

## Somerset Rivers Authority Board Paper

**Title:** Sowy/KSD (King's Sedgemoor Drain) Enhancement Scheme Progress Report

### RECOMMENDATION

The SRA Board is asked to:

- Note completion of the de-silting work at Parchey and Dunball rail bridges
- Note and support the development of design for further enhancement of the Sowy-KSD system

### Purpose of the item:

To update the Board on the progress of the Sowy/KSD enhancement scheme.

### Background and context

The Board agreed that works to enhance the Sowy and Kings Sedgemoor Drain should continue with an incremental approach. We have previously completed works on the A392 Beer Wall culverts and channels, and refurbished Chedzoy Sluice.

### Latest status

De-silting of the Kings Sedgemoor Drain at Parchey Bridge and at the rail bridge near Dunball was completed between October and November. The contractors also removed old builders' rubble from the Parchey river bed. A notable success was getting Network Rail to clear the bridge arch under their rail bridge. This avoided the need for the SRA to take on the legal liability for any possible damage to the bridge during clearance operations.

Designers are now re-engaged on developing the first stage scheme for the main channel improvements on the Sowy and KSD. As previously reported, these works will comprise:

- Repair or improvement to around 5 small water level control structures at key locations in the moors to prevent moors "drying out".
- Restoring low spots in banks on the KSD using material excavated from the KSD, varying the channel shape to improve ecological diversity at the same time. This will include some repairs and improvements to small outfalls in this reach.
- Restore low spots on Sowy banks upstream of the A392 Beer Wall, winning material from the Sowy channel.

- Widen lower Sowy (1-2m) to obtain material to raise or create banks on the lower Sowy. Length of channel covered will be flexible to match funding.

In a separate piece of work designers are also engaged on finding a solution to further smooth and protect the right bank of the KSD just upstream of the A38 road bridge. The location, difficult access and rapidly changing water levels make this a technically challenging problem.

### **Consenting**

It has been previously agreed that changes to water level management plans must be agreed before the enhanced scheme can operate. This is not within the remit of the EA's delivery team. The Board is asked to support this work and ensure that the respective organisations come together to deliver a revised and signed off WLMP within the next 12 months.

### **Risks**

We will need to consider in-combination impacts with the Parrett dredging. The outcome of this is unknown at present. It is anticipated that this may lead to "trigger points" to allow the extra capacity of the Sowy to be used in such a way that does not cause detriment to the environment or landowners.

### **Recommendation:**

The SRA Board is asked to:

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- Note and support the development of design for further enhancement of the Sowy-KSD system

**Date: 4 November 2018**

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