



Black Sluice Internal Drainage Board

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Our Ref: DW/JP/B10

Your Ref:

Date: 11th November 2025

To all Structures Committee Members

Notice is hereby given that a Meeting of the Structures Committee will be held at the offices of the Board on Tuesday, 18th November 2025 at 2:00pm at which your attendance is requested.

Daniel Withnall
Chief Executive

A G E N D A

1. Recording the meeting.
2. Select Chairperson for the meeting.
3. Receive apologies for absence.
4. Declarations of Interest.
5. To receive and, if correct, sign the Minutes of the Structures Committee Meeting held on the 19th March 2024 (**pages 1 - 10**)
6. Matters arising.
7. To Review the Structures Committee Terms of Reference. (**page 11**)
8. To Receive the Structures report for 2024/25 (**pages 12-20**)
9. To Receive an update on pumping station structures (**pages 21-25**)
10. To Review Policy No 8: Relaxation of Board Byelaw No 10 (The 9 Metre Byelaw) (**pages 26-30**)
11. To review the new Policy on Piping (**pages 31-32**)
12. Any Other Business.

BLACK SLUICE INTERNAL DRAINAGE BOARD

MINUTES

of the proceedings of a meeting of the Structures Committee

held at the offices of the Board on
19th March 2024 at 2pm

Members

Chairperson - * Mr J G Fowler

* Mr W Ash	* Mr V A Barker
* Mr P Holmes	* Cllr D Middleton
* Mr P Robinson	* Mr M Leggott
* Mr C Wray	

* Member Present

In attendance: Mr D Withnall (Chief Executive)
Mr P Nicholson (Projects Director)
Mr S Harrison (Works Manager)

2285 Recording the Meeting - Agenda Item 1

Members were informed that the meeting would be recorded.

2286 Apologies for absence - Agenda Item 2

There were no apologies received.

2287 Declarations of Interest - Agenda Item 3

Mr V Barker noted a declaration of interest in relation to Minute 2118(b) of the minutes of the previous meeting (Quadrang Fen – No. 50 – FX1761) held on 21st March 2023.

2288 Minutes of the last Structures Committee Meeting - Agenda Item 4

Minutes of the last meeting held on the 21st March 2023, copies of which had been circulated, were considered and it was AGREED that they should be signed as a true record.

2289 Matters Arising - Agenda Item 5

(a) Quadrang Fen - No. 50 - FX1761 - Minute 2118(b)

Mr V Barker declared an interest, noting that this culvert has been holding water up in high volumes. The Projects Director noted that it needs to be established whether it is the integrity of the culvert or if it is the high volumes of water or both that is restricting the flow.

(b) Byelaw infringements and how we can engage more with our local planning officers - Minute 2118(c)

Mr W Ash questioned what the policy of the Board is in relation to the relaxation of the Board's Byelaw No. 10 (9 metre byelaw).

The Chief Executive confirmed that the current policy is, as per the direction from the Board, the 9 metre byelaw is not being relaxed. It being added that the Board can enforce on any infringements, but the infringements are required to be known about in the first instance.

The Projects Director noted that many of the 9 metre byelaw infringements are from permitted development as the Board is not notified of these as they do not have to go through planning.

Mr M Leggott added that the Board are also not notified when people plant trees / hedges within the 9 metres, adding that there are few instances of this in Holland Fen.

Cllr D Middleton (Chair of Boston Borough Council Planning Committee) noted that he got the impression from the minutes of the previous meeting that the Board are 'feeling sorry' for the developers. Further noting that all the legislation etc. is in the favour of the developers. Cllr D Middleton felt that the Board should be stringent on the 9-metre byelaw.

The Chief Executive responded that it wasn't the committee supporting the developers in the meeting, but that the Assistant Director of Planning & Strategic Infrastructure for Boston Borough Council, East Lindsey District Council and South Holland District Council (Mr M Gildersleeves) who attended the Structures Committee meeting in 2022 was very much in favour of supporting the developers as opposed to the Board on this matter. It was noted that Mr M Gildersleeves has since left this employment.

Cllr D Middleton explained that it is within the interests of the person in that position (Assistant Director of Planning & Strategic Infrastructure for Boston Borough Council, East Lindsey District Council and South Holland District Council) to 'favour' the developers as they are measured against certain criteria (have to build c700 houses a year and therefore it is deemed that they require a 'bank' of 5,000 houses with planning approval to meet this).

Mr P Robinson noted that at the meeting, Mr Gildersleeves accepted no responsibility for assisting the Board in the enforcement of the 9 metre byelaw.

The Chief Executive noted that the Board are not a statutory resposdee to planning applications, but do chose to reply, with the inclusion of a standard paragraph outlining the 9 metre byelaw.

Cllr D Middleton added that he thinks the Board should also be asking the planning department to inform any building regulation applications to be informed of the 9 metre byelaw. The Chief Executive noted that Mr M Gildersleeves was not open to this suggestion.

Cllr D Middleton added that he can discuss this with the planning department, noting that in order for the Board to be able to for fill its responsibilities the access is required. Further noting that it is within the homeowners interests also.

The Chairperson responded that not all homeowners / purchasers are aware as it is not made clear on deeds or solicitors searches. An example of what limited information is given on a basic survey was displayed on screen.

Cllr D Middleton added that if there any infringements it needs enforcing and others being made aware that it has been enforced so that it is known there is no flexibility at all.

Mr P Holmes added that it is not always necessarily about the first person purchasing the house, the information around the restrictions is then not passed on to the next owner, or the owner after that etc.

Cllr D Middleton suggested that something could be done with the Parish Councils to communicate this message? Either through their noticeboard, newsletter etc.

Mr M Leggott referenced the leaflet that was circulated with this year's community charge request, noting how informative it was and that something could be included within that in future.

The Chairperson added that the communication on this matter should be led by the Council planning department as they are the ones making the decisions.

Cllr D Middleton questioned if there are any examples where the Board has requested that something be taken down? It was noted that there has been previous instances of a conservatory, trees, hard standing etc.

It was added that if all developers are aware of the 9 metre byelaw, and therefore how many houses they can fit on a parcel of land, it will be priced accordingly by the current marketplace.

Cllr D Middleton noted that he will support the Board as much as he can, suggesting that the Board draft something and share with him that he will then request is included with all planning applications.

Mr P Holmes noted that the attitude of Mr M Gildersleeves was disappointing.

The committee concluded this item by noting that communication is key and thanking Cllr D Middleton for his refreshing and supportive attitude towards the matter.

(c) Water seepage at Ewerby, South Kyme, Damford and Trintiy College Pumping Stations - Minute 2120(iv) and 2120(v)

Cllr D Middleton questioned if the water seepage at the pumping stations listed above have been worse during the recent high rainfall events?

The Projects Director confirmed that the water seepage at all four pumping stations has worsened during the recent events (highest known levels reached in the last rainfall event).

The outline business case has now had approval, and funding has been achieved as follows. £1 million of funding proposed for each of the four pumping stations (Ewerby, South Kyme, Damford and Trintiy College) for the repair works and an additional £65,000 of funding received for each of the four pumping stations to prepare a specification of work for tender. This is currently in progress.

(d) Supporting a Ratepayer with a claim against Network Rail - Minute 2121(b)

It was confirmed that no advice was given due to it not being with the remits of the Board's Professional Indemnity insurance.

2290 Review of the Structures Replacement Policy - Agenda Item 6

The Chairperson presented the Structures Replacement Policy, the only suggested change being that of a change of employee role from the previous Operations Manager to the Maintenance Director as a result of the recent organisational restructure.

Mr V Barker referred to point 6.1 – *'It is generally the case that all clear span bridges and culverts carrying LCC Highways are owned and maintained by LCC'*, noting the recent issue around ownership of a culvert carrying a LCC highway in Donington. It was noted that this matter is to be discussed at Minute 2291(i)(a).

All AGREED that the Structures Replacement policy (No. 9) be RECOMMENDED to the Board for approval.

2291 Receive the Structures Report for 2023 - Agenda Item 8

The Maintenance Director presented the Structures Report for 2023, with accompanying photographs displayed on screen.

(i) Structures Replacement / Contribution Programme 2024/25

There are two culverts within this that have been carried forward. They are monitored by the Board and have not got any worse currently (landowner responsibility); culvert no.'s 1469 and 2757.

All AGREED the Structures Replacement Programme 2024/25 as below:

No 1469	Bicker Fen	18m x 1200mm	Armco	£1k max contribution
No 2757	Holland Fen	12m x 600m	Armco	£1k max contribution
No 1584	Donington Wykes	18m x 1200mm	Armco	
No 757	Northorpe	70m x 600mm		

(a) Donington Wykes Culvert Collapse – No 1584 – FX1938 Armco

The Projects Director noted the following in relation to the Donington Wykes Culvert collapse. On the 12th December 2023, one of the Board's operatives noted high water levels, with further investigation finding that culvert 1584 had started to fail adjacent to Wykes Lane where a large hole had opened up in the verge.

Contact was made with Lincolnshire County Council (LCC) with subsequent contact back and forth with them over responsibility for the culvert.

On 13th December, LCC confirmed that the road had been closed. As shown on the photo within the agenda, the road closure was not very secure at preventing access and it looks that an agricultural vehicle has passed along the side of it and is possibly the result of its failure. The Board subsequently removed the failure to restore the conveyance of water.

