



The Moors at Arne Project, Stakeholder Liaison Group

20 March 2024, 6-7pm Kier Site Office

Attendees:

17 members of the local community

Project Team:

Neil Watson - Environment Agency Coastal Engineer

Catherine Farrugia - Environment Agency Senior User

Anna Yardley - Environment Agency Assistant Project Manager

Matt Phillips – Kier Senior Project Manager

Alan Kerr – Kier Site Agent

Kate Sampson – Kier Public Liaison Officer

Lesley Hodgson - NEAS

Welcome

The team gave a brief welcome.

Programme Update

The team provided an update on programme, describing the various storm and rainfall events during 2023 and 2024 so far, and explaining why a year has been added to the construction seasons to take completion to October 2026.

Wareham Channel Baseline Findings

The recent and ongoing LiDAR and bathymetry summaries for the Wareham Channel were summarised and it was explained that they would form the baseline against which any changes affecting navigation could be monitored and evaluated.

Planning Conditions

The team introduced the slides on the Access and Tree Protection works plan, the various construction and environmental protection policies adhered to at the site including the Sand Lizard licence that has been applied for.

Progress over Winter and works ahead

The vegetation maintenance and tree works over recent months were described and water vole mitigation across the site to create safe working areas was explained. Plans for traffic management were set out, particularly regarding delivery of plant and large loads. Principal planned works this season are to Western embankment and water control structures and the freshwater habitat receptor site.

The archaeological areas to be worked in the north-east of the site were described.

A Question & Answer session followed:

- **A question was raised on how would water voles be dissuaded?** *There is a comprehensive monitoring plan in place, the deterrence will be facilitated through the clearing of vegetation.*
- **A comment was made that there was a change in deer movements – the deer are now within the Sunnyside moving up from the Moors.**
- **A question was raised around the areas that are being cleared of vegetation.** *It was confirmed to be the working area footprint including the Furzebrook outfall area.*
- **A question was raised around the lorries being squeezed into the verges.** *The Kier team can monitor and repair any damage linked to the project, but ultimately it is the Highways responsibility.*
- **A question was raised on the likelihood of digging the lagoons during 2024.** *Lagoon embankments will be constructed from site won material. It was confirmed there will be excavators and plant this year. However, it will not be at the same intensity as 2023.*
- **A question was raised on the future embankments consisting of the original material?** *It was confirmed that it is site only material.*
- **A question was raised around overtopping.** *There was confirmation there will be remedial works done on the sluice if required.*
- **A question was raised around drainage – The maintenance of the ditch, parallel to the embankment Sunnyside needs to be reviewed.** *Riparian owners have the responsibility for the portion of ditch. The causeway area is to be reviewed by Catherine Farrugia.*
- **A question was raised on how much the extension has added to the cost?** *The construction cost has increased because of extending the programme, absorbing extra vegetation management, and inflation on wages and materials. Generally, the works costs have increased from £20million to closer to £30million.*
- **Further questions were raised on traffic management – The 20-mile speed limit has been described as insufficient. A complaint was raised that vehicles were speeding into the compound. A comment was made around an incident of a vehicle running into a tree –** *It was confirmed by the team that the reported incidents were followed up and if we are given specific details we will always follow up. Whilst we cannot enforce the speed limit on general road users, we do take steps to ensure our staff and sub-contractors follow the speed limit and diversion route.*
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- **Comments were made that the residents and big delivery vehicles were likely culprits. A new community speedwatch team has now been formed from local residents and will commence monitoring. If a person is caught 3 times, they receive a fine. Comments were made, that people may perceive the speed limit as solely for construction traffic. This is not the case, the highway codes shows that a black number in a red circle denotes a speed limit which applies to all road users. There**

is also thought that the temporary nature needs to be removed and a permanent 20 mile an hour speed limit to be applied for through the council. Kier will look into signage improvements and explore the possibility of supporting the local community with speed monitoring in line with their commitment as a considerate constructor.

- **A question was raised on the inspections of fluvial values.** The valves can be monitored by EA Equipment, for example the CCTV of the Flap valves. Monitoring of the Furzebrook outfall is linked to planning condition No. 21, to have a monitoring strategy. There will be asset inspections of other valves, including CCTV at Furzebrook. There is a new EA web address being developed with a dial in system to monitor.
- **A question was raised on the embankments. Are they are going to split over 2 years because of vole presence?** In the coming season the Western embankment will worked on along with the lagoon banks. The Eastern embankment will commence next season.
- **Observations were shared on the tendency for ditches to overfill and spill across the Arne Road near Sunnyside Farm These include: the western embankment, wharf sluice, Arne Road, before Furzebrook and the right hand ditch (Sunnyside Farm). All these areas showed flooding when filmed in a storm.** The team stated this is not within the scope to protect. This catchment is already incorporated into the project with computer modelling. It is the responsibility between Highways and land agents. It was commented that there are current problems with the existing pipework not being cleared.
- **A question was raised on invasive plants - how are they being managed?** *The construction team manage invasives carefully with the support of qualified ecologists and take robust steps to avoid spread.*