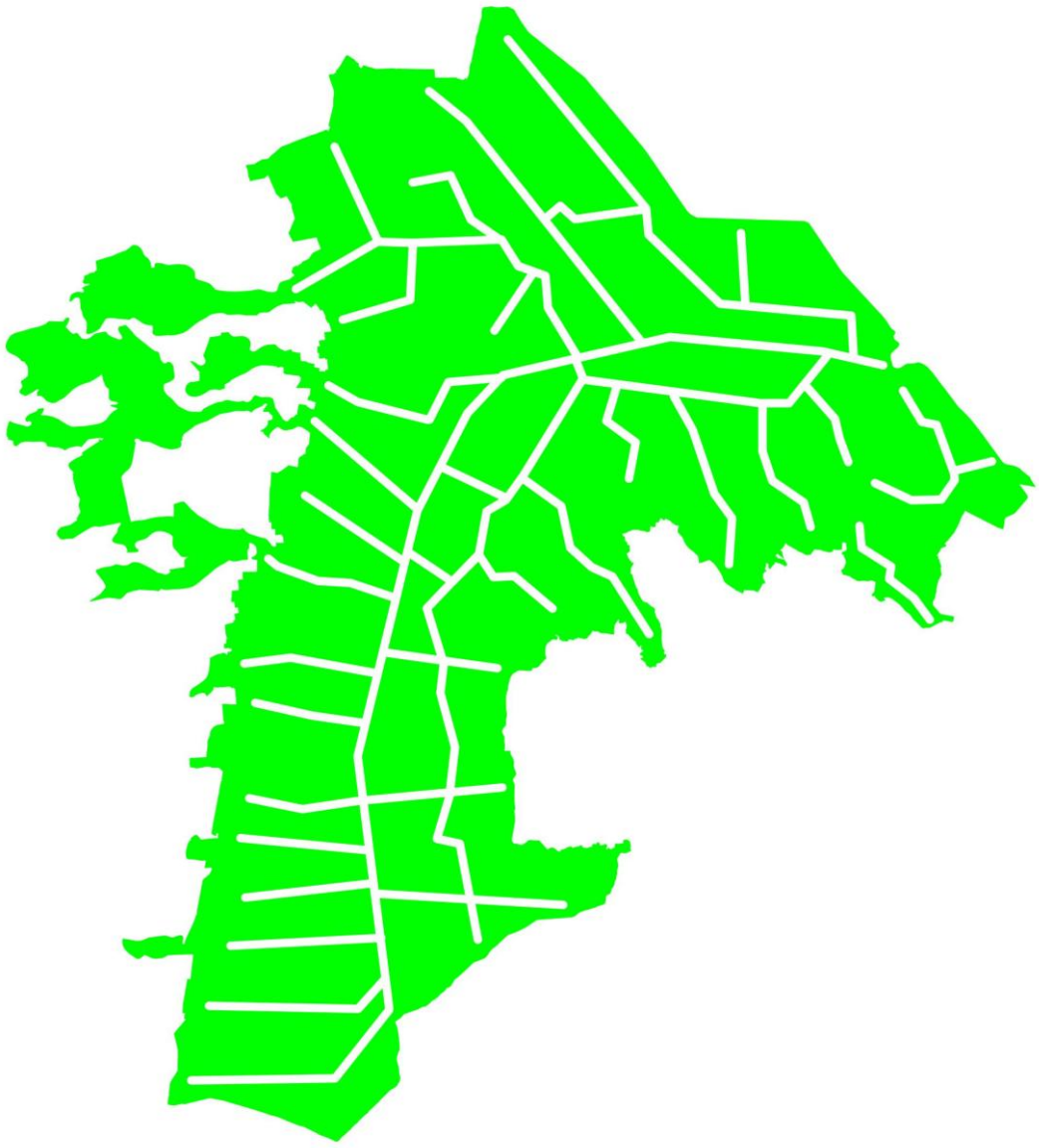
BLACK SLUICE
INTERNAL DRAINAGE BOARD



Structures Committee Meeting

Tuesday, 17th November 2026 at 2pm

Station Road, Swineshead, Lincolnshire PE20 3PW

Black Sluice
Internal Drainage Board

Station Road
Swineshead
Boston
Lincolnshire
PE20 3PW

01205 821440

www.blacksluiceidb.gov.uk

mailbox@blacksluiceidb.gov.uk

Our Ref: DW/JP/B10 Your Ref: Date: 10th November 2026

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, 17th November 2026 at 2:00pm at which your attendance is requested.

D. Withnall

Daniel Withnall
Chief Executive

A G E N D A

1. Recording the meeting.
2. Receive apologies for absence.
3. Declarations of Interest.
4. To receive and, if correct, sign the Minutes of the Structures Committee Meeting held on the 18th November 2025 **(pages 3 - 8)**
5. Matters arising.
6. To receive the Structures report **(pages 9 - 14)**
7. To receive an update on Pumping Station structures **(pages 15 - 18)**
8. To review Policy No. 9: Structures Replacement Policy **(pages 19 - 22)**
9. 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
18th November 2025 at 2pm

Members

Chairperson - * Cllr P Bedford

Mr W Ash	* Mr V Barker
* Mr M Leggott	* Mr M Mowbray
* Mr P Robinson	Cllr D Scoot
* Mr C Wray	

* Member Present

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

2550 Recording the Meeting - Agenda Item 1

Members were informed that the meeting would be recorded.

2551 Select a chairperson for the meeting - Agenda Item 2

Due to the resignation of the Chairperson of this committee from the Board, Mr M Leggott proposed Cllr P Bedford to chair this meeting, Mr C Wray seconded the proposal and all agreed.