LCC were kept informed at all stages, with conversation back and forth around liability for replacement of the culvert. This got to the point where LCC issued the Board with a legal notice that they were going to prosecute the Board for opening up the road. The Chief Executive responded to this that the road was already open and that the Board were removing a blockage from a watercourse.

Following the issue of the legal notice, the Chief Executive made contact with other LCC employees, including the Chief Executive of LCC. The LCC Director of Place was quick to respond with promises that the culvert would be repaired / reinstated and a meeting with the Lincolnshire IDB Chief Executive's, LCC Director of Place, Highways Manager for the county and Environment Manager of the county was planned. The meeting took place with some constructive discussion, however, no action from this meeting has yet been seen.

LCC have a register of structures (anything over 600mm) and who is responsible for each of them. On the register, they have got the Board down as responsible for this culvert, due to the Board replacing it in 1988. However, the Board has got two letters dated 1963 of LCC accepting responsibility for maintenance. The Chief Executive noted the amount of time it has taken to find these documents in the archives to prove LCC responsibility.

The Board's understanding is that any culvert under a highway is LCC responsibility. Going forward, LCC are going to take it on an individual basis where responsibility will have to be proven in each case.

Another element that arose during the meeting was that there was an agreement made, initially in the Total Environment Partnership, that the public would not be passed from one place to another.

However, LCC have recently passed members of the public to the Board from Fix My Street Reports (one of which is not even in the Board's catchment).

Mr V Barker thanked the Chief Executive for his time on this matter, feeling it is time well spent, proving the Board's case.

Mr M Leggott referred to the letters dated 1963, questioning if they are physical copies or whether the Board's archives have been digitalised? The Chief Executive noted that it was scanned in as well as in physical form, but only a fraction of the Board's archives have been scanned so far. He further noted the Board's Minute Book's which also need to be digitalised. Mr M Leggott noted that Witham 4th IDB have recently digitalised their drain, culvert etc. records so that they are digitally accessible to all employees.

Mr P Holmes questioned whether the records should be digitised in priority order i.e., culverts under major roads? It was noted that they are currently filed by drain and catchment.

The committee were surprised that there was no legal responsibility on LCC for any culvert under a highway. The Chairperson suggested whether ADA could assist in such matters.

The Chief Executive noted the following legislation:

"A highway authority has a duty under section 41(1) of the Highways Act 1980 to maintain a highway maintainable at the public expense, unless it can prove that someone else is responsible. The highway authority's statutory duty extends to the repair and maintenance of drainage systems beneath the highway surface. This statutory duty benefits the users of the highway only.

In Burnside v Emerson [1968], the Court of Appeal held that the statutory duty on highways authorities to repair highways (under the legislation preceding and replaced by the HA 1980) included a duty to repair drains.

In Mott MacDonald Ltd v Department of Transport [2006], the Court of Appeal confirmed that the statutory duty to repair is not limited to fixing defective drains, but extends to clearing blockages dealing with the consequences of inadequate drainage.

Depending on the facts, the highway, and/or responsibility for highway maintenance, could extend to bridges, culverts, drains,

retaining walls, sub-structures, verges, or other features adjoining the route. Ditches are presumed to belong to the adjoining landowner, unless there is evidence linking the ditch to the highway such as its express inclusion in the dedication or its construction for the purposes of highway drainage".

Mr C Wray suggested whether the Board should be considering legal advice, noting that it reads that it is the responsibility of the one putting the culvert in.

The Chief Executive responded that the Board don't have to do anything, only having permissive powers means that the Board can only be liable if we did something negligible. Mr C Wray noted that what he is getting at is that if there was a problem with the water passing under it, the Board could push them to sort it as their responsibility. At the moment, the Board is doing that element for them and so is therefore not costing them to do that aspect currently.

The Chief Executive noted that it was noted to LCC prior to them issuing the legal notice that the Board could enforce for blockage of a watercourse.

It was also noted that LCC press office informed a local reporter that it was the responsibility of the Board.

It was felt by the committee that the road closure barriers put up by LCC were not adequate. It was confirmed that liability would be with LCC if somebody were to fall into it.

(b) Northorpe Culvert Collapse – No 757 – FX1935

This is being monitored and is worsening, opening up along their driveway. Quotes have been requested from contractors.

The remainder of the pipeline, shown on the map within the agenda, will be inspected using a camera survey to see its condition (30 metres), with a view to potentially lining it if required.

Mr P Holmes questioned when this culvert was put in? It was confirmed mid 1980's. Mr P Holmes noted others of that era that will also soon require replacement? The Projects Director added that a lot of those that were put in in that time period have already been replaced. The Projects Director also noted that it is quite difficult to detect the deterioration of the steel until it starts failing.

Mr V Barker questioned if there is any difference in the thickness in pipe of a smaller pipe compared to a larger pipe. The Projects Director confirmed that the larger the diameter of the pipe the thicker it is. The potential increased lifespan of larger diameter pipes was noted.

Cllr D Middleton noted the fact that contractors have been asked to provide quotes, rather than the Board carrying out the work? The Maintenance Director confirmed that due to the close proximity of the work to the house, and the equipment required to complete the work, it is not something the Board would feel comfortable doing.

(ii) Culvert Surveys Reports

It was confirmed that the remaining culverts to be surveyed are highlighted by yellow dots on the map within the agenda. It is proposed that the Site Engineer will now undertake the remaining culvert surveys.

(iii) Jetting and Surveying

It was confirmed that 1952m of jetting has been completed this year, shown on the map within the agenda in blue, the red showing the remaining to be completed. It was noted that the weather conditions have hampered the jetting programme this year.

The Chairperson questioned if there is a specific time of year when jetting is completed? The Maintenance Director responded that ideally it is done during the summer when water levels are lower, but if the opportunity arises to complete jetting at other times of the year, it is done then.

2292 Any Other Business - Agenda Item 8

(a) Swineshead Pumping Station - Concern about structural stability

The Projects Director reminded the committee of the previously achieved funding for a whole catchment study. Pumping station inspections forms part of these studies, which are visual inspections carried out by the Projects Director, Pump Engineer and Grant in Aid Manager. Whilst carrying out these inspections, some issues were noted at Swineshead, Bicker Eau and Holland Fen. These three pumping stations have therefore since been inspected by a Structural Engineer. The pile thickness was tested where the normal water level sits to assess the corrosion level. All three sites had pile thickness within the adequate tolerance.

However, although that aspect of the inspection was adequate, the Structural Engineer was not satisfied with what he had seen at Swineshead Pumping Station, quoting; 'I don't know how it is still standing it is in such poor condition below ground'.

Swineshead Pumping Station is unique in its construction (there are no other pumping stations constructed in the same way as this site). It is the Board's biggest capacity pumping station (Board's biggest catchment, three pumps, 7 Cumecs (cubic metres per second)). It has a web of I-beams that creates the structure holding the lower part of the pumping structure in place. Some sections of the I-beams have corroded away, almost completely in places. Therefore, short term repairs need to be considered and, also, how / if the pumping station is continued to be used. Photographs and plans of the pumping station were displayed on screen.

The Projects Director relayed the email received from the Structural Engineer to the committee, as follows:

'The main concern was the steel beams providing support to the pumps, which were severely corroded. The bottom flanges of the beams in particular were in very poor condition and appeared to have lost most of their cross section meaning that the beams have a reduced structural capacity.'

To assess the risk of structural instability or failure would be quite complex but we suspect that any numerical analysis would be unable to demonstrate an adequate factor of safety to current design standards. We would therefore recommend urgent repairs or temporary support. In the meantime, there unfortunately does appear to be a risk that these steel beams could fail.'

A further full report will be produced, but they won't be providing any recommendations as to how to move forward with any repair as part of that report.

Mr M Leggott questioned whether the Environment Agency (EA) should be contacted about the replacement of these pumps through Grant in Aid funding? It was noted that the Grant in Aid Manager is already working on this. It was confirmed that this will be an expense of the Board, but will hopefully attract Grant in Aid funding.

The Chief Executive noted that it needs to be established what a 'failure' would look like, i.e., would the building collapse, would the banks collapse with it etc.?

It was noted the Chain Bridge and Donington Northings Pumping Stations would pull the water either way, but that it would make a big difference in high water events if Swineshead Pumping Station wasn't used.

Mr C Wray confirmed that it is the pump support structure that is weak, but the building is generally alright? It was confirmed that is correct and so, effectively, the pump could fall through. It was noted that it all sits on a concrete slab, Mr C Wray noting that as a short-term precaution, the whole frame could be put onto that.

Mr V Barker questioned the tonnage of water being put on those pumps, noting it will be a considerable weight, suggesting temporary beams.

Mr M Leggott questioned whether temporary pumps have been organised to use in the case of the absence of using the pumping station? It was noted that this has not yet been done as this has only come to light a few days prior to this meeting. The Chairperson added his support for a contingency plan in the case of a full shutdown of the pumping station.

Mr V Barker questioned the stability of other pumping stations? The Projects Director noted that the other pumping stations are on concrete substructure, as opposed to the I-beams. Visual inspections of the concrete have been conducted, and they look in sufficient condition.

It was also confirmed that the Structural Engineer has not mentioned the other two sites inspected (Bicker Eau and Holland Fen) and so it believed they are in adequate condition.

