

Further to your Email

Formal Objection to water abstraction alteration to lock gated level at Keadby and closure of Highway which SSE have done already in site plan .

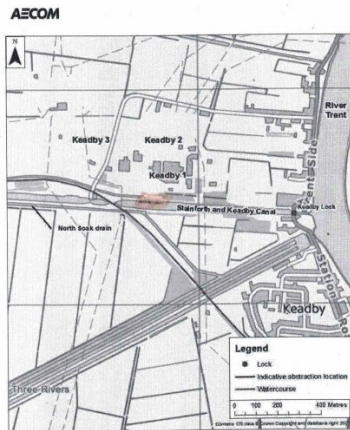


Figure 2: Location of Proposed Abstraction and Keadby Lock

The canal connects the River Don and River Trent and flows around the urbanised residential settlements of Stainforth, Kirk Bramwith, Barnby Dun and Kirk Sandall whilst flowing through Thorne and Doncaster. The canal also traverses the South Humber Side Main Line and the M18 motorway.

Local hydrology

The proposed abstraction location lies approximately 750m west of the tidal River Trent which flows in a northerly direction towards the Humber. Approximately 750m to the north of the proposed abstraction location, beyond Keadby Common is Waring Drain, an ordinary watercourse maintained by the Isle of Axholme and North Nottinghamshire Water Level Management Board ('the IDB') that flows east and into the tidal River Trent via sluice gates. Waring Drain includes Paupers Drain; an artificial waterbody influenced by tidal locking with flood embankments on either side.

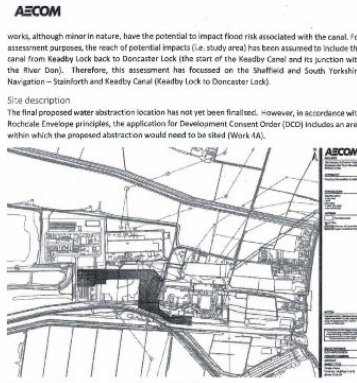
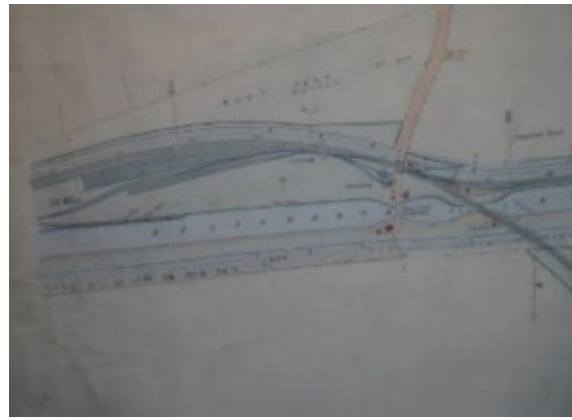


Figure 2: Location of Proposed Canal Water Abstraction (W04-04)

The proposed abstraction would therefore be positioned on the northern bank of the canal located south of the main power plant within the proposed Keadby 3 site. The highlighted area on Figure 2 indicates the area within which the abstraction is proposed to be located and the position of Keadby Lock.

1. The position of the proposed pumping station is in the Syphon (coloured red) the area.
2. The **(Stainforth and Keadby Canal Act (1793) Sections 64-69)** parliament legislated the Proprietors shall make two Soke Drains parrel to the Canal, with a level bottom and Slopes and Batter of 1 in 2 feet (45 degree), from the Boating Dike at Thorne declining to two new Trent Sluices outlets to the River Trent at Keadby. The drain were and still are today to prevent seepage and overflow onto the Lincolnshire and Yorkshire Levels by River Don flash flooding of their land awarded under the Great Seal of England by Charles .
3. The North Soke Drain is a flood Defence. What parliament has given only Parliament can take away. In plan and simple words.
4. SSE companies at Keadby North Lincolnshire are stopping up 3 public Highways, with gates and fencing and bollard.



