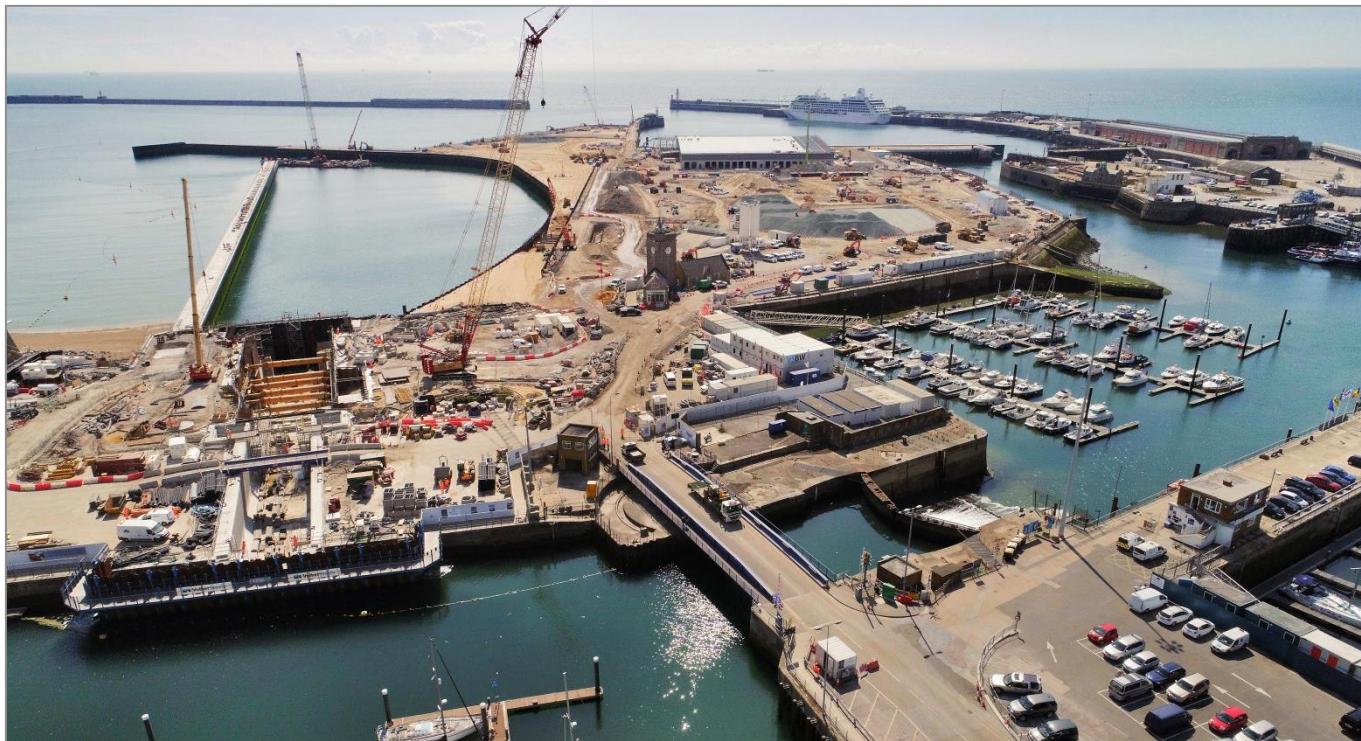
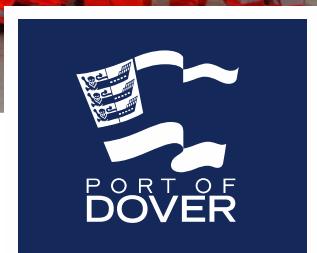


# DOVER WESTERN DOCKS REVIVAL (DWDR) NEWSLETTER



Summer 2018





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Co-financed by the European Union  
Connecting Europe Facility

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# WELCOME FROM DWDR

## ***Welcome to the Dover Western Docks Revival (DWDR) Summer 2018 Newsletter...***

Following the start of the DWDR development back in 2014, a key milestone of having worked one million man-hours on the project has been exceeded.