Mr V Barker made the suggestion of driving through two steel beams from one side to the other, as a temporary measure.

Mr P Holmes questioned if Grant in Aid funding could be achieved for a temporary repair? The Projects Director noted it may be. It was further noted that timescale will be the influencing factor on repair.

Mr V Barker questioned if the site lends itself to a new pumping station one side? The Projects Director noted it could be an option, adding that, irrelevant of these issues at Swineshead, the management of the catchment is being reviewed anyway as part of the catchment study.

The Projects Director noted the different criteria for Grant in Aid funding around the difference between a non-intrusive change (refurbishment) and replacement, noting that replacement would require the new pumps to be compliant with current legislation including being eel and fish friendly.

Mr V Barker questioned if the site could be visited following the meeting for those interested, it was acknowledged this could be arranged.

The Chairperson questioned whether the closure of the footpath has been requested to prevent public access? It was noted that it hasn't yet as the formal report is still being awaited, but it is probable that it will require closing.

It was noted that the gates are locked so it is not accessible, even to the Grazier.

There being no further business the meeting closed at 15:24.

BLACK SLUICE INTERNAL DRAINAGE BOARD
STRUCTURES COMMITTEE - 18 NOVEMBER 2025
AGENDA ITEM 07

TERMS OF REFERENCE STRUCTURES COMMITTEE

1. **GENERAL**

The Committee shall have EIGHT members who will be appointed by the Board.

The Chairperson shall be elected by the committee at the triennial general meeting of the Board, being the first board meeting following an election.

2. **MEETINGS OF THE COMMITTEE**

The Committee shall meet at least once in every 12-month period and a quorum shall be FOUR members.

No one other than the Committee members, members of the public and Board Officers shall be entitled to attend Committee Meetings, but any other persons may attend meetings as a guest if invited by the Committee.

3. **POWERS OF THE COMMITTEE**

If a Board replacement structure benefit contribution cannot be agreed between the Officers and an Owner/Occupier the Committee will have final determination as highlighted in section 6.5(iii) of The Structures Replacement Policy.

Delegated powers are given to the Chief Executive and the relevant Structures or Works Committee Chairpersons to reconstruct structures as long as the budgets are not exceeded and the Owner/Occupier pays a contribution towards the cost in line with the guidelines in the Structures Replacement Policy. In all other cases, the power to determine applications is delegated to the Structures Committee, the appropriate Works Committee or the Executive Committee, unless a Board meeting is more timely.

4. **RESPONSIBILITIES OF THE COMMITTEE**

The responsibilities of the Committee shall include:

- a) To operate within the guidelines of the Structures Replacement Policy.
- b) To determine all other relevant decisions relating to structures and report these to the Board.

5. **REPORTING**

Minutes of meetings of the Committee shall be presented to the next meeting of the Board.

The Committee shall review its terms of reference after every triennial general meeting and its own effectiveness and recommend any necessary changes to the Board.

REVIEWED BY THE COMMITTEE: _____

APPROVED BY THE BOARD: _____

BLACK SLUICE INTERNAL DRAINAGE BOARD
STRUCTURES COMMITTEE – 18th NOVEMBER 2025

AGENDA ITEM 08
STRUCTURES REPORT

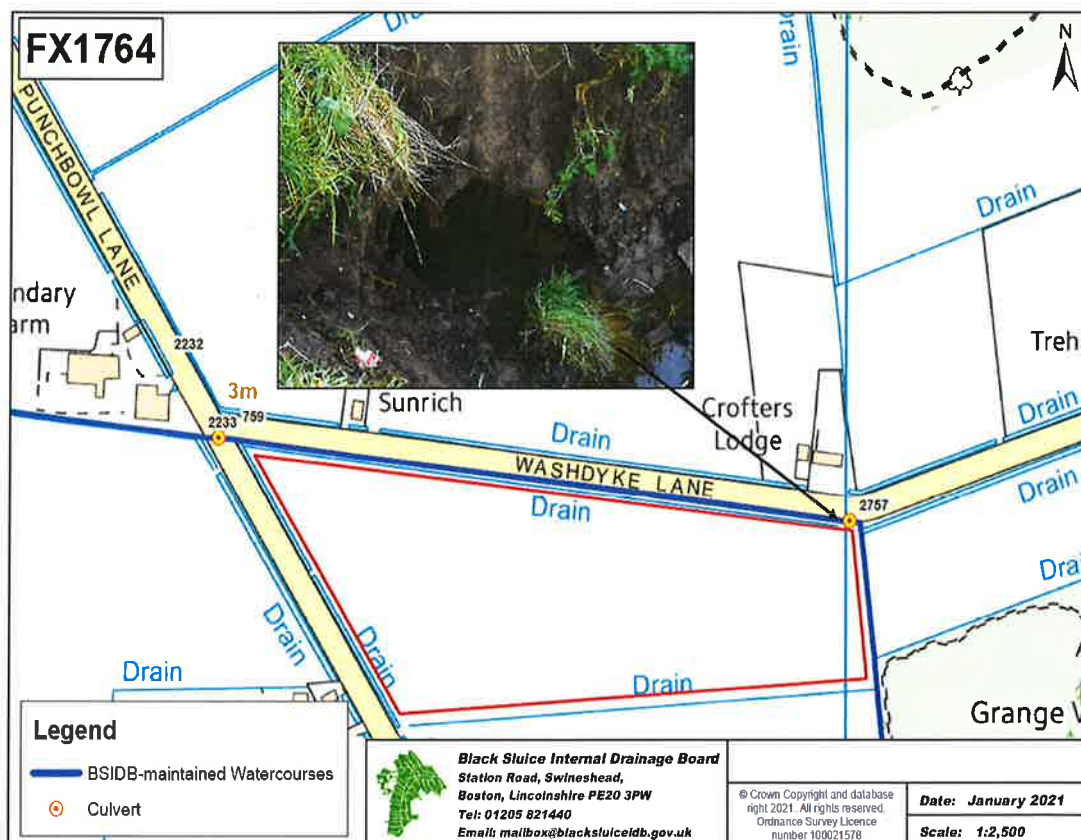
1. Structures Replacement / Contribution Programme 2025/26 update

Proposed replacement/contribution towards for 2025/26:

No 1469	Bicker Fen	18m x 1200mm	Armco	£1k max contribution still being monitored
No 2757	Holland Fen	12m x 600mm	Armco	£1k max contribution still being monitored
No 1584	Donnington Wykes	18m x 1200mm	Armco	Completed
N0 757	Northorpe	70m x 600mm	Armco	Completed

(a) Boston West - No 2757 - FX1764 - 12m x 600mm Armco (Field entrance, close to road)

The condition of this culvert is continuing to be monitored, LCC have been informed about the landowners concerns and the proximity to the highway. The land is tenanted, and the tenant requires the culvert to be replaced.



(b) Bicker Fen - No 1469 - FX1769 - 18m x 1200mm Armco (Farm track Field entrance)

This culvert has partially collapsed, the blockage removed by the Board. No further action has been taken with this culvert by the landowner to replace the culvert.

A contribution had been and offered to the landowner towards the replacement of this culvert but as yet has not been taken: £1,000 estimate.



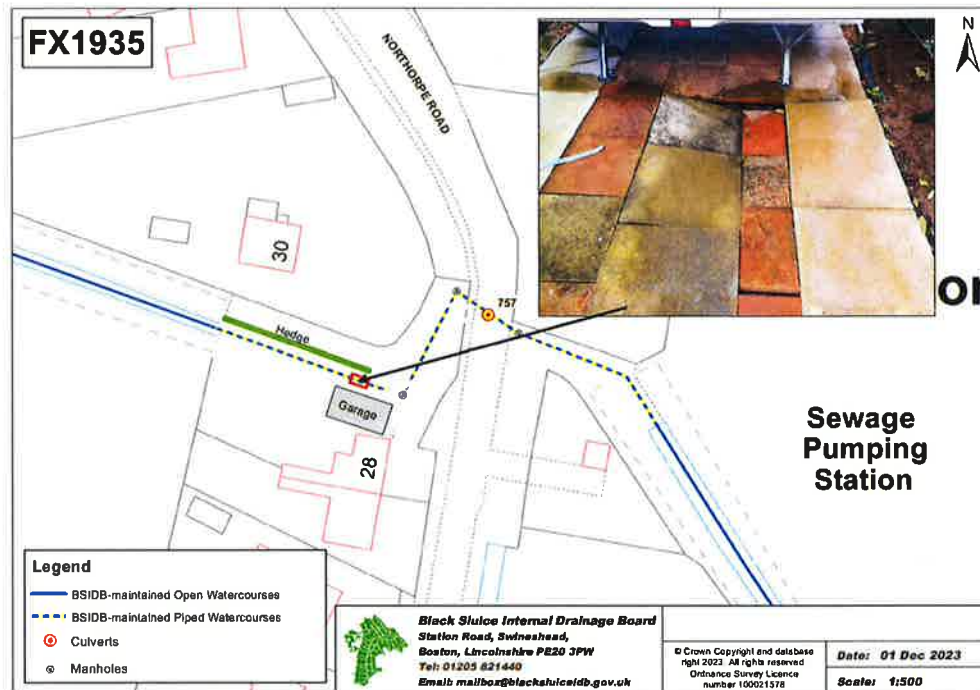
(c) Donnington Wyke Covert Collapse No 1584 – FX1938

This culvert was reported to the Boards Offices on the 12th of December 2023 and has now been completed by LCC appointed contractor.