Keadby Inclosure map (Lincolnshire archives)

SSYN Act Plan (PRO Kew)



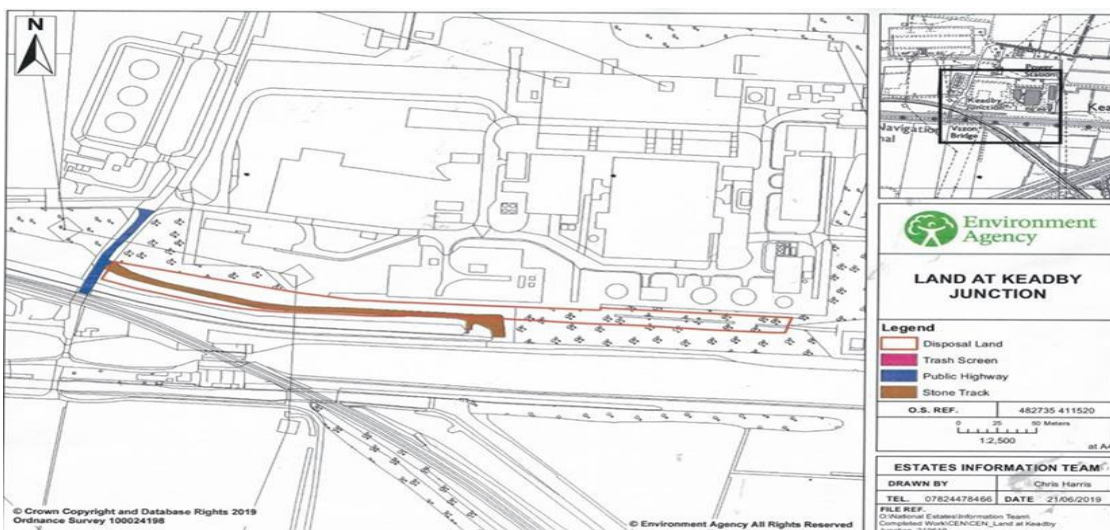
coal fired Power Station photos. (Grimsby Archives)

Keadby coal



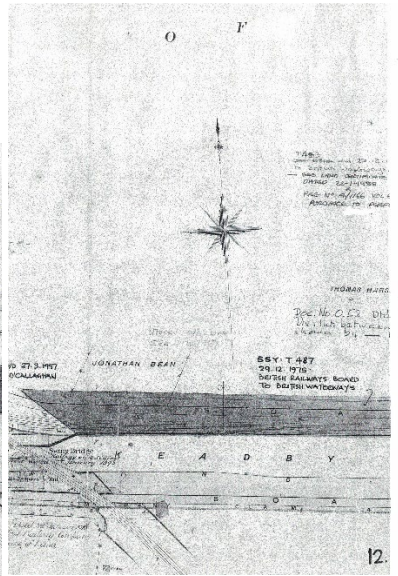
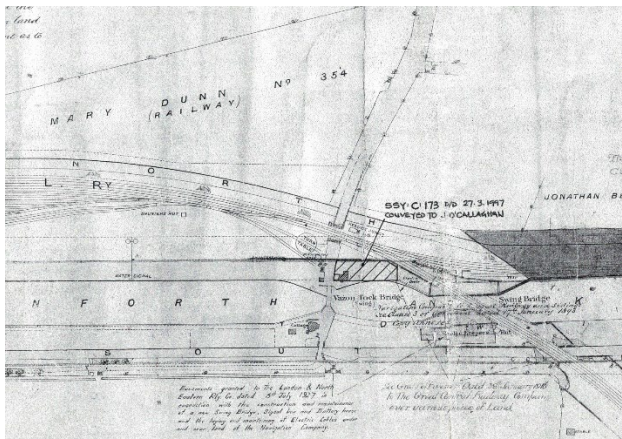
Road closed

without lawful authority.



The "Brown Track" is a statutory road or way set out in 1802 to maintain the North Soke Drain. It was and still is a road or way to the ferries to/from Hull and Gainsborough from the Keadby Trent Wharf. I have with others gone to Hull on the Waverley.

The law holds that a way to a ferry is a highway



Land sold did not include to the Siphon. Monument of Title.