The Committee AGREED to propose that Cllr P Bedford become the Chairperson of this committee for the remainder of the 3 year term to the next Triennial Annual General Meeting.

2552 Apologies for absence - Agenda Item 3

There was only one apology from Mr W Ash.

2553 Declarations of Interest - Agenda Item 4

Mr V Barker declared an interest in relation to Minute 2289 of the minutes of the previous meeting.

2554 Minutes of the last meeting - Agenda Item 5

Minutes of the last meeting held on 15th April 2025, copies of which had been circulated, were considered and it was AGREED that they should be signed as a true record.

2555 Matters arising - Agenda Item 6

Minute 2289 Quadring Fen - No 50 – FX1761 - [Original Minute 2118(b)].

The culvert which is the responsibility of Lincolnshire County Council highways department is still blocked, and Mr V Barker is monitoring the situation believing there is a blockage inside the tunnel. The Projects Director updated the last response from LCC was they did not believe the headwall had slumped any further than originally had done although the pipe did appear to be squashed. However, its unsure if they have any evidence of this or if they have completed a survey. But he did agree there were concerns over this matter. The Chief Executive did agree we would have to speak to LCC if it was to impede flow into the Board maintained drain.

2556 To Review the Structures Committee Terms of Reference - Agenda Item 7

The Chairperson presented the Terms of Reference which have no proposed changes, just the 3-year review.

All AGREED that the Structures Committee Terms of Reference be RECOMMENDED to the Board for approval.

2557 To Receive the Structures report for 2025/26 - Agenda Item 8

1 Structures Replacement / Contribution Programme
The Maintenance Director presented this item with illustrations provided on the screens:

(a) Boston West
This update of culvert replacement is still being monitored. There have been no more collapses, and we have access to the field. The offer of a contribution to the landowner has been made but hasn't been taken up.

Mr M Leggott noted the Board make an approximate 10% contribution to the total cost of replacement of the culvert but questioned how much this would cost if replaced by LCC. The Maintenance Director confirmed the cost for Black Sluice to complete the work would be between £8,000-£10,000.

(a) Bicker Fen
This Culvert had collapsed, and the blockage was removed. No further action has been taken. The offer of a contribution to the landowner was made but has not yet been taken up. We still have access and it's not impeding any water flow.

Mr M Leggott questioned if we know the Armco tunnels have a particular lifetime of approximately 35 / 40 years do we then have a pre-planned replacement programme or are we just being reactive rather than proactive to any culvert replacement.

The Maintenance Director confirmed new replacement would be with a large twin wall polypipe. If we were to line the existing pipe this would prove to be an expensive option.

Mr C Wray questioned if using a tag on site system for Culvert, as other agencies do, would assist the replacement process for the Board and for the landowner. Currently, assets have GIS reference numbers, and technologies like What3Words were mentioned as potential enhancements for location identification. Condition surveys classify assets by status (e.g., red or green), with red items replaced by the responsible person. If an asset belongs to a landowner, they are informed.

(c) Donington Wykes
This Culvert has been replaced by Lincolnshire County Council, using a contractor. Mr C Wray noted the level of the culvert. The Chief Executive pointed out it was at the correct level but the work is not to Board standard as there is no headwall in the replacement.

(d) Donington Northorpe
The Culvert in the garden of a property in Northorpe Road had collapsed. The Board used contractors to replace the pipe up to the first manhole from the Headwall.

The work has now been completed to the Boards specification and the area slabbed over. The remaining section that runs under the road was inspected and although looking in reasonable condition there was potential it could rust from the outside. The decision was taken to line the culvert using funds from the IDB fund. All sections back to the remaining Headwall were lined at a cost of £105,479.05.

Mr V Barker questioned how thick the lining would be and does it still rely on the integrity of the Armco Pipe. The Maintenance Director confirmed the lining is 20mm polyurethane sleeve liner which is now the integral part of the culvert and will be load bearing from the road.

Mr M Leggott asked the life span of the polyurethane liner. The maintenance Director confirmed it has a guarantee of 50 years.

The Maintenance Director highlighted the liners are pulled through then inflated and cured with UV light. The work took three days, and the only disruption was to stop the water flow at one end.

Mr V Barker noted where Armco pipes are failing should the Board be proactive and lining them with the polyurethane liner. Although he noted it's about understanding the costs.

The Maintenance Director agreed and confirmed the contractors have been asked for quotes for some remaining Culverts which go under the driveways of some properties. But noting this pipe is a 1200 pipe and smaller pipes would reduce the cost for product and for labour. The Board is looking to line some of the smaller culverts.

Mr C Wray questioned if the process can be carried out with water in the pipe. The Maintenance Director confirmed it can, but it would affect the curing time.

2 Additional access to Culverts for Board's Machinery.

Mr V Barker declared an interest.

The Maintenance Director updated the Board would like to put in two additional new Culverts one in Gosberton and one in Swaton to facilitate the maintenance of both sides of the banks. Which will mean it's easier to move the machines. There is no funding currently identified for this.

Mr V Barker warned about the Hare Courses if access is made and concrete blocks are the best deterrent.

Mr M Leggott noted in terms of the cost saving it makes sense to go ahead despite there being no funding for this. But he endorsed Mr V Barker's views of concrete blocks on tunnel tops to stop hare coursers.

3 Culvert Surveys

The Maintenance Director updated there are still a few Culverts that are yet to be surveyed this year by the Site Engineer. When fully completed we will then prioritise re-inspection, and the condition will be updated and reported. The reporting needs to be standardised which the Site Engineer is working on.

4 Jetting and Surveying

The committee discussed outstanding jetting work from last year, delayed due to conditions and contractor issues. ADC is completing work at Wyberton and Kirton, focusing on major culverts. This year's budget includes jetting in Donington and Dowsby Fen, where work has already started.

