

**Caroline O'Neill**

OBJ/29

**From:** Teresa <teresa@elydrainageboards.co.uk>  
**Sent:** 26 April 2017 09:22  
**To:** TRANSPORTANDWORKSACT  
**Subject:** RE: Network Rail Cambridgeshire Level Crossing Reduction Order

Dear Caroline,

Our postal address is The Drainage Office, Main Street, Prickwillow, Ely, Cambridgeshire, CB7 4UN.

Kind Regards,

Teresa Reed

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**From:** TRANSPORTANDWORKSACT [mailto:TRANSPORTANDWORKSACT@dft.gsi.gov.uk]  
**Sent:** 26 April 2017 09:14  
**To:** 'Teresa' <teresa@elydrainageboards.co.uk>  
**Subject:** RE: Network Rail Cambridgeshire Level Crossing Reduction Order

Dear Madam,

Thank you for your e-mail. Is it possible that you could provide a postal address so that I can formally register you as an objector to this application.

Kind regards  
Caroline O'Neill

**Caroline O'Neill | Miss, Transport and Works Act Orders Unit, Department for Transport,  
1/14-18, Great Minster House, 33 Horseferry Road, London SW1P 4DR | 020 7944 3196 |**

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**From:** Teresa [mailto:teresa@elydrainageboards.co.uk]  
**Sent:** 25 April 2017 16:35  
**To:** TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gsi.gov.uk>  
**Subject:** Network Rail Cambridgeshire Level Crossing Reduction Order

Dear Sirs,

I write as the Engineer to the Ely Group of Internal Drainage Boards. We are a consortium of ten Drainage Boards. The Group covers 47,000ha of the Fens, providing water level management via 29 Pumping Stations to this vital growing region of the UK.

Where works are undertaken on watercourses within the Board's District, the consent of the Board is required. This is also true for any works within nine metres of a Board's Main Drain.

All the Boards within the Group are within the managed pumped system. The Board's Pumping Stations have a limited capacity. Therefore, the Board will not allow unattenuated surface water discharge. Any new discharges need the consent of the Board. It is vital that this consenting process is not bypassed, so we can ensure that our Pumping Stations are not overwhelmed.

I have made representations to the previous consultants, but it is disappointing that they have not been included in the Project Response Section in Folder 1.

Many of the proposed associated crossing closure works will need the consent of the Board and Network Rail should contact the Boards in the future.

Below I list the crossings where the Board has objections to closure due to operational issues:-

CO1 Chittering – Waterbeach Level IDB

The Board use this crossing to gain access to our Main Drain network to undertake maintenance work. The closure of this crossing will mean additional expense to the Board in the movement of the Board's plant.

C24 Cross Keys – Padnal & Waterden IDB

Part of the proposed footpath diversion is adjacent to the Board's Redmoor Main Drain. This will restrict the Board's vital maintenance operations that we undertake on an annual basis. It will also restrict any channel widening schemes we may undertake in the future to reduce flood risk in the District.

C27 Willow Row – Littleport & Downham IDB

The Board use this crossing to access a water level controller. This controller is vital to the management of the District as it allows us to raise water levels to supply water for the irrigation of crops. We believe we will not be able to access this structure via the proposed diversion.

In addition to the above, the Board understand that public access will be stopped at the following crossings, but private use will remain:-

C22 – Wells Bridge

C26 – Poplar Drove

C28 – Black Horse Drove

As we currently use these crossings to access our flood risk assets, the Board will require their access right to remain.

I would like to point out that I am pleased that the Group were consulted on this matter. However, I was shocked over the amount of duplicated letters we received. In relation to the 11 crossings which we were consulted on, we received a total of 59 letters, many of which were duplicated. The highest we received were 15 for the same level crossing! We also received 4 copies of the Folders 1 and 2 that were provided. Talking to landowners, it seems that many received several duplicate letters too.

Yours faithfully

Andrew Newton

Engineer to the Ely Group of IDBs

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