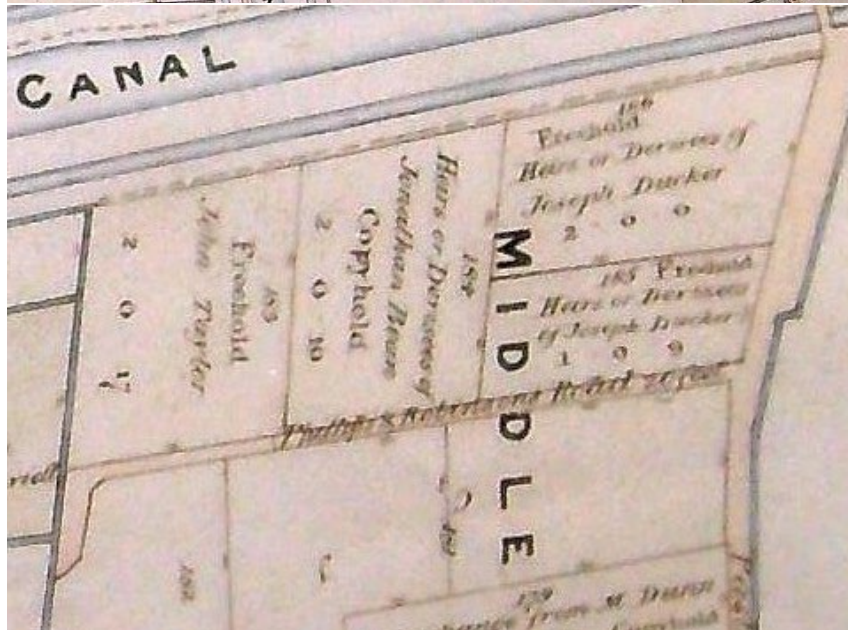
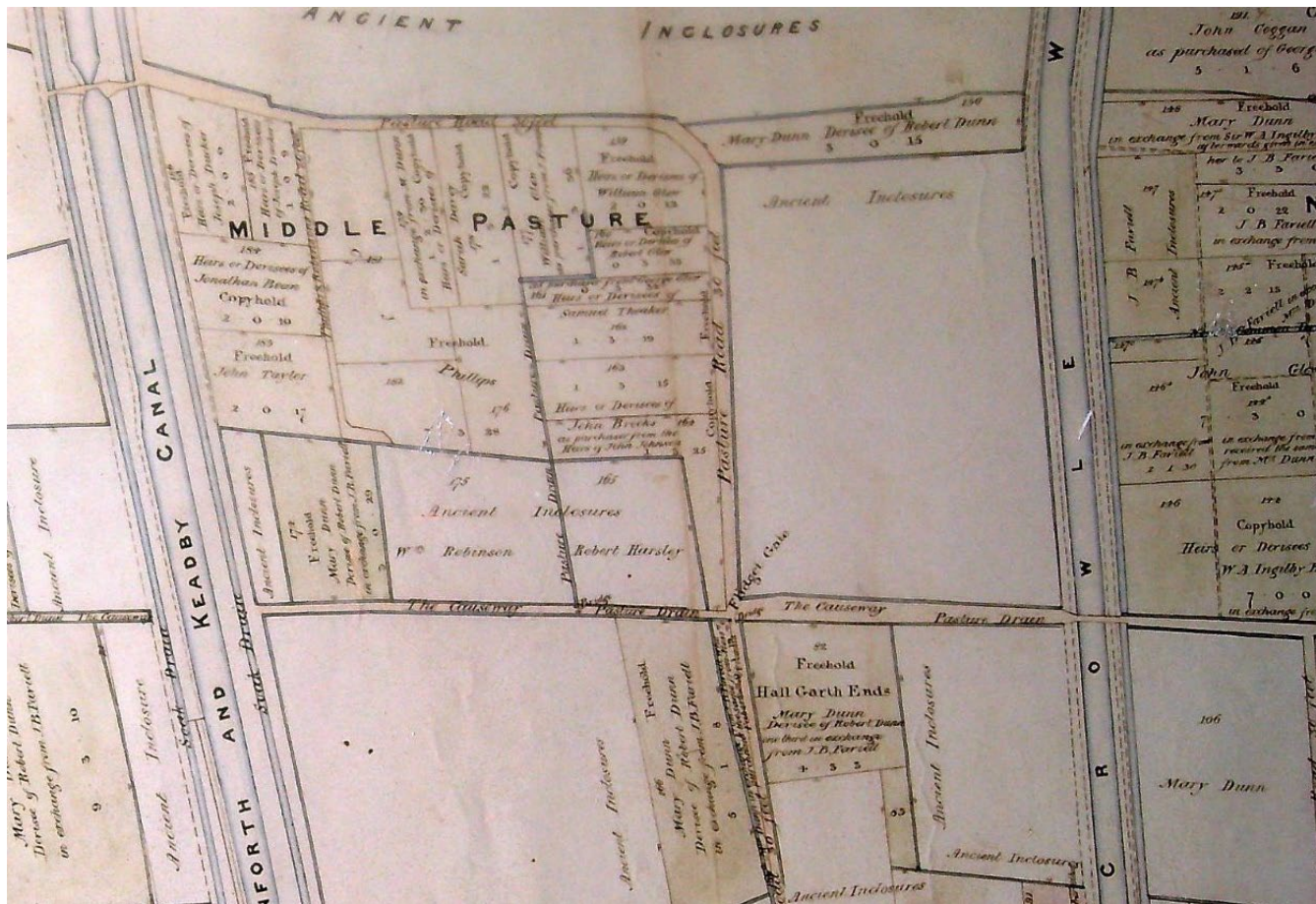