Questions were raised about the total seasonal cost and whether in-house work would be more cost-effective. The annual budget is £40,000 plus £10,000 for drain maintenance, but limited contractor availability means reliance on ADC. Previous attempts to use in-house jetting equipment proved impractical due to operational challenges and high costs, leading to its discontinuation.

2558 To receive an update on pumping station structures – Agenda Item 9

The Projects Director updated the maintenance at each of the sites.

Swineshead Pumping Station – Structural repairs - £500,000

As there was no funding for this site, so funds were moved around to find the £500.000 within our Grant allocations.

Consultants have been engaged to determine the location and design options for a new pumping station, including pump types. Progress beyond this stage depends on future government funding, which is currently uncertain—whether it will be annual or multi-year. The estimated cost for a new station is £10–15 million. Climate change requirements will add a 21% capacity increase, creating further challenges for water management and station size.

(i) Wyberton Chain Bridge & Donington North Ings

Funding of almost £2 million has been secured for refurbishment at Chain Bridge and Donington North Ings Pumping Stations due to structural issues identified during inspections.

Work will include shot blasting and repainting steelwork, plus pump and motor upgrades, aiming to extend life by 5–10 years. Current contingency is to rely more on Chain Bridge and Donington North during high-water events, instead of Swineshead Pumping Station which is structurally compromised. Temporary pumps were deemed ineffective and costly. If Swineshead fails before replacement, water will be diverted to these pumping stations, though this may not prevent flooding. Farmers and stakeholders may need awareness of potential risks. Structural deterioration, especially perforated I-beams, underscores urgency for replacement.

(ii) Cooks Lock

The structural inspections have been completed. Following visual inspections oxidation has been identified. A new doorway has been created off the deck into the lower room. This takes away the hazard elements of confined space, provides more ventilation and easier access. This work is being carried out by us.

Contractors have been on site to grit blast and spray paint the steel structures to protect them from further deterioration.

(iii) Holland Fen

The structural inspections have been completed. Following visual inspections oxidation has been identified. Contractors have been on site to grit blast and spray paint the steel structures to protect them from further deterioration.

(iv) Great Hale Fen

Recent inspections revealed severe structural deterioration of the weed screen deck, with spalling concrete exposing reinforcement. The deck has been condemned, and vehicles must not be placed on it due to risk of failure. Engineering consultants are preparing a design for tender to replace the slab. Initial ideas included casting a new slab beneath the old one, but alternatives are being considered. Work will be scheduled during the driest period of the year. Funding is based on high-level estimates, and costs so far have been within budget.

At all of the sites there will be a transformer placed outside of the pumping station. Once it's in situ we will then give it to National Grid to take responsibility for ownership and maintenance going forward.

(v) Wyberton Marsh

Works are progressing well at Wyberton Marsh. The current focus is on creating a new doorway entrance into the lower pump room from the deck, after which the team will move to the next site. Structural repairs include shot blasting and painting exposed steelwork. The contractor has confirmed availability to complete another site before Christmas, which accelerates the program. There is still a push to complete as many works as possible before the end of March to meet funding deadlines. Structural repairs across all sites initially totalled £6.3 million, and spending remains within budget. The approach is to complete inspections and repairs promptly to avoid last-minute rushes.

(vi) Horbling Fen

The structural inspections have been completed. Following visual inspections oxidation has been identified. Contractors will also be commissioned to site to grit blast and spray paint to the specification of paint to protect it. small allocation single pump station

(vii) Donington Northings

Refurbishment works at Donington Northings will include new pumps, motors, electrical control panels, and weed screen upgrades, while retaining the existing outfall structure. The siphon braking system will be converted to electronic control, allowing variable-speed operation for improved efficiency and reduced costs. Current limitations prevent slowing pumps due to motor cooling requirements, creating operational constraints. Consultants recommend structural inspections and maintenance every 5–10 years, depending on condition. A long-term 10-year maintenance programme has been established, supported by recruitment of a project manager and an additional pumping station caretaker. Significant investment is anticipated, with individual components such as weed screen cleaners costing around £150,000 and pumps approximately £1 million each. These refurbishments aim to extend station life by 50 years, with enhanced ongoing maintenance to prevent future deterioration.

2559 To receive Policy No 8 Relaxation of Board Byelaw No 10 (The 9 Meter Byelaw) - Agenda Item10

The Committee RESOLVED to recommend that the Relaxation of Board Byelaw The 9 Meter Byelaw (No. 8) be approved at the next Board meeting.

2560 To review the new Policy on Piping - Agenda Item 11

The Committee RESOLVED to recommend that the Policy on Piping (New) be approved at the next Board meeting.

2561 Any Other Business - Agenda Item 12

Mr V Barker raised an access issue, in Gosberton Clough, caused by a Leylandii hedge obstructing maintenance machinery along a board-maintained drain. While one section remains accessible, the bend is blocked, leading to weed growth and restricted water flow. It was agreed to identify the landowner and approach them to resolve the matter, following the successful approach used at previous sites. Options discussed included cutting back the hedge to allow machine access and, if necessary, charging the landowner for the work. Enforcement would only be considered if cooperation fails. Tess will investigate ownership and liaise with the parties involved.

There being no further business the meeting closed at 15:29.

