

DOVER WESTERN DOCKS REVIVAL (DWDR) NEWSLETTER



Autumn 2019





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|---|------------------|
| • WELCOME FROM DWDR | PG: 3 |
| • RETURN OF THE PUBLIC REALM | PG: 4 |
| User access on the pier | pg: 4 |
| Provision of benches | pg: 4-5 |
| • WHERE ARE WE NOW? | PG: 6-8 |
| Stages 1 and 2 – Marine Structures and Bridge | pg: 6 |
| Testing of WD5 (Berth A) | pg: 6 |
| Wellington Dock Navigation Channel | pg: 7 |
| Paving, Utility and Infrastructure | pg: 7 |
| Refrigerated Cargo Terminal | pg: 8 |
| Operational Readiness | pg: 8 |
| • STAGE 3A | PG: 9 |
| • MANAGEMENT OF HERITAGE ASSET | PG: 10-11 |
| • STAGE 3B | PG: 12 |
| • GOODWIN SANDS MARINE LICENCE APPLICATION | PG: 13-14 |
| • 32 MONTHS OF CONSTRUCTION PROGRESS | PG: 14-16 |
| • KEEP IN TOUCH | PG: 16 |

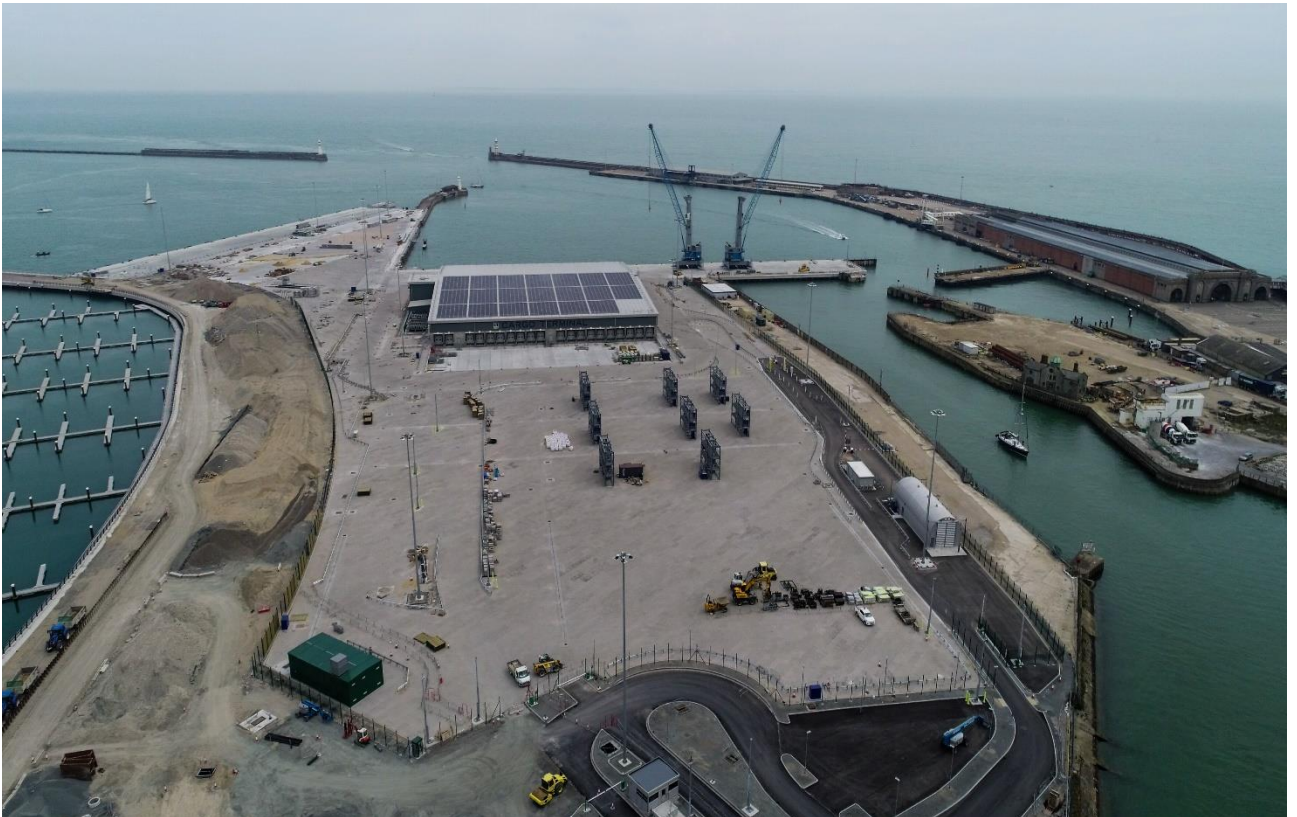


WELCOME FROM DWDR

Constructing the over two kilometres of new marine and land infrastructure for Port of Dover's flagship Dover Western Docks Revival (DWDR) development has been one of the most challenging and complex infrastructure projects ever undertaken at Europe's busiest port.

During the last thirty two months of construction for DWDR Stage 1&2 it has needed the very best European expertise in marine civil engineering, supported by material suppliers and manufacturers both locally and from Europe.

During 2019, DWDR has been further supported by UK contractors for the buildings, and paving, utility and infrastructure works.



Return of the public realm

The Dover Western Docks Revival (DWDR) development continues to make good progress and the recent return of some key aspects of the regenerated public realm, new marina pier and the reopening of the Esplanade road to Union Street in time for the May Bank Holiday have, in the main, been well received by the community and visitors to Dover.

In order to clarify discussion surrounding user access to the pier the Port can confirm that a mixed-use policy is in place, which includes, dogs, cyclists, scooters and skateboards. We request that all users respect each other's space and behave appropriately when using the facility. Unfortunately, there is no fishing.