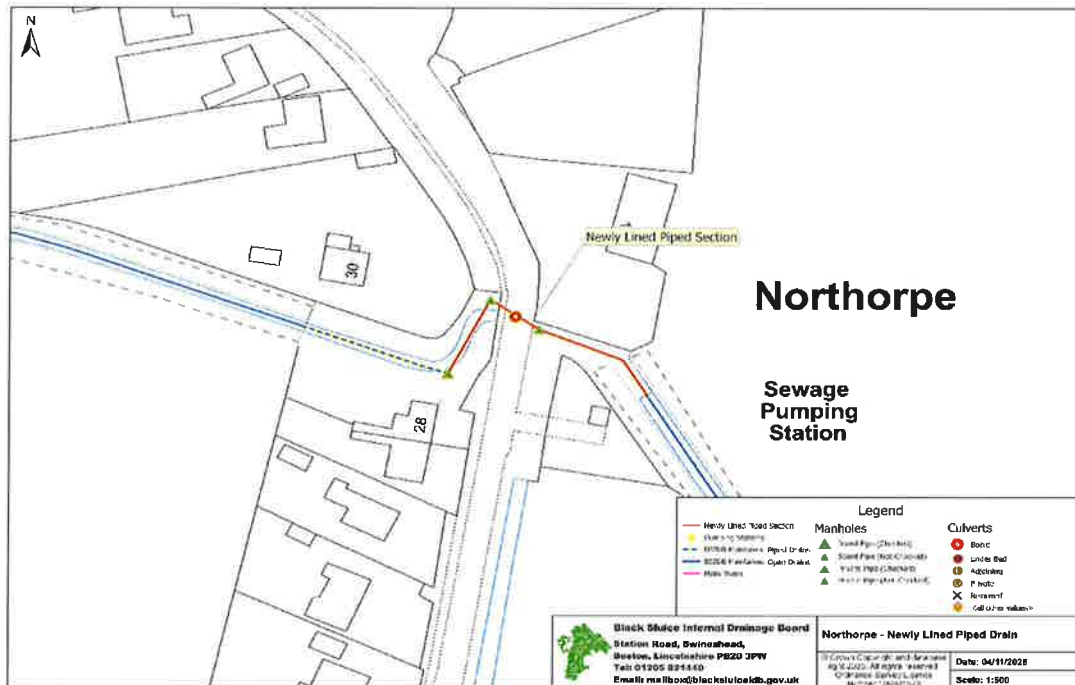
(d) Northorpe Culvert Collapse No 757 – FX1935

This culvert was reported on the 8th of December 2023 by the homeowner whose garden pipe runs through. It was agreed that the pipe was to be replaced and the works were put out for tender, and a contractor was appointed. All works in the garden of Mr & Mrs Issitt have now been completed and garden reinstated.

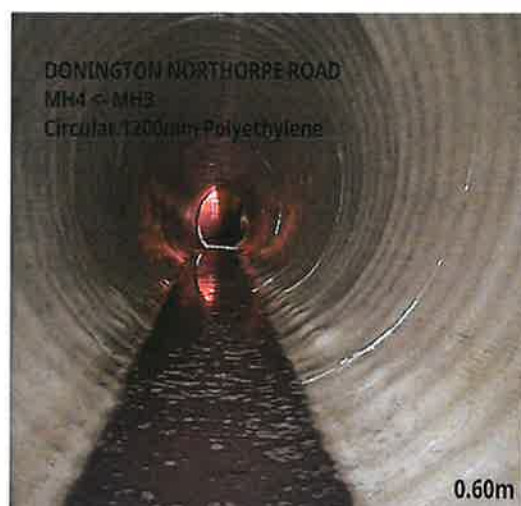


(e) Northorpe Culvert Relining

Following on from the above work the board had a CCTV inspection of the remaining culvert sections of the culvert. It was found that although the condition of the Armco sections appeared to be satisfactory there was no assurance that the pipe hadn't corroded on the outside. it was agreed that a price to line the culvert was to be obtained. McAlister's was the successful contractor at £105,479.05. with funding being secured under the IDB fund.



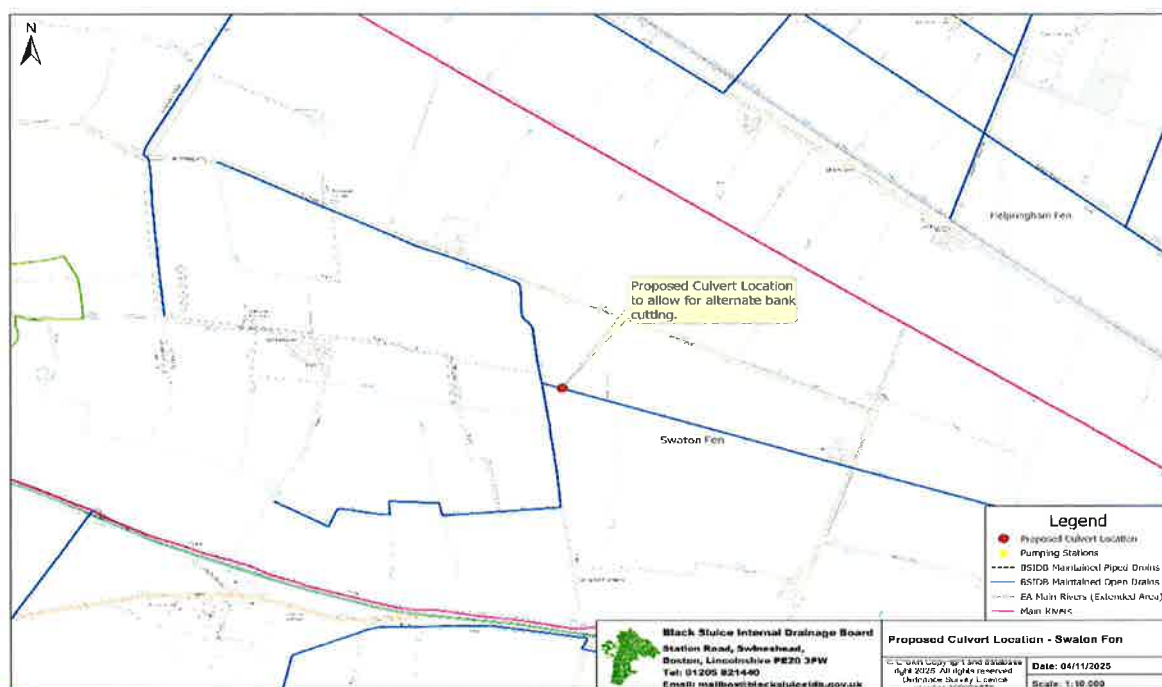
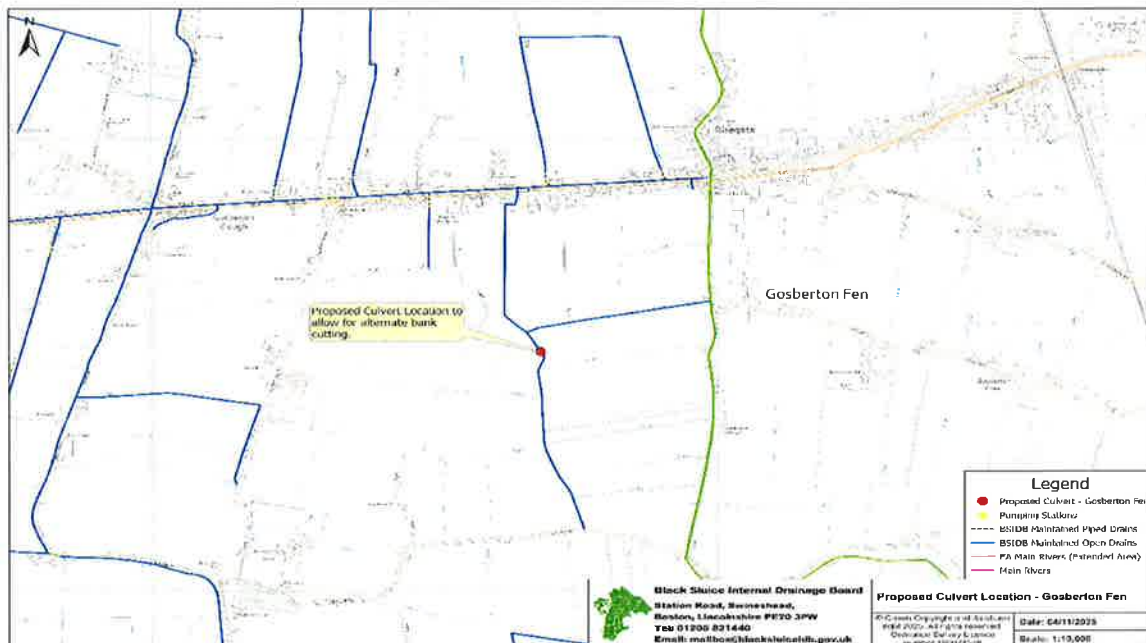
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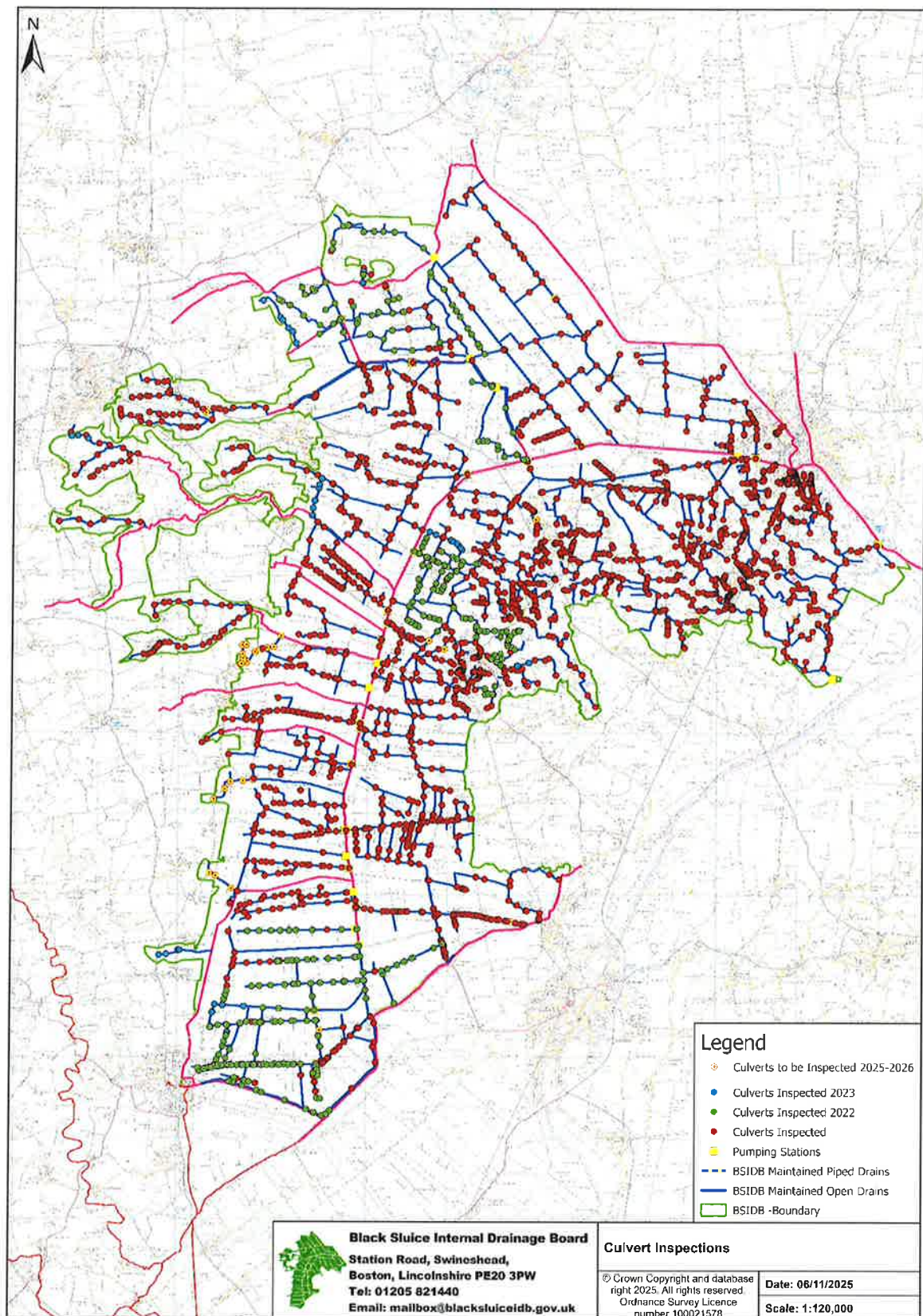
2. Additional access culvert for Board's Machinery.