No. 240 - Disposal of excavated material - portion of spoil tip in dis-used section of North Soke Drain to be filled. 11/10/52.

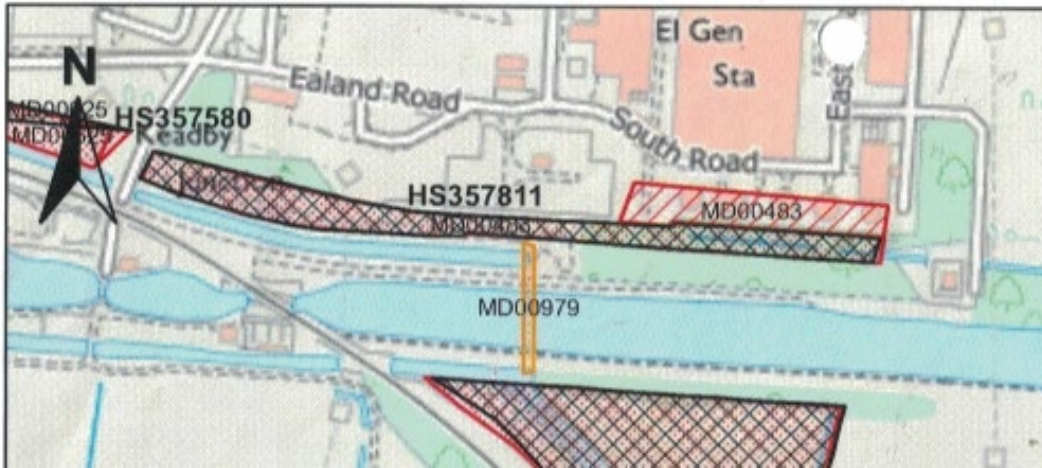


No. 720 - Disposal of excavated material - spoil tip in dis-used section of North Soke Drain - View looking east - 11/11/52.

- 5. The Causeway predates the canal , from Chapel Lane across to the North Soak Drain This highway is a pre-1835 high Pasture Road is Chapel Lane today.



The new allottees, heirs Joseph Ducker, Johnathan Bean and John Taylor, awards were bounded by the dash line feature and Philips and Davidsons road



6. Phillips and Robinsons road is on Keadby Inclosure (1861 Awarded to be maintained in the same way as public roads in Keadby. It is a pre-inclosure road to ancient inclosure. Maintained the same as other public highway in Keadby.

Finance Act 1910 Number 146. 312 area is Philips and Davidsons road



members of the Council a matter outside the Councils duty. Councillor Mr Gingle proposed & Councillor H Glew seconded that a letter to this effect be sent to the Clerk to the Rural District Council
Carried

339 The Chairman told the meeting that the Clerk to the Rural District Council informed him that the Phrasology of the notice on the Board in Phillips & Robinsons Road was not in accordance with the Law as there could not be a Trespass on a Public Road. It was resolved on the proposition of Councillor H Glew seconded by Councillor Mr Gingle that the Chairman interview the Clerk (Mr W E Burrows) and ask him if it would be in order if it was altered to read

" Anyone causing an obstruction on this Road or allowing cattle to stray thereon will be prosecuted
By order

Carried

which the inhabitants feel is a question for the protection of life & property. This it is considered is a question not only for the Licensing Authority but for the people locally
Carried