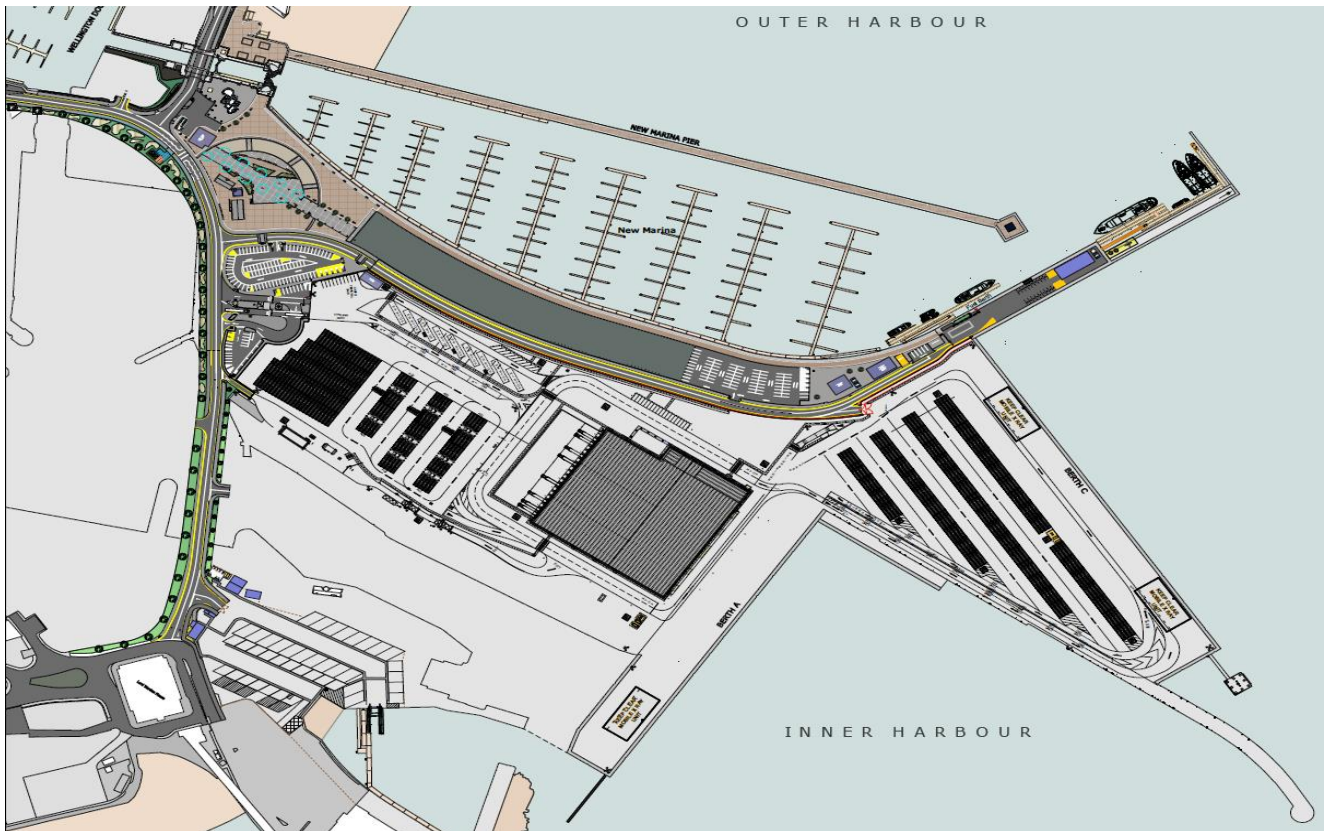


A number of visitors have commented on the lack of benches along the pier. The pier has been built to a clean and modern design with a focal seating area at the end. Following some initial feedback, we are currently investigating how we might accommodate a set of benches as a half-way resting point whilst still enabling emergency and service vehicles to access the full extent of the pier as required.

Return of the public realm

Continued

On completion of Stage 3A of the development there will be good provision for benches along the 550m of public space overlooking the opposite side of the new marina along the marina curve.



The footfall on the seafront has increased, and weather permitting, we hope the beach and pier will continue to be a popular spot throughout the autumn and winter. We have always planned that DWDR's public realm (i.e. the Marina Pier, Marina Curve, Clock Tower Square, Union Street and the new Marina Control Building) will be returned incrementally and the remaining elements are still planned to be delivered to coincide with the completion of the marina, which is now becoming more visible for those promenading on the pier, sometime during summer 2020.