The routes of the excavators are being constantly reviewed and it has been identified that the addition of two new culvert would enable the Board to complete their works more efficiently by having less moves with the Unimog and allowing the cutting of both sides of the bank inline with our Bio-Diversity Plan.



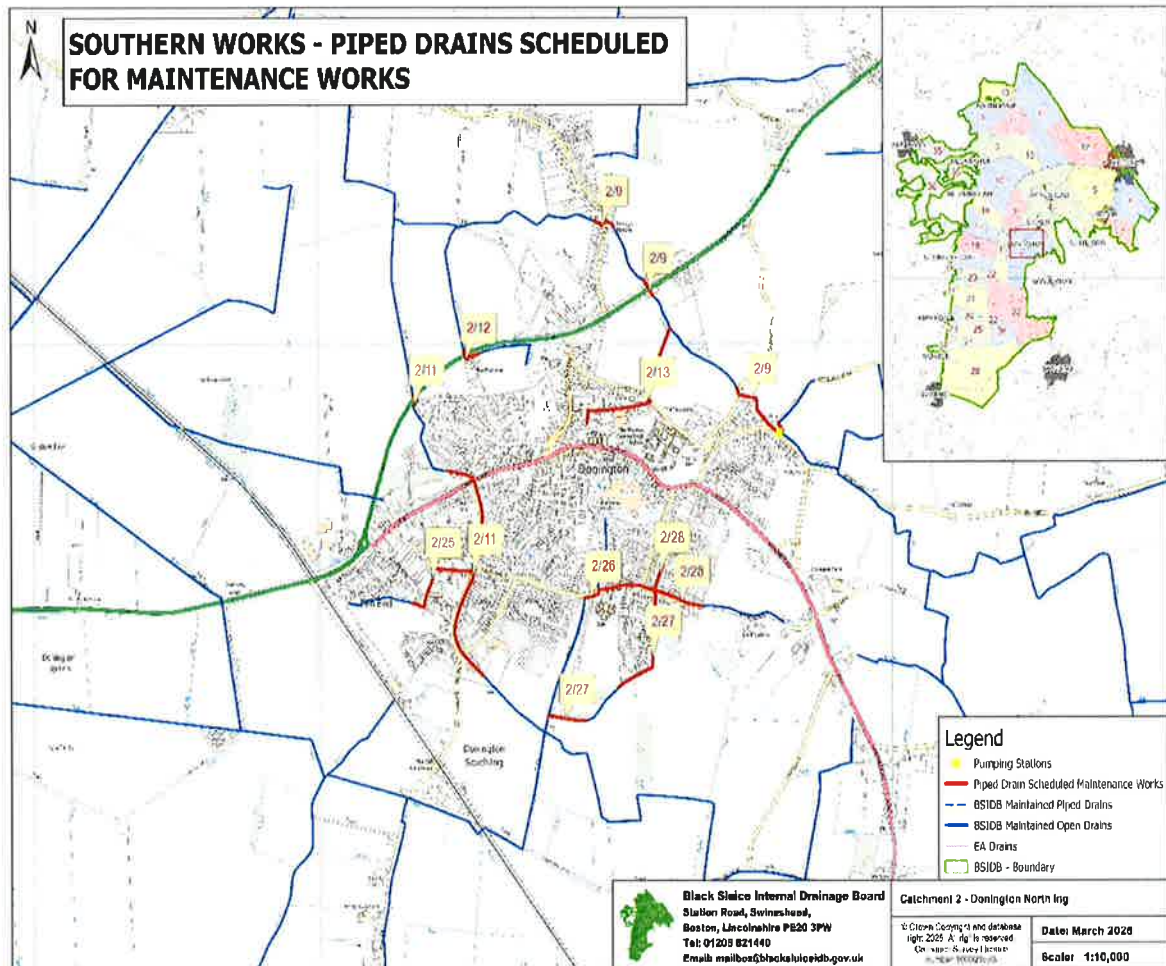
3. Culvert Surveys

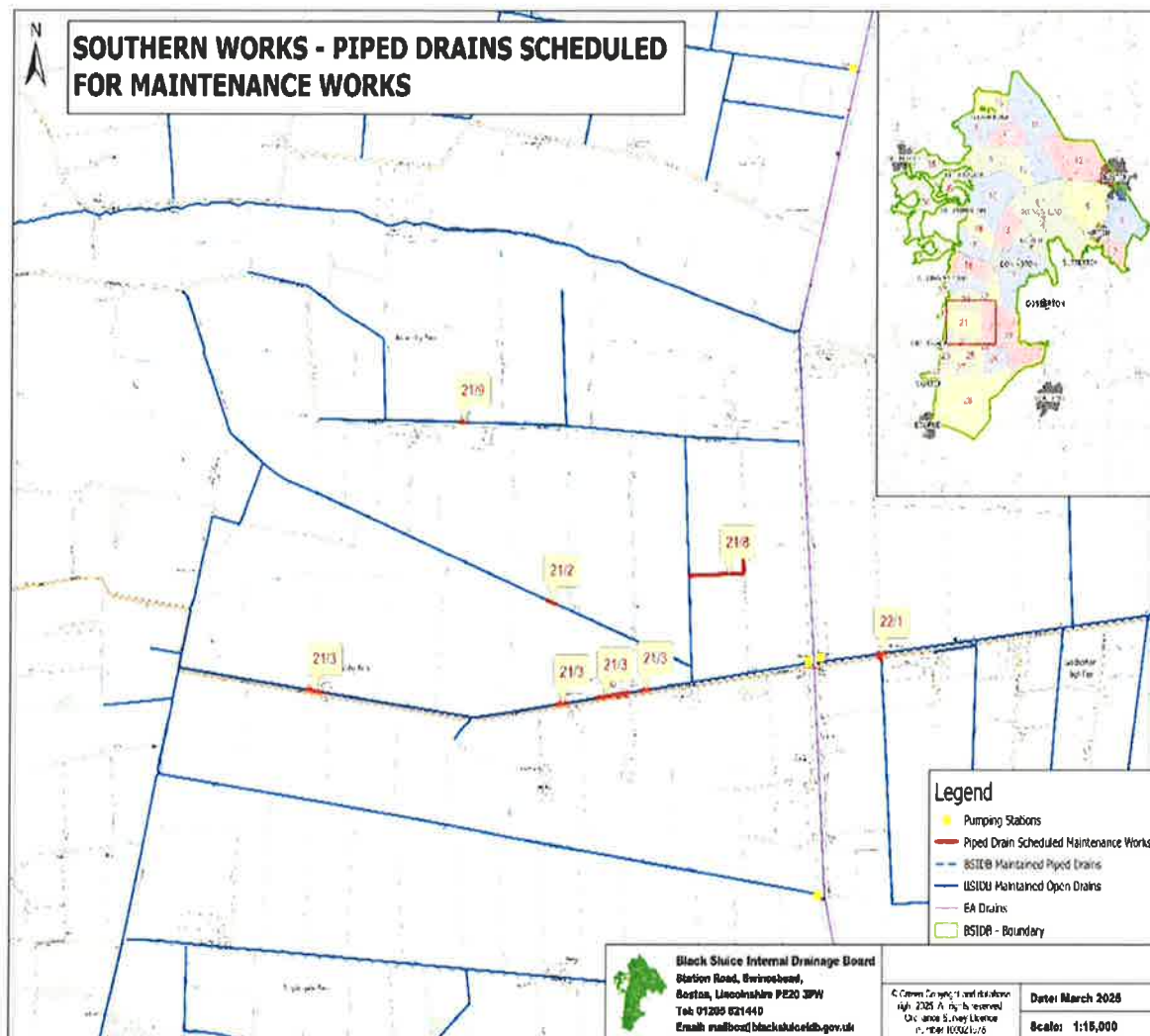
The map shown on shows the remaining culverts to be surveyed and this will be conducted by the Board's engineer.



4. Jetting And Surveying 2025/26

The map shown shows the areas shown for this year's jetting and surveying programme. Works have started by our contractor ADC.





BLACK SLUICE INTERNAL DRAINAGE BOARD

STRUCTURES COMMITTEE - 18 NOVEMBER 2025

AGENDA ITEM 09

PUMPING STATION STRUCTURES REPORT

Swineshead PS- Structural repairs – Estimate £500,000

There are no further updates other than, Stantec are developing a feasibility study to review the type of pumps that could be used, which would determine the design of the new pumping station.

**(i) Wyberton Chain Bridge PS Refurbishment – Estimate £1,500,000
Current allocation received - study £195,000**

This site has previously had a visual condition assessment completed by Board's officers. The inspection is currently the first part of an indicative allocation for funding towards developing a specification for refurbishment. Previous site inspections having been completed by consultant engineers Stantec who have been commissioned to develop a specification for 2 tender packages. The first to include all the Mechanical and Electrical elements, which will include the most significant change of pumps, as part of the requirement to enable compliance under current fish and eel regulations. A feasibility study will be completed to determine pump and pump motor replacement specification. The second will be the structural tender specification which will include recommendations of the report from structural inspections, which were completed at the beginning of April 2025.

The Structural Engineers report provided the following recommendations.

From the inspection of the lower pump room, the structure appeared to be in a serviceable condition for its age. It is apparent that the existing steel protective paint coatings are reaching the end of their effectiveness and should be renewed to inhibit ongoing corrosion and preserve the existing asset.

*The corrosion to the two rear columns is severe and the columns should be replaced. Until this can be undertaken, **the columns should be supplemented with temporary Acro type props in case of failure**. The existing steel frame will require temporary propping before the existing columns are unbolted and removed, including the existing baseplate connection being fully removed. Replacement columns could be installed in the same positions. The columns should be fabricated with enlarged baseplates to fix to the existing concrete floor using resin anchors outside the profile of the original baseplate, to ensure fixing into sound concrete.*

The two front columns and the steel machine room infill floor structure visible from within lower pump room requires renewal of the protective paint coating.

Steel sheets piles to intake and outfall wingwalls were mostly in satisfactory condition. Sheet piles to be prepared and protective paint coating reapplied to extend service life. Outfall piles would not be accessible for similar repair however, and it is

recommended their condition is appraised again by dive inspection and steel thickness testing in 5 years.

(ii) Cooks Lock PS Structural repairs study – Estimate £456,000
Current allocation received - £50,000

As part of a package of works, Stantec Engineering Consultants have been commissioned to complete structural inspections to the wet dry zone on the intake channel and also to the lower pump room, and suction channel. Following visual inspections previously completed by Board's officers, which identified evident oxidation to the structural steel. Stantec completed the structural survey on 8th April 2025. The Structural Engineers report provides the following recommendations.

In all instances of paint protection, improved coating durability would be achieved if steel preparation could be improved by use of thorough blast cleaning to a Sa2.5 standard, however, this may not be practical within the lower pumps room due to the confined spaced, and the inevitable loss of the abrasive into the watercourse through the floor openings.

No signs of deterioration of the concrete superstructure were noted.

Overall, the structure appears in fair condition considering its age, but maintenance repairs are required.

(iii) Holland Fen PS Structural repairs - Estimate £970,000
Current allocation received – study £75,000