BLACK SLUICE INTERNAL DRAINAGE BOARD

STRUCTURES COMMITTEE - 17 NOVEMBER 2026

AGENDA ITEM 06

STRUCTURES REPORT

1. Structures Culvert Replacement

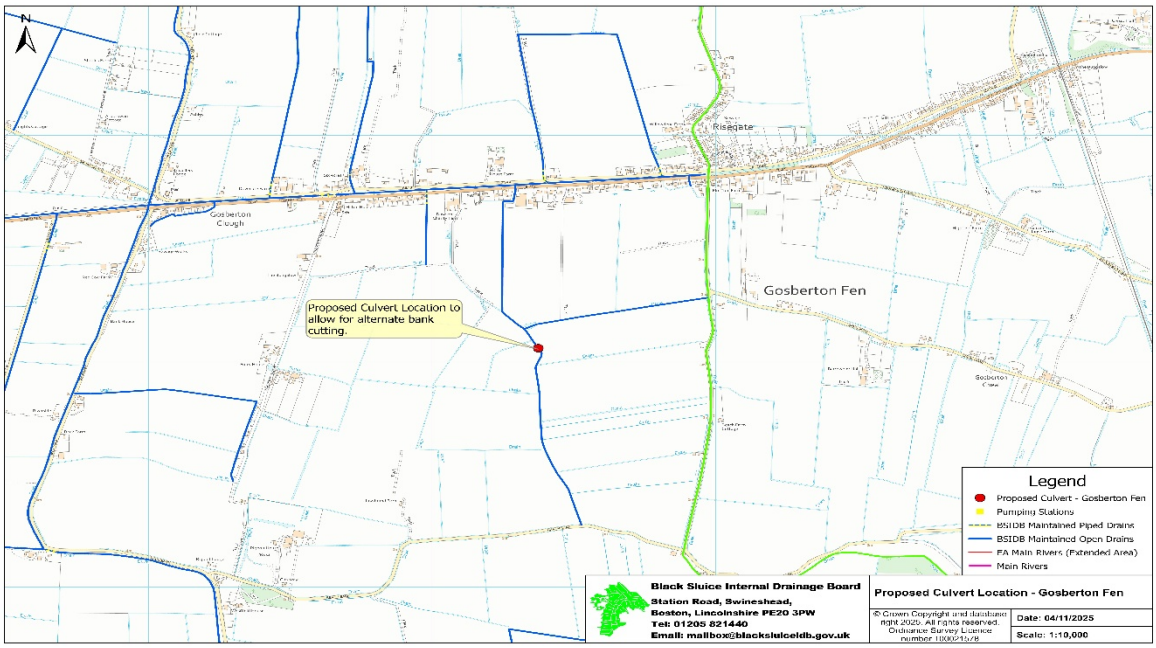
(a) Bicker Drove

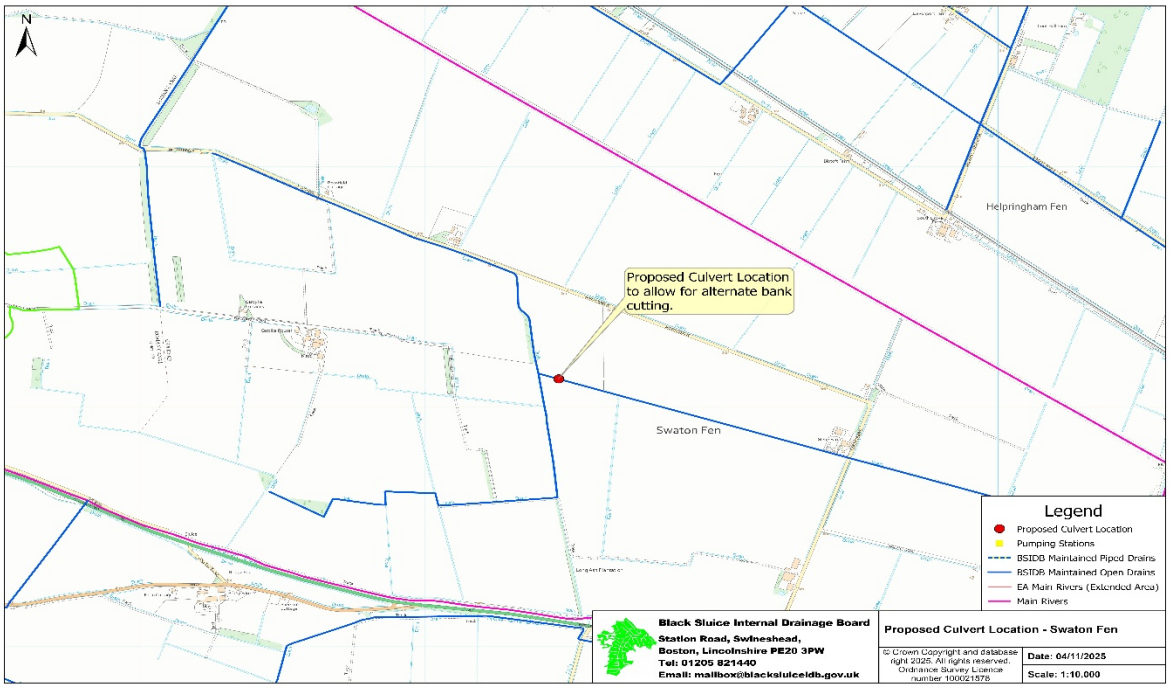


The culvert installed by AGR's solar farm contractors is approximately 1 metre too high and is therefore not fit for purpose. A survey carried out by the Board confirmed the level discrepancy. Tess Manning, BSIDB Enforcement Officer, arranged an office meeting for the week commencing 10 August 2026, having notified the site manager, to discuss removal and reinstatement. A further meeting was held at the Board's office on 25 August 2026 with James Riggall, Site Manager. Following that meeting, the Board's Chief Executive advised that a drawing or plan showing a proposal to remove the bottom of the culvert to allow water to flow could be considered, subject to an engineer's sign-off before any agreement. The alternative is to remove the culvert completely. The Board is awaiting a response from AGR.