Where are we now?

Stages 1 and 2

Stages 1 and 2, Marine Structures and Bridge, principal contractor Volker Stevin Boskalis Westminster was responsible for the bulk of the construction and has now all but completed with only some minor works to finish. The two new deep water berths WD4 and WD5, 300 and 250m in length respectively, are complete with WD4 already having been put to the test with the inaugural visit from Saga's Spirit of Discovery on July 5th, along with a visit from HRH the Duchess of Cornwall.

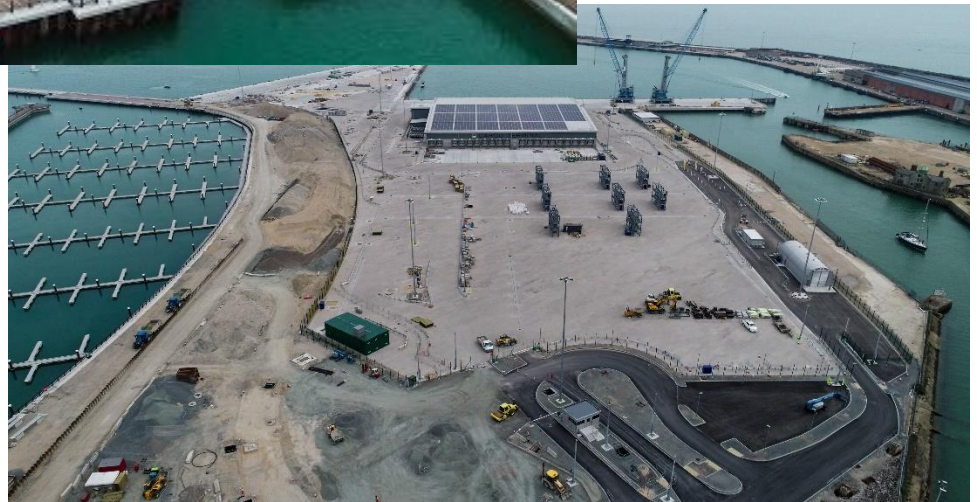
Berth WD5 recently hosted a grain vessel and is now ready for the impending operational readiness and cargo business transition deadline in early November.



Where are we now? continued

Wellington Dock Navigation Channel

The navigational channel connecting the historic Wellington Dock to the new marina has now been flooded, and the bascule bridge crossing the channel and the lock gates which provide all-tide access, have been tested and fully commissioned ready for the opening of the new marina in 2020.