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Land charges Act 1925

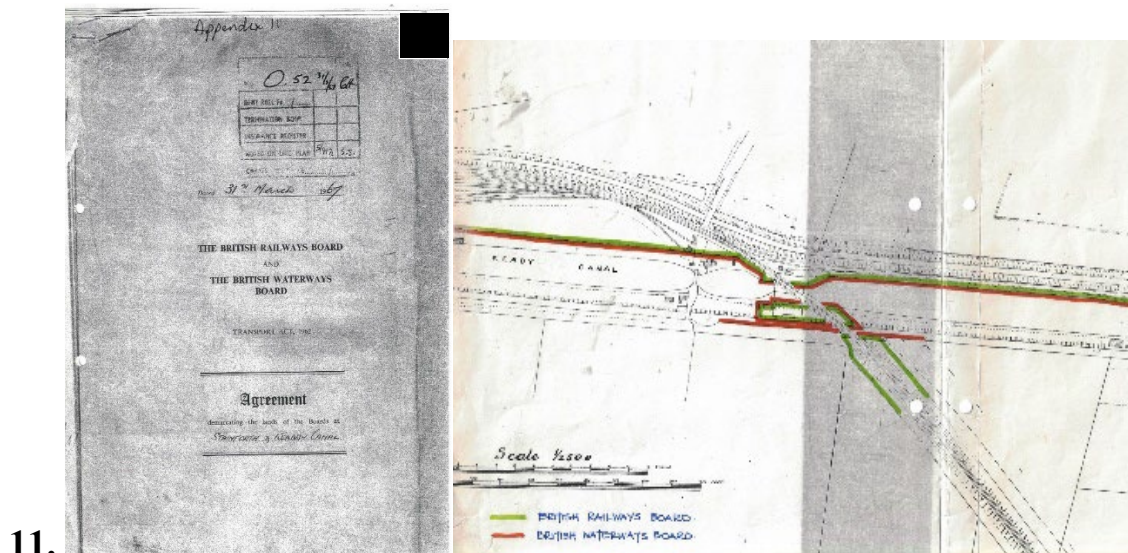
338 The Chairman stated that the Clerk to the Isle of Agholme Rural District Council required information regarding the adjoining Property Owners to the Road known as "The Causeway" from Bushey Dyke in the North to the North Soak Drain in the South of the Parish. & Phillips & Robinson Road. as however this was considered by certain



7. **Keadby Manor** Between 1185-1565 Keadby was a Knights Templar Manor. Adam de Keadby had a strong association with Keadby and Temple Belwood. **(English Seignorial Agriculture 1250-1450) B.M S. Campbell** (J. Michael Jefferson The Templar Estates in Lincolnshire, page 85) **(English Seignorial and Agriculture 1250-1450) B.M S. Campbell** relating to the Manor of Keadby.
Keadby Manor Lincoln 19, and East Riding Archives Beverley, DDTR/443-656., 214 item)
8. The S& K Canal Act proprietors were required to fence the purchased Keadby Common from the Lord of the Manor of Keadby and his tenants.
9. **S&KC Act 1793 (Section 53)** legislated “All Persons” Shall have Free Liberty to use the Roads and Ways belonging to the said Company of Proprietors with Horses, Cattle and Carriages, except the Towing Path. When the Canal opened in 1802 on the North side of the North Soke Drain was a road or way from Crowle Wharf to Keadby wharf on the River Trent, it was not a Towing path, therefore the public had free liberty to use it
10. That legislation is not an ab extra, it is duty, place on the Canal proprietors and their successors in perpetuity. The Roads or Ways on the Canal are pre-1835 .
11. Each time the road or way was moved between 1861-1956 was by legislation
12. **(a) The South Yorkshire Railway and River Dunn Act, Vic. Cap clxix (1861)**
(b) HC/CL/PB/2/29/72 Manchester, Sheffield, and Lincolnshire Railway (MS&LR) Opposed Private Bill Committee Evidence, 1861, volume 72 South Yorkshire Railway (Keadby Extension) bill and Plans, Opposed Private Bill Committee Evidence, 1861, volume 72 South Yorkshire Railway (Keadby Extension) bill.
(c) Vic. Cap lxxxvi (1866) An Act to Authorize the South Yorkshire Railway and River Dunn Company to widen and improve a portion of their Railway and abandon other thereof; and other purposes relating to the same railway. 11th of June **(Document (National Archives Kew. RAIL 825)).** The SYR and River Dunn Company was leased

for 999 years to Manchester Sheffield and Lincolnshire Railway Company by South Yorkshire Railway and River Dun Company's Transfer Act 23rd June 1864. Under South Yorkshire Railway and River Dun Company's Vesting Act of 16th July 1874, South Yorkshire Railway and River Dun Company was dissolved and vested in Manchester Sheffield and Lincolnshire Railway Company.

