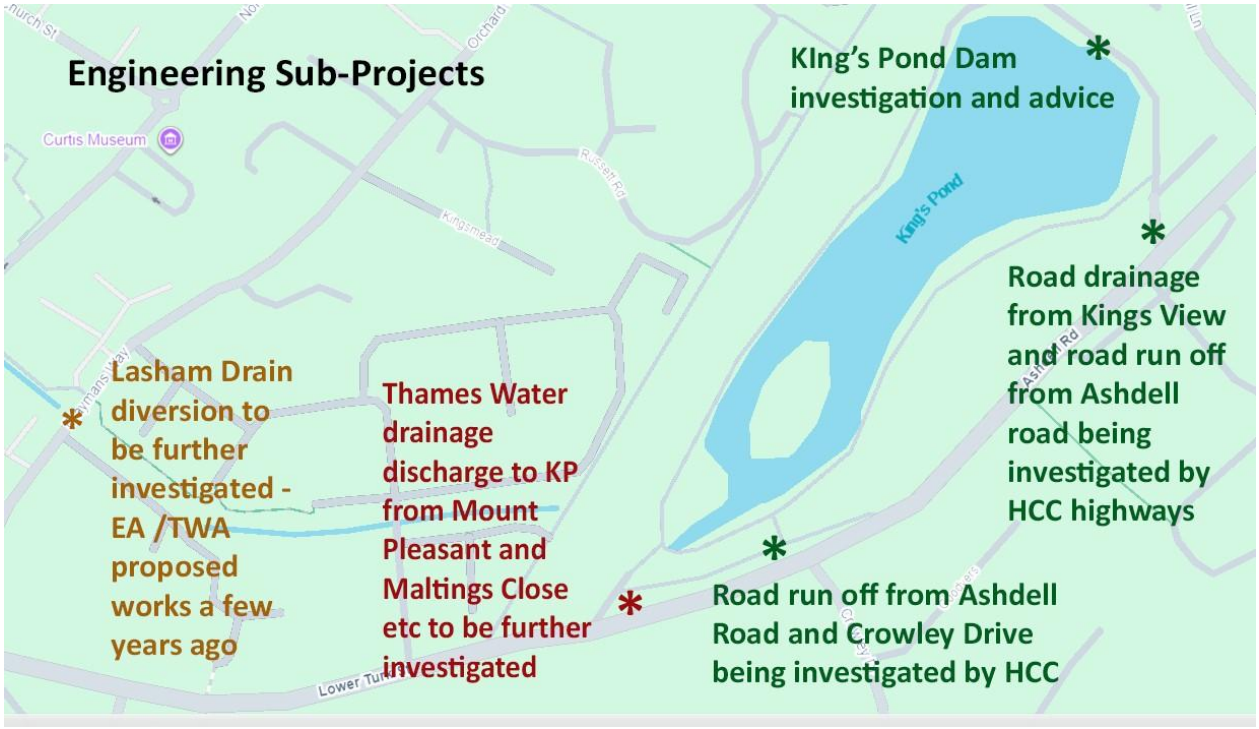
Engineering Sub-Projects

King's Pond Task & Finish Group



Red Text - work needed. **Amber Text started.** **Green Text in progress**

Potential Works directly impacting on Kings Pond:

1. **Kings View**

   The problems:

   - Drainage from Kings View is piped to an outfall into the pond with no silt or pollution trap.
   - Not all surface water is captured by the road gullies and large quantities flow on to Ashdell Road

   The solution: alterations by Hampshire Highways

2. **Ashdell Road – Entrance to KP Car Park**

   The problems:

   - Local road drainage is poorly positioned and/or inadequate. Surface water from Ashdell Road flows into the KP entrance and down to the Pond, carrying silt and road pollutants and causing erosion.
   - No drainage of ATC access road. Run off is to the pond without gullies or silt traps.

   The solutions: alterations to road surfacing and drainage by Hampshire Highways; drainage works by ATC within our property.