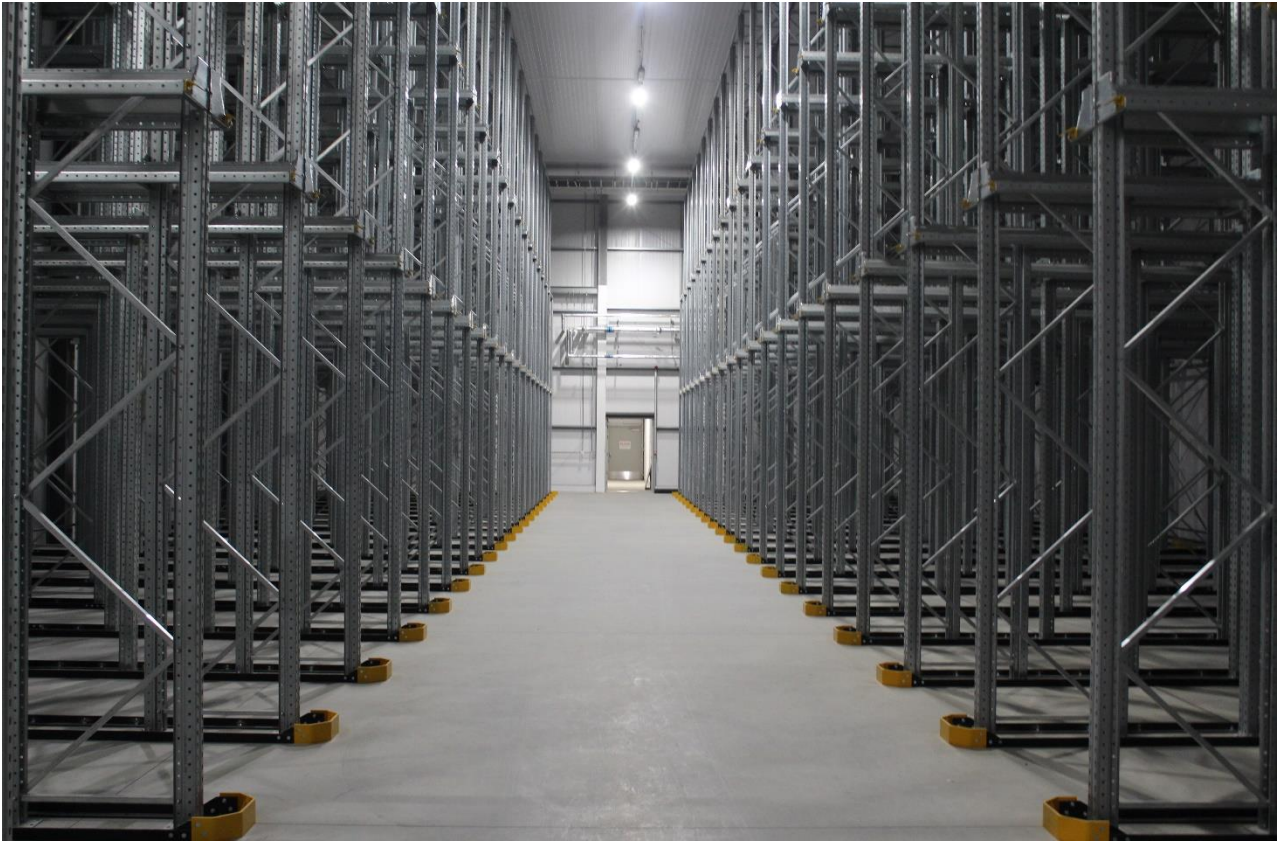
Paving Utility and Infrastructure Works

The paving, utility and infrastructure works are well advanced under the management of contractor Volker Fitzpatrick and the final stages expected to be completed in November, with handover and commissioning towards the latter part of November, on completion of Operations and Maintenance Manuals and necessary commissioning documentation.

Where are we now? continued

Refrigerated Cargo Terminal

The refrigerated cargo terminal building and fit out is complete and testing of the eight refrigerated chambers has been undertaken by the constructors of the building, Buckingham Group Limited. Work continues on the roof with Evo Energy finalising the installation of the photovoltaic panels as part of the building's sustainability initiative. Handover is expected in late October.