2. Additional Access Culverts for the Board's Machinery

Excavator routes are continually reviewed. Last year, two additional access culverts were identified as a way to improve operational efficiency by reducing the number of Unimog moves and enabling both sides of the bank to be cut in line with the Board's Biodiversity Plan. Both culverts have now been completed.





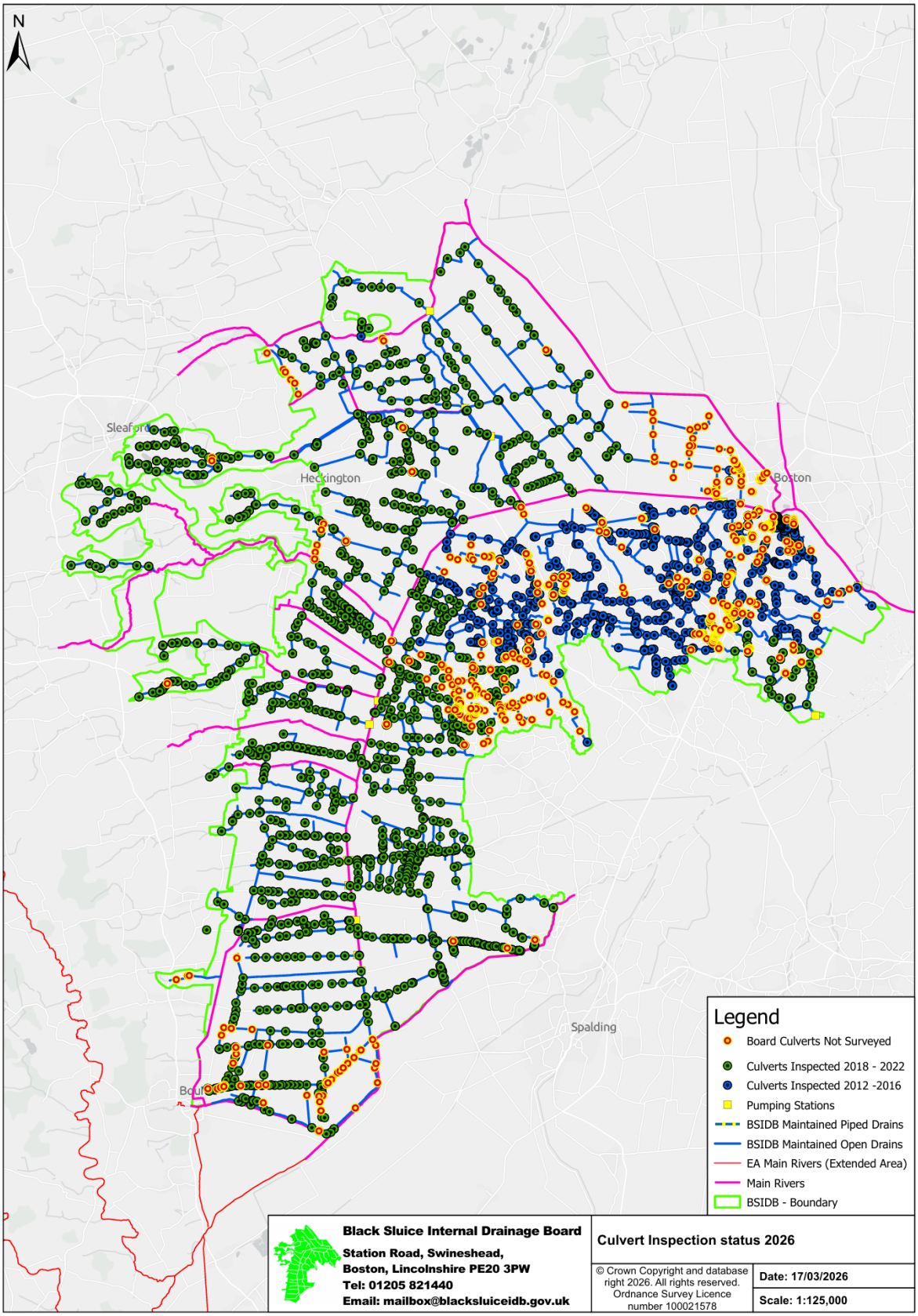
3. <u>Concreting of BSIDB Yard</u>

Work to concrete the main yard began in March 2026 and is ongoing. Before the summer cutting programme, 28 bays had been concreted, completing over half of the yard. The remaining work is planned for December through to March.



