

# Port of Ramsgate, Replacement of Berth 4/5 - Project Update

<b>Cabinet</b>	16 June 2022
<b>Report Author</b>	Mike Humber - Levelling Up Project Director
<b>Portfolio Holder</b>	Cllr Ashbee, Leader of Council and Cabinet Member for Port and Harbours
<b>Status</b>	For Information
<b>Classification:</b>	Unrestricted
<b>Key Decision</b>	No
<b>Previously Considered by</b>	Cabinet - 16 December 2019 Cabinet - 29 July 2021
<b>Ward:</b>	Central Harbour

## Executive Summary:

This report provides a progress update on the project to replace Berth 4/5 at the Port of Ramsgate. The project was delayed in October 2020 until an Environmental Impact Assessment (EIA) could be undertaken. This assessment work is now complete and the report describes the current position and programme for delivery of the project.

## Recommendation:

The content of this report is noted by Cabinet.

## Corporate Implications

### Financial and Value for Money

The approved project budget for the replacement of Berth 4/5 is £2.322m. This report is for information only. The project is currently forecast to be delivered within the allocated budget, as detailed at Annex 1

### Legal

This report provides a summary of project progress for noting only. There are no new legal issues arising from this report.

### Risk Management

A risk management process has been followed throughout the progression of this project. A live risk register is in place which considers a wide range of project related risks including approval of statutory consents, materials and fuel price fluctuation, seasonal environmental restrictions and impact of delay in project delivery.

## **Corporate**

The council has a contractual obligation to provide a serviceable aggregate berth at the Port of Ramsgate. An extensive Environmental Impact Assessment process has taken place and the output of this process (an Environmental Statement) has been used to inform both a planning prior approval application and a marine licence application. The council will continue to incur contractual costs until a new berth is provided.

## **Equality Act 2010 & Public Sector Equality Duty**

This report is for information only. Previous reports to Cabinet (for decision) regarding the replacement of berth 4/5 have considered this duty.

## **Corporate Priorities**

This report relates to the following corporate priorities: -

- *Growth*
- *Environment*

### **1.0 Introduction and Background**

- 1.1 The planned delivery of the Berth 4/5 project was delayed in October 2020 to allow an Environmental Impact Assessment (EIA) to be undertaken to inform the planning and marine licence consents processes for the project.
- 1.2 This report provides an update on project progress since notification was received that an EIA would be required for the project.

### **2.0 Project Progress Summary**

- 2.1 The existing Berth 4/5 was decommissioned and removed in November 2020. The removal was unrelated to the replacement contract and was necessary due to the deteriorating condition of the existing berth. Since the removal of the berth, Brett Aggregates have brought coarse aggregates to site via road rather than by sea. Road haulage of aggregates is less cost efficient than transporting it by sea.
- 2.2 In January 2021 a scoping report was submitted to the Council as Local Planning Authority (LPA) to seek confirmation of the scope for the proposed EIA. A response was received from the LPA on 16 July 2021 following its consultation with statutory stakeholders.
- 2.3 On 29 July 2021, Cabinet approved a recommendation to increase the budget for the Berth 4/5 replacement project from £1.497m to £2.322m, an increase of £825k. Part of this increase was required to fund the development of the EIA which was formally commissioned in August 2021.
- 2.4 The remainder of the increase in estimated project value is related to contractual costs associated with the anticipated 20 month delay in project implementation.

These costs are directly related to both the construction contract to replace the berth and the need to reimburse the berth customer for the higher cost of aggregates road haulage whilst no serviceable berth is available.

- 2.5 The output of the EIA process which commenced in August 2021, is an Environmental Statement (ES) which was completed early in January 2022. This document was required to inform two separate consent processes; a prior approval application to the LPA and a marine licence application to the Marine Management Organisation (MMO). Both of these applications were formally submitted on 28 January 2022.
- 2.6 Whilst the Prior Approval procedure required no statutory public consultation, a consultation was required to be completed under the EIA regulations. The 28 day consultation commenced on 11 February 2022. A further period of consultation ended on 14 April 2022 following the submission of additional information to the LPA.
- 2.7 The prior approval application and the accompanying environmental statement were considered by the council's Planning Committee on 18 May 2022. The committee granted the application prior approval. This decision also means that the Environmental Statement is accepted and the Appropriate Assessment prepared by the MMO is adopted.
- 2.8 The marine licence application was also the subject of a public consultation by the MMO which commenced on 13 April 2022 and ended on 11 May 2022.
- 2.9 The MMO has deferred the EIA consent decision to the LPA. This therefore means that the MMO adopts the decision of the LPA made on 18 May 2022 with regard to the acceptance of the environmental statement and proposed mitigations. Note: the acceptance of the environmental statement is a prerequisite of the marine licence.

### **3.0 The Current Situation**

- 3.1 The dredging and construction phases of the project are reliant upon both the granting of the planning prior approval and the issuing of the marine licence. The programme has been led by anticipated consents timescales.
- 3.2 The marine licence was issued on Friday 27 May 2022. The commencement of works is subject to a 5 working day notice period following the licence being issued, this notice was submitted to the MMO on Monday 30 May 2022.
- 3.3 Dredging to accommodate the berth is the first stage of the marine works and must be completed before the permanent berth installation works can commence. Dredging is programmed to commence from 9 June 2022 for a period of approximately 4 weeks.
- 3.4 The works contractor is due to set up the site and commence landside works early in July 2022. Marine works to install the berth will follow after the mobilisation of a crane barge by the contractor.
- 3.5 Piling and berth installation work is anticipated to be completed by the end of August 2022, with ancillary work and commissioning in September 2022.

- 3.6 It is the responsibility of the berth customer Brett Aggregates to provide and maintain the conveyor which carries bulk aggregates to the shore. The provision of a conveyor is subject to a separate planning application by Brett Aggregates to Kent County Council, which is the planning authority for waste management and mineral development.
- 3.7 The project to replace Berth 4/5 is currently anticipated to be delivered within the budget value of £2.322m, which was approved by Cabinet on 29th July 2021.

Contact Officer: Mike Humber - Levelling Up Project Director  
Reporting to: Gavin Waite - Corporate Director Communities

### **Annex List**

Annex 1 - Project Budget Summary

### **Background Papers**

None

### **Corporate Consultation**

**Finance:** Chris Blundell (Director of Finance)

**Legal:** Estelle Culligan (Director of Law and Democracy)