

Person spoken to:	Mr Russell Wright [Clerk] Mr John Ayres [Chairman] Vice Chairman	Date & Time: 19 th March 2009
Representing:	Holmewood & District IDB	Phone:
Subject:	Great Fen	
Atkins Representative:	Gary Roberts	
This is a record of:	<input type="checkbox"/> Telecon <input checked="" type="checkbox"/> Meeting <input type="checkbox"/> File Note <input type="checkbox"/> Visit	

Details:

RE – Great Fen Project

Meeting was held to discuss information that may be available on the Holmewood & District IDB, particularly the operation of the drainage system and whether any additional in-channel survey may be available. RW confirmed that the Bullen's survey is the latest survey information which has already been provided. Any other survey was undertaken in the 1970's / 80's and so will be far too old. The MLC will have records of survey data and drawings for IDB structures, including the pumping stations.

Discussion was had over the drainage regime of the district and the particular problems with drainage. The attached annotated sketch highlights these key issues and problems and in particular those associated with the proposed isolation of the land west of the railway. Summary of key issues raised are:

- High area of land dividing the northern area served by Yaxley P/stn from the southern area draining to the railway culvert. Although there is a physical connection at two drains, The link at the railway line is stanked off and the second does not work due to the ridge of high ground. The land to the south is lower than that in the north. Need to confirm levels to establish what fall, if any, there is between the railway culvert and Yaxley P/stn.
- Yaxley pumping station comprises 1x 18" Gwynne's pump giving 400l/s discharge. Not sufficient for whole area if isolated.
- Area of land between north and south areas suffer from Fen Blows, therefore there is a risk of siltation filling the proposed connecting drain; high maintenance costs.
- Highland run-off from western end around Holme. This may require a catchwater drain to drain highland flow into the pig water drain [although culverted section through Yaxley is a problem] or southwards to Holme and into the MLC "New Dyke" drain [although how will it get under the road at the railway crossing?
- Summer retention levels, currently water for irrigation in the southern half of the land west of the railway comes from the inlets inside the Great Fen area. How will this be maintained? Only inlet west of railway is at Yaxley and is not sufficient for whole area if isolated.
- There appears to be areas of high ground which are not being picked up by topographical data [LiDAR], particularly inside Great Fen Area.
- Possible alternative pumping station locations were discussed and these are highlighted on the attached plan.

GR also noted that a series of groundwater monitoring boreholes are going to be installed along the railway line. Access arrangements for the contractor who will install these will need to be agreed with the IDB.

Action Required: Confirm survey data available
Check drain levels between southern area and Yaxley p/stn
Access arrangements for groundwater monitoring