Operational Readiness

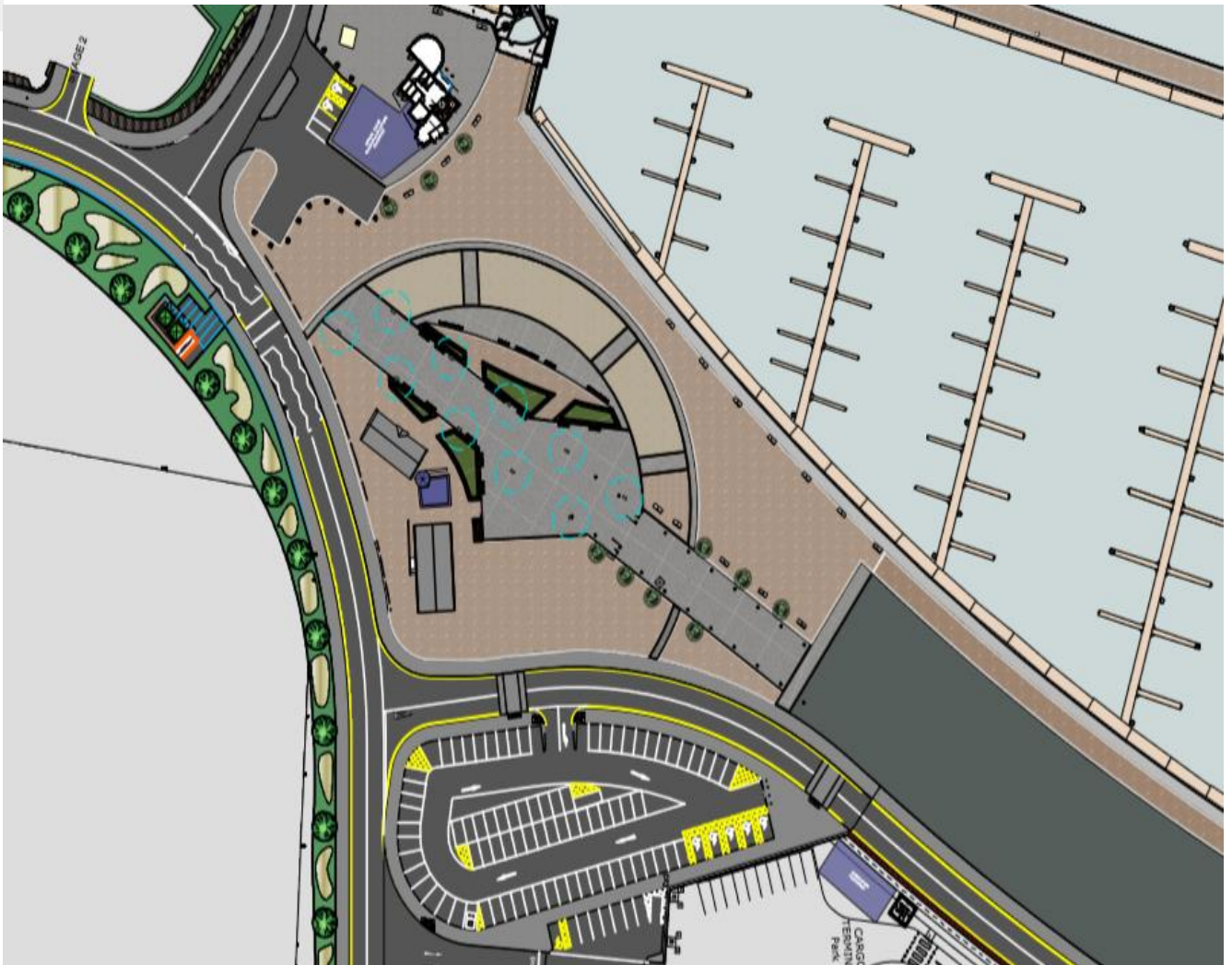
A Port of Dover transition team is working hard to a programmed operational readiness date of 1st November, however handover of the building and infrastructure to allow DHB to get ready will be prior to that, with actual operation expected to commence shortly after that time.