To date over 15 different contractors and consultants have been involved; all contributing their own specialist skills at the different stages of the programme. Currently we have five contractors on-site each delivering their own packages of work alongside each other. Cooperation and logistics planning has been key to maintaining programme and a safe environment.

We are beginning to reach some of the key milestones which will see the return of some public realm and the delivery of operational elements of the development. DWDR is well on track to deliver two deep-water berths, a new Refrigerated Cargo Terminal (RCT) with a new Marina Pier and Marina Curve within the Western Docks.

Construction of the new Marina Pier is progressing with pace and it is hoped that we will open in early new year, whilst reopening Union Street and an operational cargo facility remains a priority for early 2019.

As part of the ongoing marine civil engineering works the installation of the piles required for the new Dover Marina pontoons will begin the week commencing Aug 13<sup>th</sup> for an 8-week period. The piling will consist of approximately four periods of 15 minutes piling per day. Swimming will not be prohibited throughout the period. During piling swimmers can continue to use the water however it is recommended that you refrain from submerging your head when the piling hammer is in use.

Finally, the Port is pleased with the announcement that the Marine Management Organisation (MMO) has approved the marine licence necessary to obtain the material that it would need to complete the final reclamation stage for DWDR.

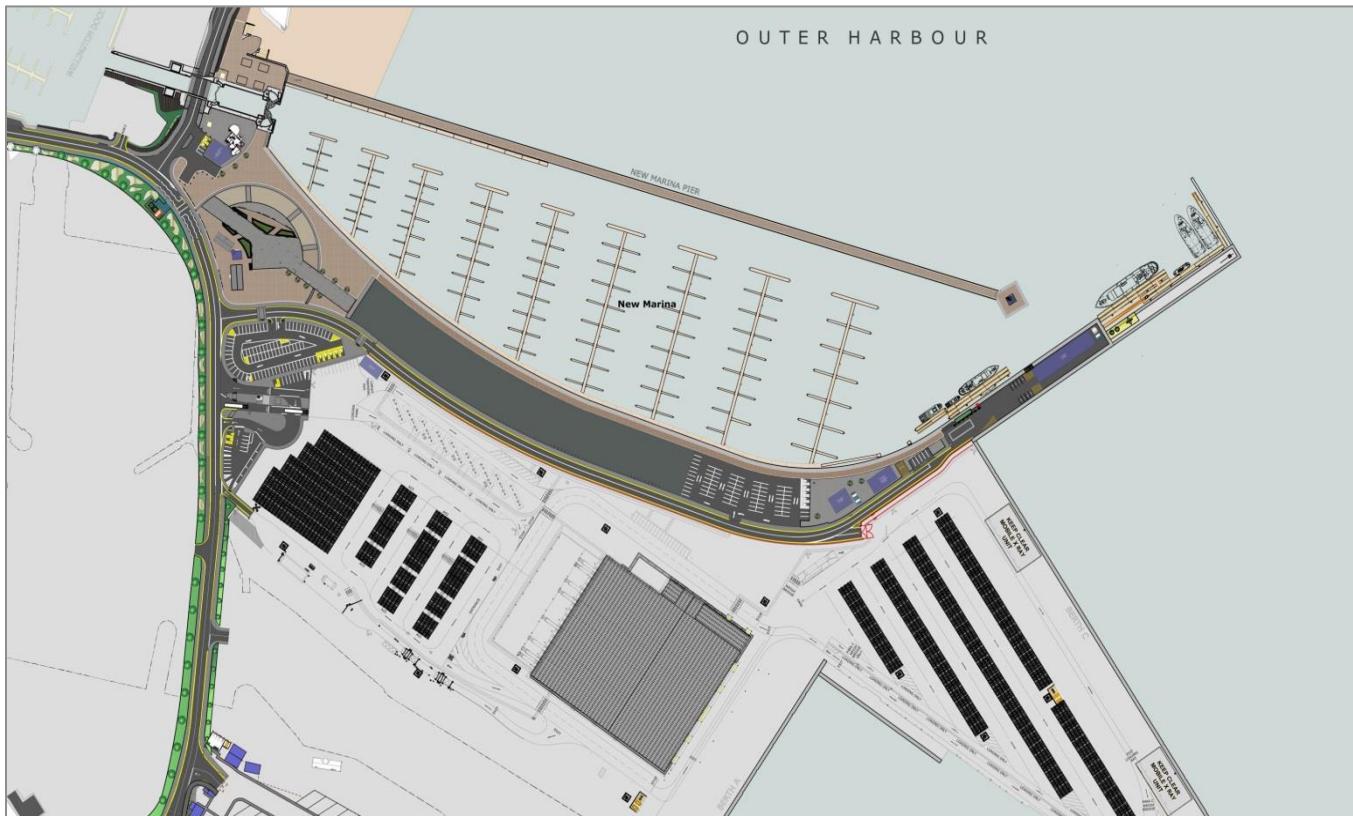
Watch out for the installation of the bascule bridge and lock gates in the next quarter!