As reported at the Cooks Lock PS site, this site is also part of a package of works, Stantec Engineering Consultants have been commissioned to complete structural inspections to the wet dry zone on the intake channel and also to the lower pump room, and suction channel. Following visual inspections previously completed by Board's officers, which identified evident oxidation to the structural steel, and also some potentially structural concrete defects. Stantec completed part of the structural survey required at the beginning of April 2025 and will return to site to complete inspections of the pump chamber wet well areas when water levels have been reduced.

(iv) Great Hale Fen PS Structural Repairs – Estimate £970,000
Current allocation received – study £75,000

As part of a package of works, Stantec Engineering Consultants have been commissioned to complete structural inspections to the wet dry zone on the intake channel and also to the lower pump room, and suction channel. Following visual inspections previously completed by Board's officers, which identified evident oxidation to the structural steel. Stantec visited site and completed part of the structural survey on 10th April 2025, and completed the inspection of the intake structure and wet wells 25 September 2025. The Structural Engineers report provided the following recommendations.

From the inspection of the lower pump room, the structure appears to be in a serviceable condition for its age. It is apparent that the existing steel protective paint coatings are reaching the end of their effectiveness and should be renewed to inhibit ongoing corrosion and preserve the existing asset. **The corrosion to the two rear columns is severe and the columns should be replaced. Until this can be undertaken, the columns should be supplemented with temporary Acro type props in case of failure.**

The steel machine room infill floor structure visible from within lower pump room requires renewal of the protective paint coating to preserve the existing condition. The two main longitudinal beams especially require renewal of paint protection. The steelwork first requires thorough cleaning using a stiff hand brush or powered rotary wire brush to thoroughly remove all loose and flaking paint, before applying a renewed protective paint coating such as a Sherwin-Williams DuraPlate 301W or equivalent, to the thickness specified by the manufacturer.

The two forward columns are in a satisfactory condition throughout their main height. There is surface corrosion throughout their height and the original protective paint coating has mostly flaked away, however an adequate thickness of steel remains. The columns require repainting using the same preparation and paint coating as noted above.

Corroded nuts and bolts should be replaced with new galvanised grade 8.8 bolts of the same size.

Separate treatment should be given to the bottom of the columns within the cyclic wet/dry zone. Consideration should be given to encasing the base of the column in concrete up to at least the height of the high water level, to provide better protection of the steel columns and baseplates. Concrete encasement is recommended but would require physical space around the columns, and the arrangement of pumps around the columns may make this difficult.

The alternative method of corrosion protection would be a proprietary built-up paint protection system, such as Sherwin-Williams Macropoxy M922M GFE or similar. The paint should be applied in accordance with manufacturer's instructions, which includes brush application. The steel requires similar preparation with thorough cleaning of the steel using hand or rotary power wire brushing. Paint protection would provide a shorter protection life than concrete encasement.

Weed screen deck slab

There is severe degradation of the weed screen deck slab soffit. A combination of insufficient cover and insufficient compaction has resulted in insufficient protection to the steel reinforcement, which has caused corrosion. At times of flood the water level within the drain raises above the level of the weed deck slab, creating a positive water pressure at the surface of the slab soffit, increasing the propensity for water penetration. The corrosion has resulted in expansion of the reinforcement which caused areas of the slab soffit concrete to spall, further exposing the reinforcement steel and allowing corrosion to propagate through large areas of the slab.

The weed deck slab is severely weakened in its current condition. No vehicles should be allowed onto the weed deck. Should access be required for maintenance, a temporary structure must be utilised to avoid loading the weed screen deck slab.

All of the observed degraded soffit was on the weed deck between the removable blocks at the stop-log channel and the front wall of the pumping station. The area of

slab in front of the stop-log channel and top of the weed screen, and the floor of the lower pump room, appear to be in satisfactory condition.