Stage 3A

STAGE 3A

This stage of the development consists of paving work on the marina curve, marina car parking and welfare facilities and the recreational area which will form Clock Tower Square. A tender process is currently underway and construction is expected to commence in early 2020 in order to complete the work to coincide with the transition for the new marina. Delivery of 3A is an essential component for the new marina opening.

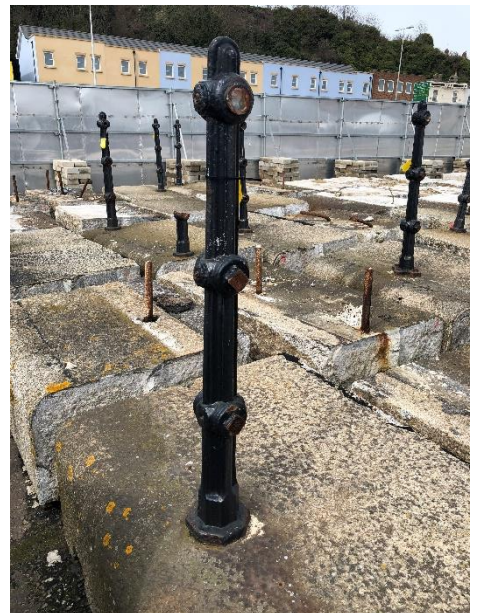
Much of the restored heritage street furniture will be incorporated during this aspect of the development.



Management of Heritage Asset

As part of the Port's long-term commitment to preserving its history and the many interesting architectural pieces located within the Western Dock, in the early stages of the DWDR development, a Heritage Steering Group was formed to oversee the management of the heritage asset. The group hosted representatives from Dover District Council and Heritage England to advise and oversee the consents process.

During the enabling works and preparation for the main construction, heritage assets were removed to a secure store, catalogued and where applicable restored prior to reincorporation into the newly regenerated public realm aspect of the development.



Management of Heritage Asset continued

As the designated location, the Clock Tower Square will accommodate mooring bollards, heritage lamp standards, railing standards and specialist posts, granite benches made from former pier coping stones and small and large granite cobbles reset to show the original pier outline.

Further to this the Charles II Memorial, Jarret Memorial, Pier Memorial, Prince of Wales Entrance Plaque and the Prince of Wales Pier Gates will be placed in prominent positions to remind us of the area's history.



All design elements in relation to the management and relocation of the heritage asset have been developed and approved in conjunction with Dover District Council's Principal Heritage Officer.

Stage 3B

Designated as a port-centric logistics hub this aspect of the DWDR development involves the reclamation of the two marinas, Tidal Basin and the Granville Dock, along with the Wick Channel. Programming will not be determined until post Brexit on October 31st 2019.







The marine licence to dredge the Goodwin Sands for infill required to deliver Stage 3 was initially awarded by the Marine Management Organisation in July 2018.