   Will require appointment of a consulting engineer.

3. **Ashdell Road – Entrance by Railway Bridge and hardstanding in ATC site**

   The problems:

   - Local road drainage is poorly positioned and/or inadequate. Surface water from a large area of roadway flows into the KP entrance and down to the Pond, carrying silt and road pollutants.
   - Drop-kerb allows water to flow from the highway on to ATC hardstanding area.
   - No drainage of ATC hardstanding. Run off is to the pond without gullies or silt traps.

   The solutions: alterations to road surfacing and drainage by Hampshire Highways; drainage works by ATC within our property.

   Will require appointment of a consulting engineer.

A meeting with Hampshire Highways was held on site on 7th July 26 to discuss the three items above. This revealed that most of the road gullies along Ashdell Road, wrongly indicated on asset plans as to soakaways, are all connected to the drain that discharges into King's Pond. HCC undertook to survey and to carry out maintenance work. The drainage problems were acknowledged but, to move this up their priority list of capital works we should provide evidence of flooding and pollution.

4. **Thames Water Drainage at Pond Inflow**

   The problems:

   - Surface Water drainage runs from the Mount Pleasant area, via Maltings Close, and from part of the Ridgeway area, via New Barn Lane to a drain in Lower Turk Street. This runs under the railway bridge, enters the King's Pond site and discharges at the brick headwall where the river emerges from the culvert under the railway to flow into the pond.
   - The discharge is often heavily silted and is probably contaminated by road runoff.

   The solutions: Check that gullies and existing silt traps are clear and maintained; introduction of additional silt trapping by Thames Water.

   First Action: Request a further site meeting with Thames Water to establish responsibilities and discuss possible improvements.

   (Note that a meeting was held with Thames Water in 2025 to resolve anomalies in their asset plans for this area. They have since surveyed and cleaned the main drainage runs).

Other items which potentially affect King's Pond.

5. **Diversion of Lasham Drain into River Wey at Draymans Way**

   The opportunity:

   - The Lasham Drain flows all year round. It is from a different source to the Wey. Diversion of the drain at the Draymans Way bridge (where it is piped under the riverbed) could maintain some flow when the upstream springs dry in late summer.

A meeting on site with Thames Water revealed that they had considered this with the EA a couple of years previously, but discussions foundered on cost attribution.

First action: Open formal discussion with EA, Thames Water and other agencies

Might require appointment of a consulting engineer if TWA do not arrange in house.

6. King's Pond embankment dam

The issues:

- Structures that retain more than 25,000m3 of water are subject the requirements of the Reservoirs Act 1975 – this means having knowledge of the dam construction and inspection every 10 years by a suitably qualified engineer. The volume of Kings Pond is less than 25,000m3 but the EA has given notice that the volume criterion may be reduced in future which could bring Kings Pond into scope. (In Scotland and Wales the volume criterion is 10,000m3 with 5 yearly inspection)
- The construction of the dam is not known in any detail. It comprises the soil embankment on ATC property and sheet piling within the Waterside Court property. We have been unable to find any construction information.
- The condition of the dam and the management of the associated risk could be fundamental to the future of the pond and the options available.

First actions:

- Check EA position on reservoir inspection – now and future
- ATC to decide whether to engage with EA 's Reservoir Safety Reform Programme
- Appointment of a civil engineering dam consultant to advise on site investigations.
- Obtain legal advice from HCC legal department as to whether Party Wall legislation or other legislation applies to the dam sheet piling.
- Engage with Waterside Court regarding the integrity of the sheet piling.

A consulting engineer has been appointed to make an initial appraisal of the dam and to make recommendations on any investigation works. His report is expected by the end of October 26.

Note that these are the engineering issues that have a direct impact on the Pond & River. Other discharge points into the river upstream have been identified and logged but further investigation and action on these is beyond the timescale of Stage One of the King's Pond project. The other discharge points are listed in an Upstream Pollution report.

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