4. Culvert Surveys

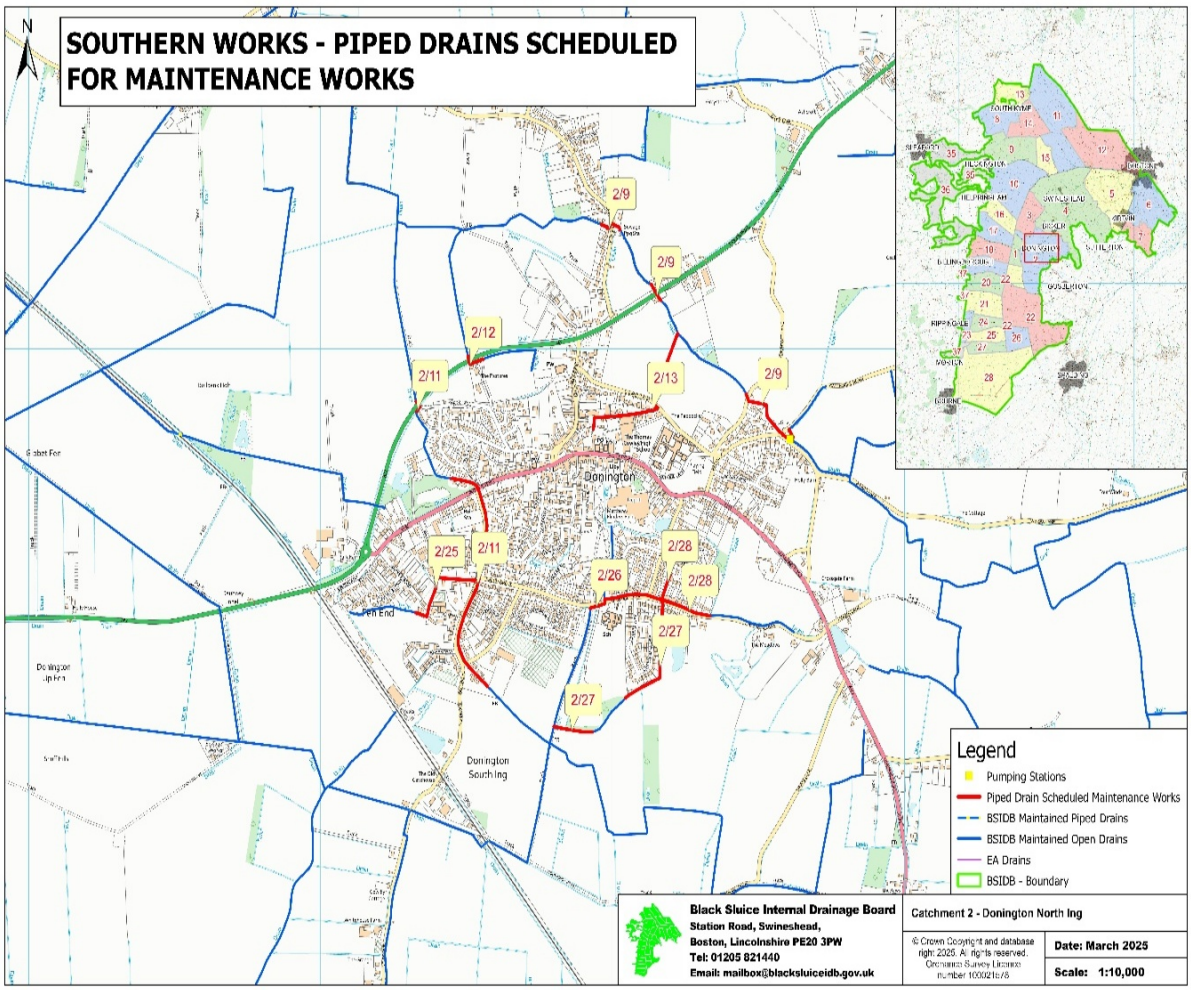
The map shows the culverts that remained to be surveyed. Of those outstanding surveys, 80% have now been completed. The remaining surveys will be completed once a new site surveyor has been appointed.