The concrete slab is beyond repair. The weed deck slab requires replacement with a new reinforced concrete slab in the same position. Replacement slab design is beyond the scope of this report, but will require a sequence of temporary propping, cutting back of the existing concrete and reinforcement, and construction of an insitu concrete slab in the same position.

The weed deck slab over the pump intake bays and bypass channel is a single structural item. There is a fair likelihood that the construction defects present in the slab area over the intake bays are also present over the bypass channel. This continuation of the slab should also be replaced.

(v) Wyberton Marsh PS Structural Repairs – Estimate £970,000
Current allocation received – study £65,000

As part of a package of works, Stantec Engineering Consultants have been commissioned to complete structural inspections to the wet dry zone on the intake channel and also to the lower pump room, and suction channel. Following visual inspections previously completed by Board's officers, which identified evident oxidation to the structural steel. Stantec completed the structural survey at the beginning of April 2025. The Structural Engineers report provides the following recommendations.

From the inspection of the lower pump room, the structure appears to be in a serviceable condition for its age. It is apparent that the existing steel protective paint coatings are reaching the end of their effectiveness and should be renewed to inhibit ongoing corrosion and preserve the existing asset. The corrosion to the two rear columns is severe and the columns should be replaced. Until this can be undertaken, the columns should be supplemented with temporary Acro type props in case of failure. Maintenance repairs are required to several pump bearings.

(vi) Horbling Fen PS Structural Repairs – Estimate £50,000
Current allocation received - £50,000

As part of a package of works, Stantec Engineering Consultants have been commissioned to complete structural inspections to the wet dry zone on the intake channel and also to the lower pump room, and suction channel. Stantec completed the structural survey at the beginning of April 2025. The Structural Engineers report provides the following recommendations.

From the inspection of the lower pump room, the structure appears to be in a fair condition for its age. The smaller pumping station does not have steel columns supporting the machine room infill floor as seen in other pumping stations.

The pump support bearings are in good condition but the steel plates beneath them are noted as having heavy corrosion, appearing to affect most of the thickness of the baseplate. Each requires removal of all loose and delaminating steel to assess the thickness of sound steel remaining intact. They will require further assessment of the

remaining steel. There is a risk that removal of all corroded material will reveal that the remaining steel thickness is inadequate, but this will not be known until work to reveal the full condition can be undertaken.

Following this assessment, paint coatings may be renewed and should be carried out in the short term as a preservative measure. Bearings found to be in very poor condition may need replacing with new.

(vii) Donington Northings PS Structural Repairs – Estimate £1,950,510
Current allocation received - ££195,000

As part of a package of works, Stantec Engineering Consultants have been commissioned to complete structural inspections to the wet dry zone on the intake channel and also to the lower pump room, and suction channel. Following visual inspections previously completed by Board's officers, which identified evident oxidation to the structural steel. Stantec completed the structural survey in July 2025. The Structural Engineers report provides the following recommendations.

From the inspection of the lower pump room, the structure appears to be in a serviceable condition for its age. It is apparent that the existing steel protective paint coatings are reaching the end of their effectiveness and should be renewed to inhibit ongoing corrosion and preserve the existing asset.

The corrosion to the two rear columns is severe and the columns should be replaced. Until this can be undertaken, **the columns should be supplemented with temporary Acro type props in case of failure.** The existing steel frame will require temporary propping before the existing columns are unbolted and removed, including the existing baseplate connection being fully removed. Replacement columns could be installed in the same positions. The columns should be fabricated with enlarged baseplates to fix to the existing concrete floor using resin anchors outside the profile of the original baseplate, to ensure fixing into sound concrete.

Black Sluice Internal Drainage Board

Policy No: 8

Policy on Relaxation of Board Byelaw No.10 (The 9 Metre Byelaw)

Review Dates:

Original Issue	
Board Approved	

1. PURPOSE

This document sets out the policy of the Black Sluice Internal Drainage Board concerning relaxation of its Byelaw No. 10, which states:

'No person without the previous consent of the Board shall erect any building or structure, whether temporary or permanent, or plant any tree, shrub, willow or other similar growth within 9 metres of the landward toe of the bank where there is an embankment or wall or within 9 metres of the top of the batter where there is no embankment or wall, or where the watercourse is enclosed, within 9 metres of the enclosing structure.

This Byelaw only applies to Board-maintained watercourses, both open and piped, and includes all culverts and bridges.

2. BLACK SLUICE IDB POLICY

The Board recognises that land and property owners wish to maximise the enjoyment of their land. However, at the same time the Board needs to retain its ability to maintain its watercourses in an efficient and economic manner. The Board will normally only consider relaxing the Byelaw when the following baseline conditions occur:

- Guaranteed access to carry out maintenance is available from at least one side of the drain. This may be achieved by a written agreement with the landowner concerned, or by the Board lodging a Deed of Indemnity with the Land Registry (a charge will be payable to the Board for these additional works).
- The owner of the opposite bank is not unduly inconvenienced.
- That should improvements or exceptional maintenance be required then, given reasonable notice, the obstruction is removed at the applicant's expense.
- Similar obstructions already exist nearby on the same bank.

3. REASONS FOR THE POLICY

The policy formalises the baseline conditions above, and gives written guidelines for more specific instances. The benefits of the policy are:

- Fairness and uniformity in determining applications
- Applicants can study the guidelines before application

Powers are delegated, giving a more efficient and timely service

However, this policy is not intended to cover every eventuality, and the Board may waive the policy and make a determination on the basis of reasonable fairness to all parties.

4. DELEGATED POWERS

Delegated powers are given to the Chief Executive and the relevant Works Committee Chairmen to determine any Byelaw relaxations that fall within the guidelines given below (except where stated otherwise).

In all other cases, the power to determine applications has been delegated to the Executive Committee or the appropriate Works Committee, unless a Board meeting is imminent.

5. GUIDELINES

Guidelines are given below on the following types of applications:

- 1) Buildings and permanent structures
- 2) Urban or development land
- 3) Fences
- 4) Hedges and Bushes
- 5) Trees
- 6) Electricity poles, lighting columns etc.

5.1 BUILDINGS AND PERMANENT STRUCTURES

The power to determine consent under this guideline has only been delegated to the committees.

It remains the policy of the Board that no buildings or permanent structures should be permitted within the 9.0 metre byelaw distance on any Board-maintained watercourse.

However, where an existing adjacent building is located closer than the permitted distance (either by virtue of a previously issued consent, or where the structure historically pre-dates the Board), then consent may be given to allow any new structure or extension to be placed up to a similar distance from the drain as the existing building on that property, provided that the integrity of the watercourse is assured.

5.2 URBAN AREAS AND DEVELOPMENT LAND

In urban areas, or where new development is proposed adjacent to a Board-maintained watercourse, the Byelaw may be relaxed from 9.0 to 6.0 metres, upon written application, for fences, hedges, bushes, timber sheds and other temporary structures, provided that the whole of the remaining 6.0 metre width is left for the sole use of the Board for future maintenance of the drain.

All buildings and permanent structures shall still be a minimum of 9.0 metres from the brink of the drain.

5.3 FENCES

The Board's Byelaw 17 (d) states:

No person shall without the previous consent of the Board:

erect or construct or cause or permit to be erected or constructed any fence, post, pylon, wall, wharf, jetty, pier, quay, bridge, loading stage, piling, groyne, revetment or any other building or structure whatsoever in, over or across any watercourse or in or on any bank thereof;

a) Stock fences up to 1.2m high (post and rail / wire)

Machine drivers can work over and see through these types of fences, and therefore the Byelaw will be relaxed, on application, on condition that they are located a minimum of 1.0 metre from the brink of the watercourse, and access gates (minimum 3.6m or 12ft wide) are provided at each end (where necessary).

b) Solid fences above 1.4m high and fences in general above 1.2m high

Machine drivers cannot see through or cannot work over such fences, and therefore the Byelaw will **not** be relaxed, except where there is guaranteed suitable and safe access on the opposite bank, and where the opposite bank owner is not unduly inconvenienced.

Any consented fence shall be located a minimum of 1.0 metres from the brink of the drain. Access gates (minimum 3.6m or 12ft wide) and continued access behind the fence may still be required. The applicant will be expected to obtain written consent from the opposite land owner (if different to the applicant).

Where possible, all fences should be fully de-mountable so that should the Board require access to its maintained watercourses, at any time, then the structure can be easily removed.

However, the Board recognises that certain fences are required for the increased security of land or property, and therefore demountable fences will not always be appropriate. In these instances, the Board will place a condition on any consent for these fences to be constructed such that should that there be a requirement for these fences to be removed in times of emergency, or if the Board requires access to carry out any major improvement schemes, then the Board shall do so under its powers under the Land Drainage Act 1991.

5.4 HEDGES & BUSHES

Machines drivers cannot see through, nor work over hedges or bushes, and therefore the Byelaw will **not** be relaxed, except where there is always suitable and safe access for all operations on the opposite bank and where the opposite bank owner is not unduly inconvenienced. The applicant will be expected to obtain written consent from the opposite land owner (if different to the applicant).

Any consented hedges or bushes shall be located with the centre a minimum of 1.0 metre away from the brink of the watercourse, and shall be maintained by the applicant so as not to encroach over the drain. Access gates (minimum 3.6m or 12ft wide) and continued access behind the hedge may still be required.