(d) The Sheffield and South Yorkshire Navigation Act 1889 Plans Following the Act 1889 transferring the Navigation from the Manchester, Sheffield and Lincolnshire Railway to the Sheffield and South Yorkshire Navigation Co.



On the 31st March 1967 demarcation agreement

Drainage North Soke is also Main River.

13. Elmhurst Pumping Station at Thorne discharged into Thorne Waste Drain, which runs in a South Easterly direction to the New Zealand Pumping Station, owned and operated first by the NRA and now the Environment Agency. As well as taking the discharge from Elmhurst and some side flow into the Thorne , Waste Drain, the Soke Drain also caters for the remainder of the town area of Thorne and farm land adjacent to Thorne Peat Moor. It also takes the water at Medge Hall pumping station from Crowle Yorkshire common, Lovers Ground pumping from Godknow common, gravity feed from Nettle common and Elland common and Keadby common Boundary Drain

North Soak Drain at Keadby syphon under the Canal to the South Soke Drain, and to Three Rivers lagoon at Keadby Pumping Station.

14. The water management scheme on Thorne and Crowle Moor has use Plastic piling to maintain a water level.

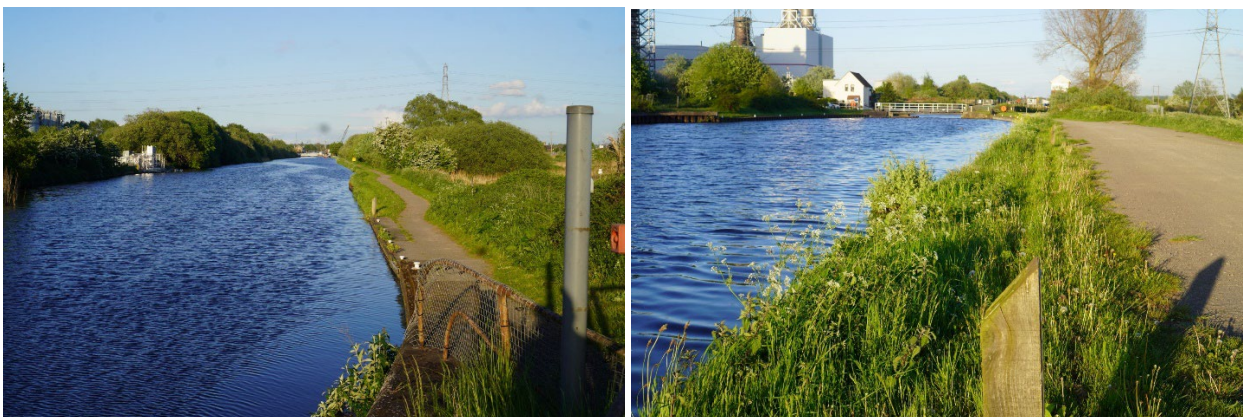
15. The North Soak from Crowle Railway Station back towards Thorne is over grown and restricts the water flow has flooded adjacent farm land.



16.

The facts are that the River Don maintains the water level in the Stainforth and Keadby Canal. And it is notorious for flash floods.

I have walked the Canal for the 20 years almost ever week and the level of the canal is too high, it already laps over piling in Keadby and on to the Towing path. 50 millimetres will increase that overflow when a barge passes through the Basin. In many places it has already undermined fishing pegs making the towing path dangerous.



From the overflow to Syphon the grass and weeds are about a metre high. After the Railway the grass is not cut hiding where the bank is undermined

Conclusion

There is no report on the condition of the north side of the canal bank which the Soak drain flooded Godknow common.

The North Soak Drain should be Cleared from before Crowle Station to Maud Bridge. The adjacent 14 feet wide Bank of the North Soke Drain from Crowle to Mauds, as this is the low ground that floods.

The Secretary of State cannot give permission by including in new Site plans, to stop up highways they did not make section 247/8 TCPA application for previously Granted planning permission

John Carney 9/5/ 2022.