# WATERFRONT REGENERATION

## ***New Marina Coming In 2019...***

Delivery of the new Dover Marina is expected to be the first element to be completed during DWDR's Stage 3. The exact date for opening of the new facilities has not yet been determined but it is likely to be in late 2019. A comprehensive transition plan will be put in place leading up to the opening of the new facilities.

The design of the new marina will be compliant with The Yacht Harbour Association (TYHA) guidelines and Dover Marina is striving to retain its 5 Gold Anchor award.



**VISIT THE DOVER MARINA OFFICE TO FIND OUT  
MORE ABOUT THE NEW MARINA FACILITIES**

## **Major Contract Awarded For Dover Marina Control Building...**

In another milestone for the DWDR development, local-Kent-based contractor WW Martin Ltd has been awarded the contract to design and build the new Dover Marina Control Building.

With a value of £1million, the contract will deliver the construction of a 300m<sup>2</sup> building which is designed to facilitate all marina operations including control of the Bascule Bridge and the Wellington Dock Navigation Channel lock gates.

Scheduled to open in 2019, the Marina Control Building will be operational 24 hours-a-day, seven-days-a-week. The orientation of the building will allow for clear, unobstructed lines of sight over the new facilities to ensure efficient operation and to maintain the safety of the public and the marina community.

The new building will consist of a reception area and control offices on the first-floor. Marina information and weather forecasts will be displayed on monitors within the reception area alongside Admiralty Charts.



**“Design inspiration for the building has been taken from the current Dover Sea Sports Centre, built within the last ten years, which is located on the opposite side of the new Wellington Dock Navigation Channel” – Dave Herrod, Port of Dover**