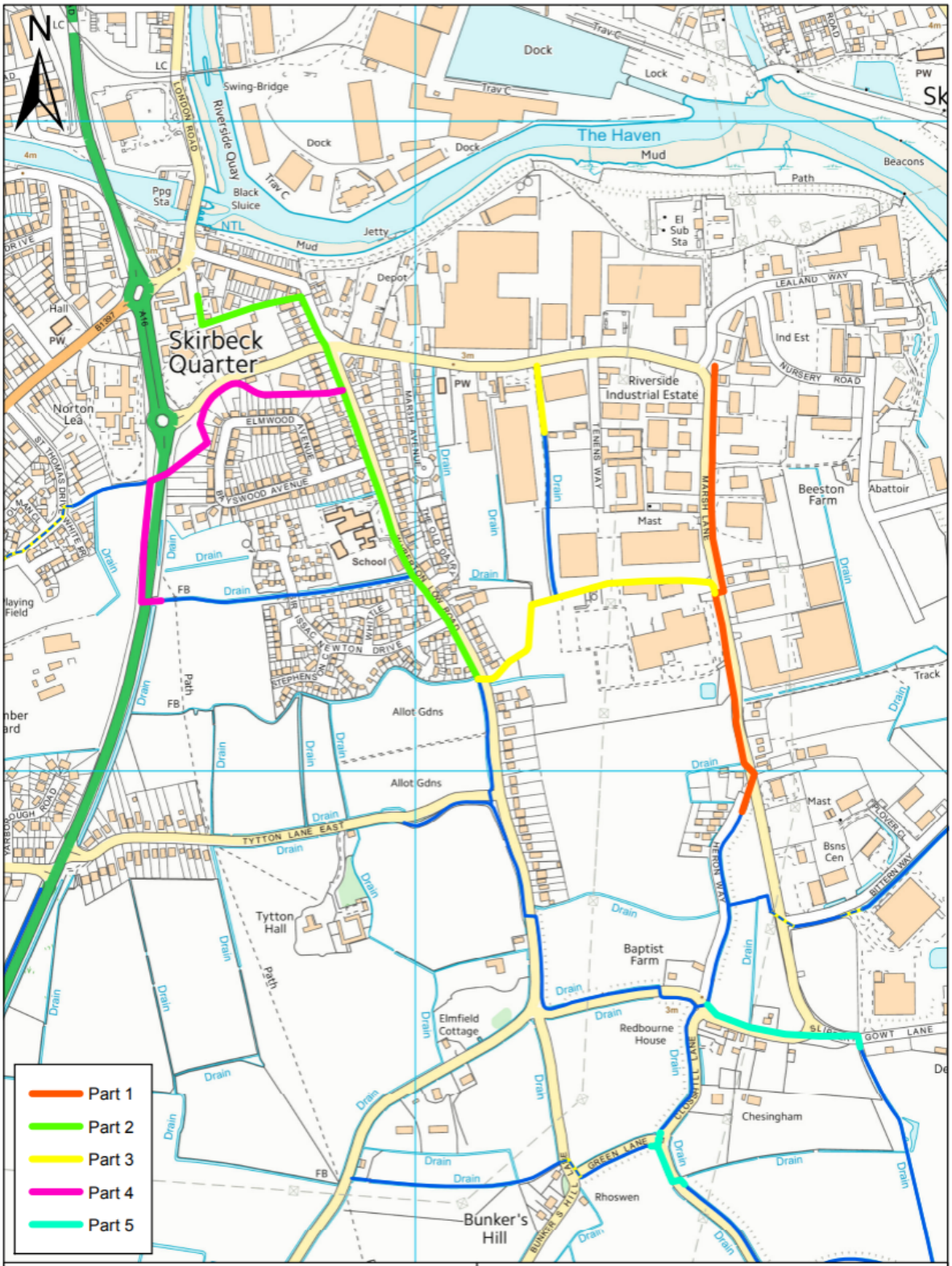


5. Jetting and Surveying 2025/26

The map shows the areas included in the jetting and surveying programme. The works undertaken by the Board's contractor, ADC, in these areas have now been completed.

The next planned stage is to commence work at the Marsh Lane site, as shown on the map below.





Black Sluice Internal Drainage Board
Station Road, Swineshead,
Boston, Lincolnshire PE20 3PW
Tel: 01205 821440
Email: mailbox@blacksluiceidb.gov.uk

Pipelines to be Jetted/Surveyed

© Crown Copyright and database right 2014. All rights reserved. Ordnance Survey Licence number 100021578

Date: October 2014

Scale: 1:7,500

BLACK SLUICE INTERNAL DRAINAGE BOARD

STRUCTURES COMMITTEE - 17 NOVEMBER 2026

AGENDA ITEM 07

PUMPING STATION STRUCTURES REPORT

1. Swineshead PS - Structural repairs

At the time of writing this report Stantec Engineering Consultants are expected to provide the draft modelling report which is to be issued on 10th November 2026.

The geotechnical team are preparing a scope for Ground Investigations (GI) which will hopefully be issued within a month so we can get on with procuring the site investigations.

The scope has to carefully consider the positioning of the boreholes so that we do not have to look at getting a FRAP for the GI, to undertake borehole survey, it will probably need to be done in late Dec/ early Jan.

A design workshop is to be arranged for January with the ECI contractors so they can give us a robust pricing estimate,

It is also proposed to set up a monthly progress meeting with the Stantec PM and the Stantec team where we can discuss progress on Swineshead specifically, as this will be ebneficial

The Client objective is to have an OBC drafted in Jan/Feb 2027 with a view to approval in Apr/May 2027. Detail design and tendering would follow in May 2027 to March 2028 with the aim of construction starting April/May 2028 and completing in 2029. The current poor condition of the pumping station and the availability of funding is driving this programme.

2. Wyberton Chain Bridge PS Refurbishment

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.

As previously reported, Stantec Engineering Consultants have now produced the tender packs and the main contractor Aquatic Control Engineering(ACE) has now been awarded this contract.

The Structural Engineers report maintenance recommendations have all now been completed, which at this site was replacing steel stanchion supports in the lower pump room and shot blast and protective paint applied to all exposed steel.

3. Cooks Lock PS Structural repairs study

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 maintenance recommendations have all now been completed, which at this site was replacing steel stanchion supports in the lower pump room and shot blast and protective paint applied to all exposed steel.

4. Holland Fen PS Structural repairs

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.

This survey was completed by a team of divers, without the need to dam off and reduce water levels. Steel thickness test reports showed that the outfall and intake steel pile thickness in the wet dry zone showed signs of corrosion, but not requiring intervention at present.

The Structural Engineers report maintenance recommendations have all now been completed, which at this site was replacing steel stanchion supports in the lower pump room and shot blast and protective paint applied to all exposed steel.

A new LV electricity supply change at this site is expected to be completed by March 2027

5. Great Hale Fen PS Structural Repairs

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.

The Structural Engineers report maintenance recommendations have all now been completed, which at this site was replacing steel stanchion supports in the lower pump room and shot blast and protective paint applied to all exposed steel.

A new LV electricity supply to this site is expected to be completed by March 2027.

6. Great Hale Fen PS - 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 propagated 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.

At the time of writing this report, Stantec are currently providing a design and specification for the replacement slab, to then go out to tender. Part of this specification will include testing of the original concrete that surrounds the slab to establish its strength, as this sir quired for the anchor point that will support the new screen deck slab.

7. Wyberton Marsh PS Structural Repairs

As previously reported: 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.

All of the above works at this site have been completed along with the Structural Engineers report maintenance recommendations, which at this site was replacing steel stanchion supports in the lower pump room and shot blast and protective paint applied to all exposed steel.

A new LV electricity supply to this site is expected to be completed by March 2027.

8. Horbling Fen PS Structural Repairs

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 maintenance recommendations have all now been completed, which at this site was shot blast and protective paint applied to all exposed steel.

9. Donington Northings PS Structural Repairs

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.

As previously reported, Stantec Engineering Consultants have now produced the tender packs and the main contractor Aquatic Control Engineering(ACE) has now been awarded this contract. New pumps have been ordered with programmed installation to commence May/June 2027.

The Structural Engineers report maintenance recommendations have all now been completed, which at this site was replacing steel stanchion supports in the lower pump room and shot blast and protective paint applied to all exposed steel.

Black Sluice Internal Drainage Board

Policy No: 9

Structures Replacement Policy

Review Dates:

Board Approved	
Reviewed by the Structures Committee	17 November 2026

1. PURPOSE

This document sets out the policy of the Black Sluice Internal Drainage Board concerning the repair or replacement of structures where the integrity of the structure deteriorates to such an extent that it is unable to convey the necessary flow in the drainage channel, or if it becomes unsafe for either vehicle or pedestrian traffic to cross the watercourse.