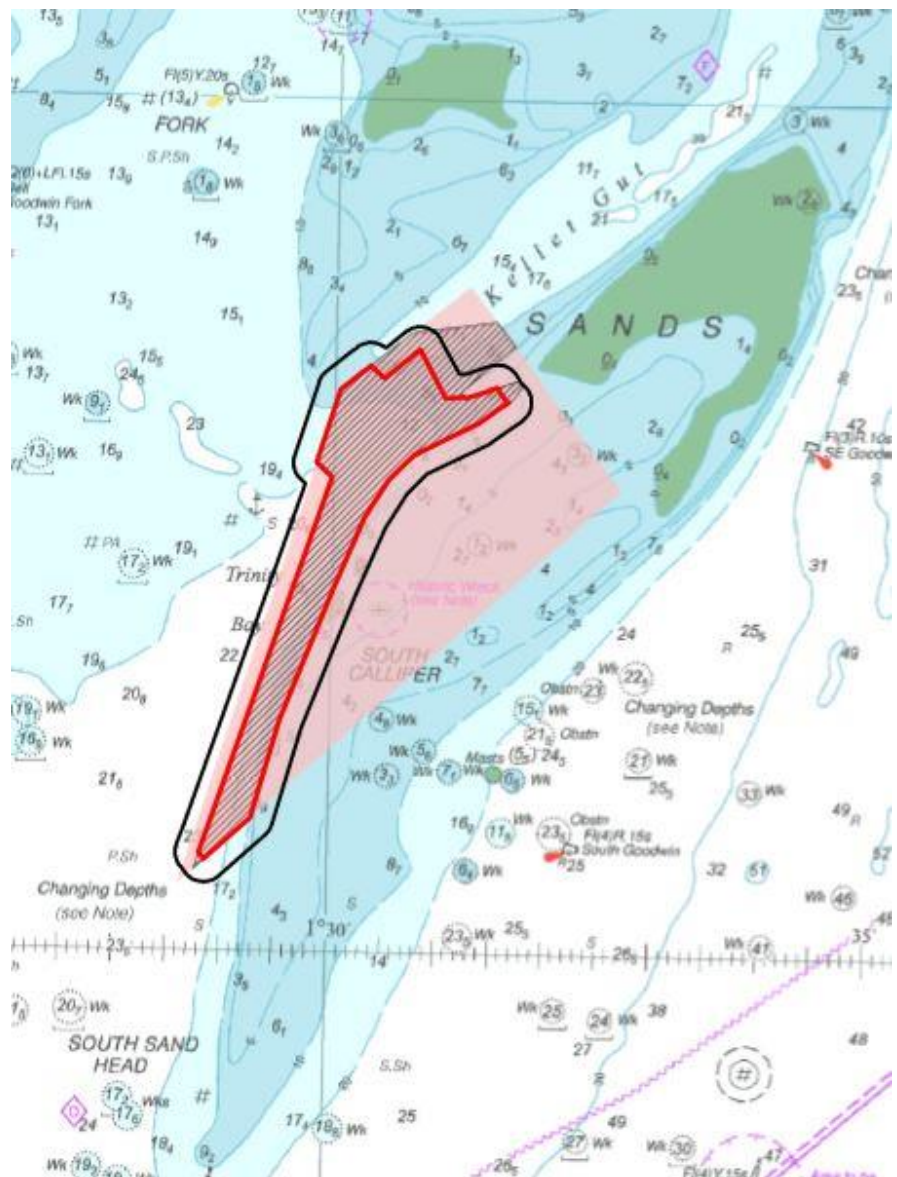
Goodwin Sands Marine Licence Application

The Port of Dover is obviously pleased by the recent judgement in the High Court to sustain the Marine Management Organisation's (MMO) decision to grant a marine licence in relation to the Goodwin Sands following review of one narrow technicality regarding the impact on topography. The decision is in spite of the extensive work undertaken with primary consultees, among them Historic England and Natural England, to ensure robust safeguards designed to protect the environment, war graves, archaeology, and the wider historic environment, were in place.

As with any project, cost is a major consideration. However, as well as offering the most economical source of material, the Goodwin Sands also represented by far the most environmentally sustainable source of material, taking into account the increased carbon cost of utilising sites further afield.

Legend:

-  Revised Dredge Area
-  Proposed Dredge Area
-  Exploration Area
-  Survey Area



Goodwin Sands Marine Licence Application

continued

Due to the delay all of the reclamation material to date had to be sourced from an alternative site further afield at an additional cost of £8M, and which required a round trip of 180km. Now that the material needed to complete later planned stages of the works can be obtained from the Goodwin Sands, the project would avoid incurring a further additional cost of around £10M.

The port was informed in early September of the outcome of the judicial review hearing held in June, and will now be able to review the impact of the outcome in relation to programme and outstanding project stages for the DWDR development.

To increase our understanding of the proposed dredge area, the port has undertaken a further bathymetric survey of the proposed dredging area (Page 13) in September, and will be pleased to share the results with any interested parties.

32 Months of Construction



32 Months of Construction continued

c. August 2017



c. October 2017



c. November 2017



c. December 2017



c. February 2018



c. April 2018



c. June 2018



c. December 2018



32 Months of Construction continued



c.March 2019



c.August 2019



c.August 2019



c.September 2019

cloudcam

Images courtesy of CloudCam UAV www.cloudcamuav.com

KEEP IN TOUCH

To find out more, come and see us at the DWDR Marketing Suite at the DWDR Project Office, De Bradelei Wharf, Cambridge Road, Dover, CT17 9BJ.

Open every Wednesday from 9am to 5pm, or by appointment via email: DWDR@doverport.co.uk



[*DWDR@doverport.co.uk*](mailto:DWDR@doverport.co.uk)

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