Distribute to: Russell Wright
John Ayres
Chris Gerrard
Alan Bowley
Atkins

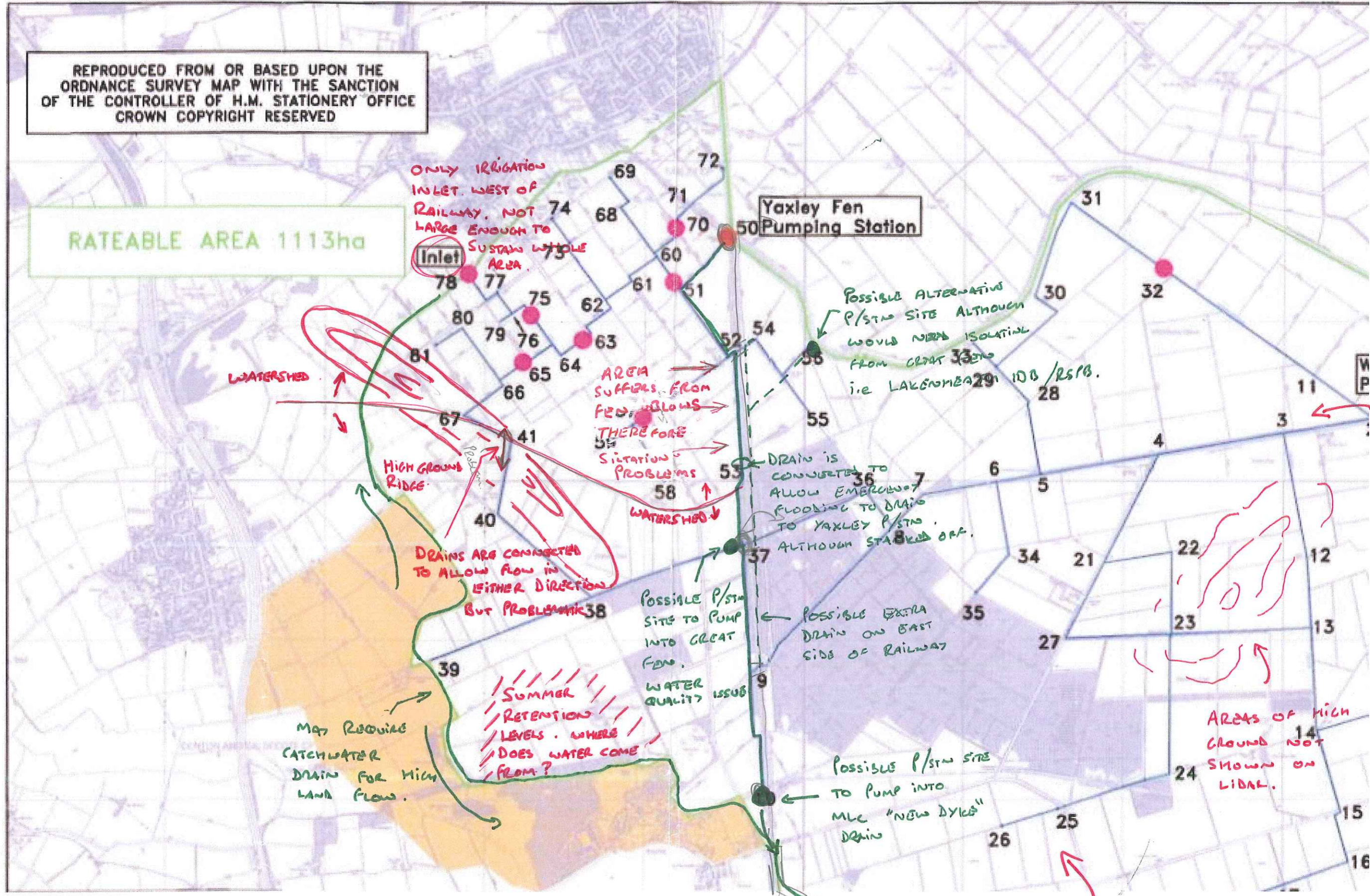
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RATEABLE AREA 1113ha

Yaxley Fen
Pumping Station



ONLY IRRIGATION
INLET. WEST OF
RAILWAY. NOT
LARGE ENOUGH TO
SUSTAIN WHOLE
AREA.

WATERSHED

HIGH GROUND
RIDGE

DRAINS ARE CONSIDERED
TO ALLOW FLOW IN
EITHER DIRECTION
BUT PROBLEMATIC

SUMMER
RETENTION
LEVELS. WHERE
DOES WATER COME
FROM?

MAY REQUIRE
CATCHWATER
DRAIN FOR HIGH
LAND FLOW.

AREA
SUFFERS FROM
FLOODING
THEREFORE
SITUATION
PROBLEMS

WATERSHED

POSSIBLE P/STN
SITE TO PUMP
INTO GREAT
FEN.
WATER
QUALITY
ISSUE

DRAIN IS
CONVERTED TO
ALLOW EMERGENCY
FLOODING TO DRAIN
TO YAXLEY P/STN.
ALTHOUGH STAGGED OFF.

POSSIBLE EXTRA
DRAIN ON EAST
SIDE OF RAILWAY

POSSIBLE P/STN SITE
TO PUMP INTO
MLC "NEW DYKES"
DRAIN

Mile
Drain.

POSSIBLE ALTERNATIVE
P/STN SITE ALTHOUGH
WOULD NEED ISOLATING
FROM GREAT FEN
i.e. LAKENHEATH IDB/RSPB.

INLET
FROM MLC
FENS
LAND
WEST
OF
RAILWAY

AREAS OF HIGH
GROUND NOT
SHOWN ON
LIDAR.

INLETS FROM MLC
FENS LAND WEST
OF RAILWAY LINES