In the first instance, if a structure has deteriorated to such an extent that it is holding up the flow of water, then the obstruction shall be removed by the Board.

2. INTRODUCTION

The structures that will be included in this policy include:

a) Clear span bridges constructed to take all types of vehicles.
b) Clear span bridges for pedestrian use only.
c) Culverts constructed to provide access across the watercourse.
d) Culverts constructed for the purpose of maintaining the flow in watercourses where there is instability to the banks.

3. BLACK SLUICE POLICY

This policy is concerned with the replacement of existing structures only.

The Board has a separate policy which addresses applications to place new structures in/over watercourses.

4. 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 the Owner/Occupier contributing to the cost of reconstructing sub-standard structures.
- The provision of clear guidelines to the Owners/Occupier.
- Powers are delegated giving a more efficient and timely service.

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

5. DELEGATED POWERS

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 this 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.

6. GUIDELINES

Guidelines are given below on the following types of structures:

a) Structures carrying Highways maintained by LCC.

b) Structures used by the Owner/Occupier.

c) Structures used by both the Board and the Owner/Occupier.

d) Structures constructed by the Board to allow free drainage of the land.

6.1 Structures Carrying Highways

It is generally the case that all clear span bridges and culverts carrying LCC highways are owned and maintained by LCC. If replacement is required because the structure is substandard then LCC will be responsible for the total cost of the reconstruction.

6.2 Clear Span Foot Bridges

It is generally the case that all clear span footbridges which carry footpaths over Board maintained watercourses are owned and maintained by LCC. If replacement is required because the structure is substandard, then LCC will be responsible for the total cost of the reconstruction.

6.3 Clear Span Access Bridges

These in general provide access for farm machinery to fields or to individual properties. They are mostly constructed in large watercourses.

If refurbishment or replacement is required because the structure is substandard, then the Owner/Occupier will be responsible for the total cost of the reconstruction.

These in general will not be used by Board's machinery to gain access to the opposite side of the watercourse.

However, if a substandard structure is infrequently used by the Board, and the Owner/Occupier of the structure proposes to refurbish or reconstruct the bridge, the Board may offer a contribution in line with clause 6.5 (b) towards the cost of this work.

6.4 Structures owned by the Board and Used for Access by the Owner/Occupier

These structures are required by the Board as well as the landowner to gain access for maintenance of watercourses.

The cost of any reconstruction of substandard structures in this category will be paid for by the Board and the structure will remain as a structure to be maintained by the Board.

6.5 Structure Used by all Parties

a) These structures are required by the Owner/Occupier to gain access to their land and could be used by the Board for their maintenance activities.

b) If a structure has been inspected and reported as substandard and in need of reconstruction the landowner will be notified in writing.

(i) Provided there is an accepted need for a structure at this location, the Owner/Occupier and Maintenance Director will meet. A reconstruction quotation will be offered along with a benefit contribution in relation to the Board's use of the structure as a crossing point.

(ii) After the structure has been reconstructed, it will be deemed that the landowner will be responsible for its future maintenance.

(iii) If a benefit contribution cannot be agreed the Maintenance Director will send all the relevant information to the Structures Committee for further review and determination.

c) Before any consideration is given to the reconstruction of the structure, the Owner/Occupier should be approached to ascertain if there is a future need for the structure. Consideration should be given to removing two or more accesses into a field and the provision of one in the future.

d) A culvert shall be constructed with a top width of 6.0 metres. If the Owner/Occupier requests a culvert with a wider top width, then they shall pay for the total extra cost of this work.

e) After the culvert has been replaced, the Owner/Occupier will be responsible for any future maintenance, or reconstruction of the structure.

f) If a structure has been constructed in a Board maintained watercourse, and there is clear evidence that the Board has written to the Owner/Occupier confirming the future maintenance arrangements, then the Owner/Occupier shall be totally responsible for the reconstruction of the structure.

g) If a structure is removed by the Board because it is holding up the flow of water and has not been replaced by a new structure within a period of five years, then the offer of contribution will no longer be applicable, and the Owner/Occupier will be required to pay the full cost of the construction of a new structure at this location.

h) If the Board undertake a watercourse improvement scheme which includes the reconstruction of a structure, the Board will pay the total cost of the reconstruction, but the Owner/Occupier will be required to be responsible for the future maintenance of the structure.

6.6 Culverts Used for Free Drainage

Examples of these lengths of culverts are:-

- Lengths of watercourse culverted instead of undertaking revetment works.
- Lengths of watercourse culverted to allow disposal of excavated soil.

These are the Board's responsibility, and any reconstruction required will be paid for by the Board. Responsibility for the future maintenance of the asset will remain with the Board.

6.7 Redundant Structures

If the Board agrees with the Owner/Occupier that a structure is redundant, the Board will remove the structure, and all backfill material and deposit any suitable materials on fields adjacent to the location of the culvert.

If agreed and required, the Board will dispose of the excavated material at an agreed cost with the Owner/Occupier.

6.8 Further Guidance

If the Owner/Occupier is unhappy about the circumstances of a particular structure designation, then this should be referred to the Structures Committee for final determination.

Contractors may be appointed by the Owner/Occupier to complete the works, the Board will set an invert level on site, offer specification suggestions and inspect the works during the construction phase, a set fee of £300 + VAT will be offset against any contribution made by the Board.

Inspection's frequencies to be completed by the Board, adequate notification time to be received from the contractor:

- when excavation to invert level and bases for headwalls is complete.
- when the pipe is laid prior to being backfilled, invert level checked and verified.
- when the headwalls are being constructed.

The next stage of construction should not go ahead until the previous stage has been inspected / approved by the Board.