5.5 TREES

No trees shall be planted within 9.0 metres of Board-maintained watercourse.

Any existing trees, regardless of whether planted or self-seeded, are the responsibility of the adjacent landowner, and shall be maintained so as not to cause an obstruction to the Board whilst carrying out its statutory duties under the Land Drainage Act 1991.

Any trees planted outside the 9.0 metre distance from a Board-maintained watercourse shall be maintained by the adjacent landowners such that any lateral growth does not cause an obstruction to the Board whilst carrying out its statutory duties under the Land Drainage Act 1991.

In either of the above cases, the Board reserves the right to carry out maintenance on any trees it deems as an obstruction, and to recover the costs from the relevant landowner. Where it is more cost-effective for trees to be removed in toto, then the Board will seek agreement from the relevant landowner and a proportion of the costs may be recovered.

5.6 ELECTRICITY POLES LIGHTING COLUMNS ETC.

Poles and columns adjacent to drains are inherently unstable and are not recommended. Wherever possible, an alternative route should be found away from the watercourse. Where a suitable alternative cannot be found, then the Byelaw may be relaxed on condition they are placed no closer than 1.0 metre to the brink of the drain and the minimum clearance between the wires and the surrounding ground level is no less than **10.0 metres** (NB: to ensure the correct safe working distance, the minimum clearance distance from ground level may increase depending on the voltage of the wire).

6. PROCEDURE

- a) The applicant shall apply in writing to the Board, using the relevant application form, along with a plan or diagram, any relevant details, and the application fee (flat fee of £50).
- b) The Board's officers will consider the effect of the application on its current and future maintenance regimes, any foreseen future works to the watercourse and any environmental benefit.
- c) Most applications will be determined using delegated powers. Any deferred applications, and those falling outside the guidelines, will be determined by the relevant Committee or Board meeting.
- d) The applicant is either notified in writing of a refusal or issued with a consent signed by the Chief Executive.
- e) The Chief Executive will report to the next Board meeting any delegated consents issued.

7. FURTHER GUIDANCE

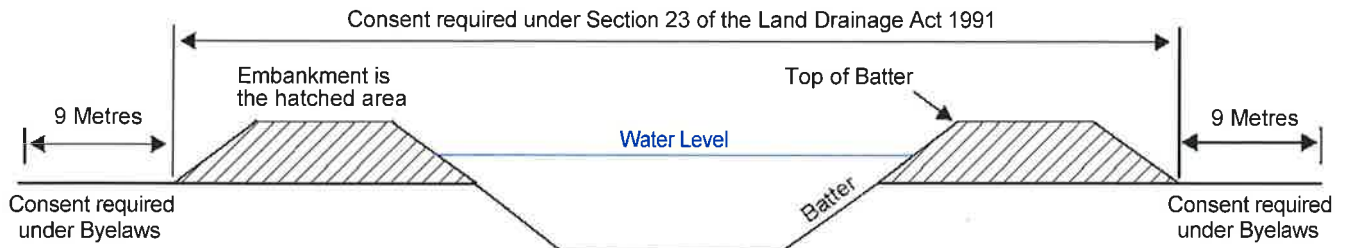
This document should be read in conjunction with the Board's "Standard Conditions for Relaxing the 9 Metre Byelaw", along with the Board's "Policy on Culverting".

Further information and application forms are available on request from the Board's offices, or can be downloaded from the Board's website at

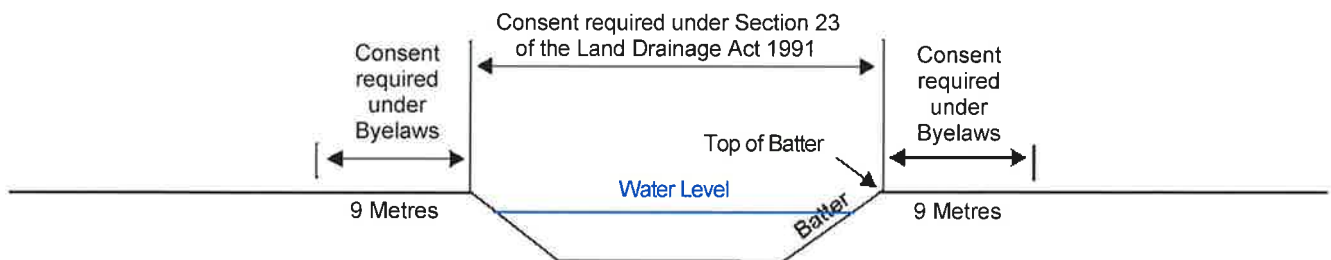
www.blacksluiceidb.gov.uk.

CONSENT WIDTH CRITERIA FOR BOARD-MAINTAINED WATERCOURSES

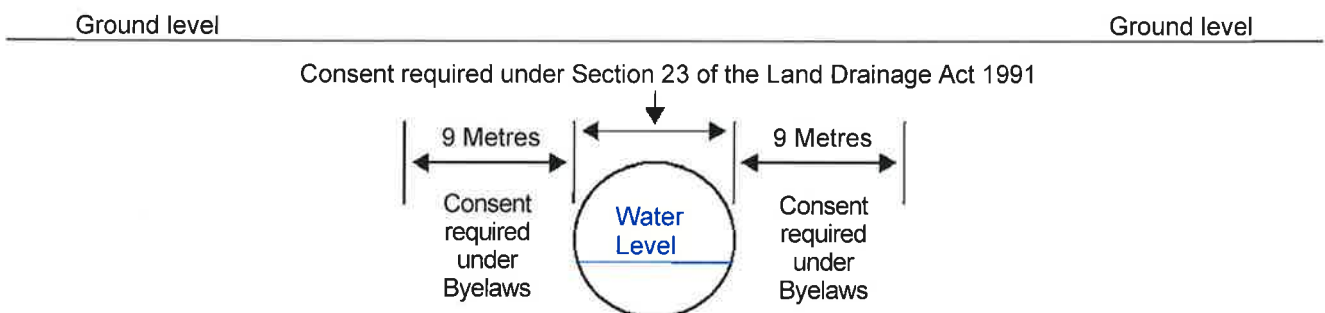
Open Watercourse with Embankments



Open Watercourse without Embankments



Culverted* Watercourse



* A culvert may be various forms of enclosed watercourse, but is usually a pipe.

Black Sluice Internal Drainage Board

Policy No: 00

Policy on Piping

Review Dates:

Original Issue	
Board Approved	

1. PURPOSE

This document sets out the policy of the Black Sluice Internal Drainage Board on culverting.

2. INTRODUCTION

The Environment Agency issued a Policy Statement on culverting in March 1999. This is a national Policy and the Board's policy is specifically applicable to a lowland Drainage Board area.

Black Sluice IDB considers that it is beneficial for watercourses to remain open wherever possible for both drainage and environmental purposes.

Culverting can exacerbate the risk of flooding and increase the maintenance requirements for a watercourse. It also destroys wildlife habitats, damages a natural amenity and interrupts the continuity of the linear habitat of a watercourse.

It is sometimes preferable to culvert watercourses in urban areas as these are more likely to become blocked with domestic and industrial waste and have little environmental interest.

3. BLACK SLUICE POLICY

The Black Sluice IDB will generally oppose culverting of long lengths of watercourses in rural situations.

The Black Sluice IDB will therefore only approve an application to culvert a watercourse if it can be justified that there is no reasonable loss of amenity or habitat.

4. REASONS FOR THE POLICY

The Environment Act 1995 places both general and specific duties on the Black Sluice IDB relating to environmental, recreational and nature conservation matters. The Black Sluice IDB must be mindful of these duties. The detrimental effects of culverting watercourse:-

- Loss of and adverse effects on environmental features and wildlife habitat;
- Increased likelihood of flooding due to blockage;

- Loss of floodwater storage;
- Increased difficulties in providing drainage connections;
- Difficulties in the repair, maintenance and replacement of culverts;
- Increased health and safety hazards;
- Increased difficulty in detecting the origins of pollution

5. ACCEPTED CULVERTING

It is recognised that there are situations where culverting may be unavoidable such as short lengths for access where highways cross watercourses, and longer lengths in urban areas. In all such cases the Board will only consent to the culverting if the size of pipe will place no restriction on the flow of water in that watercourse, and where appropriate there are no environmental damages.

The applicant will, except in the circumstances of short lengths for access purposes, need to provide a short environmental assessment to demonstrate that there will be no loss of wildlife habitat.

6. CONSENT FOR WORKS

Consent is given in accordance with the Land Drainage Act 1991 and is required for any works, including culverting, which are to be carried out in either a Board maintained or a private watercourse. Further consent is normally required from the District Council under the Public Health Act 1936.

The Board will only issue consent to culvert a watercourse if the applicant can demonstrate that the benefits outweigh all of the possible detrimental effects mentioned above. The Board will not only take into account the implications to water flow but also environmental detriment. If consent is given it will normally be subject to meeting various conditions and specifications.

Consent does not override an adjacent landowners' rights nor does it permit interference with legally protected wildlife habitats (e.g. SSSI's, vole habitats, badger sets etc).

Consent may not be unreasonably withheld. There is an arbitration procedure should the applicant wish to appeal against a refusal or what they believe to be unreasonable conditions.

7. FURTHER GUIDANCE

Further information and application forms are available from the Board.