# DELIVERING FOR DOVER & THE NATION



25,000t piles driven



23.4km sheet piles

- 1,4900 piles



20.3km tubular piles

- 711 piles



30,000m<sup>3</sup> concrete



23,500t precast



1.1M m<sup>3</sup> Capital  
Dredging



80,000 tones of rock  
installed



980,000 m<sup>3</sup> sand  
imported



Hydraulic & Dynamic  
compaction



Steel installation  
completed



100% of roofing  
works completed



Concrete works  
ongoing



100% earthworks  
completed



7 reefer gantries  
completed



Various stages of  
ducting and drainage  
across site

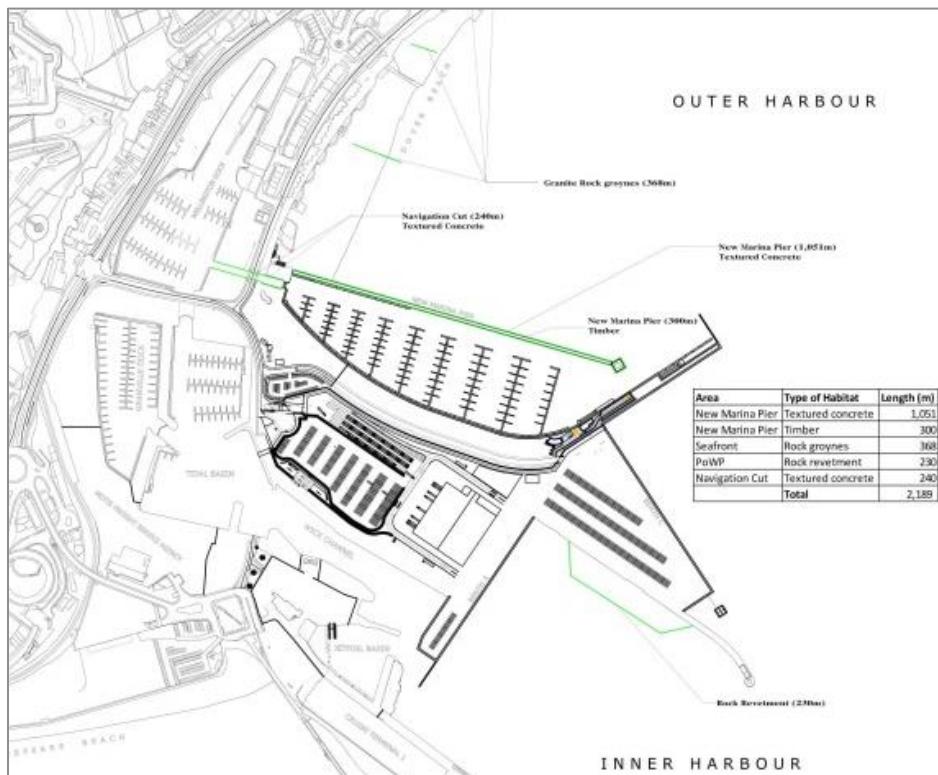
# NEW HABITAT IN THE HARBOUR

## ***Ecological Habitat A Key Factor To Ensure Long-term Biodiversity...***

Part of the overall design initiative was to maintain and embrace important habitat for macroalgae and epifauna in the harbour - an initiative required by the Environment Agency – to create 2,186m<sup>2</sup> of harbour habitat.

The measures implemented will increase biodiversity in the marina by creating conditions for macroalgae and epifauna to grow. By providing opportunity for this key foundation species, it will benefit a wide range of species at many levels, including migratory fish such as brown trout (*Salmo trutta*) which will pass through the new marina and Wellington Navigation Channel.

**2,1866m of new habit** will be mix of tidal, non-tidal and submerged locations which will help to provide similar tidal, salinity and isolation regimes to those in the Western Docks prior to construction





## Installation of **textured concrete** surface at Wellington Dock Navigation Channel

The formed textured surface and channelled grout lines along the new marina walls have been designed to promote the adhesion and growth of algae, a key foundation species of the marine fauna. The featured surface is highly replicable for any marine project that incorporates both prefabricated and shutter moulded structures. The versatility of the texture means it can be applied to any concrete structure within the tidal range.

VSBW trialled a number of bespoke patterns and particular attention was paid to the coarseness of the surface to match the granite currently found within the existing Wellington Dock. The pattern was moulded using a rubber compound, used to form the surface of the retaining structure on the new Marina Pier and Wellington Dock Navigation Channel. The textured surface liners were installed, prior to pouring the concrete, allowing the wet concrete to form the desired surface. As a permanent feature of DWDR's development, the textured surface will serve as a new permanent macroalgae habitat for Dover's local coastal environment.

DWDR's new **habitation on the textured concrete surface** has quickly been populated along the new Marina Pier

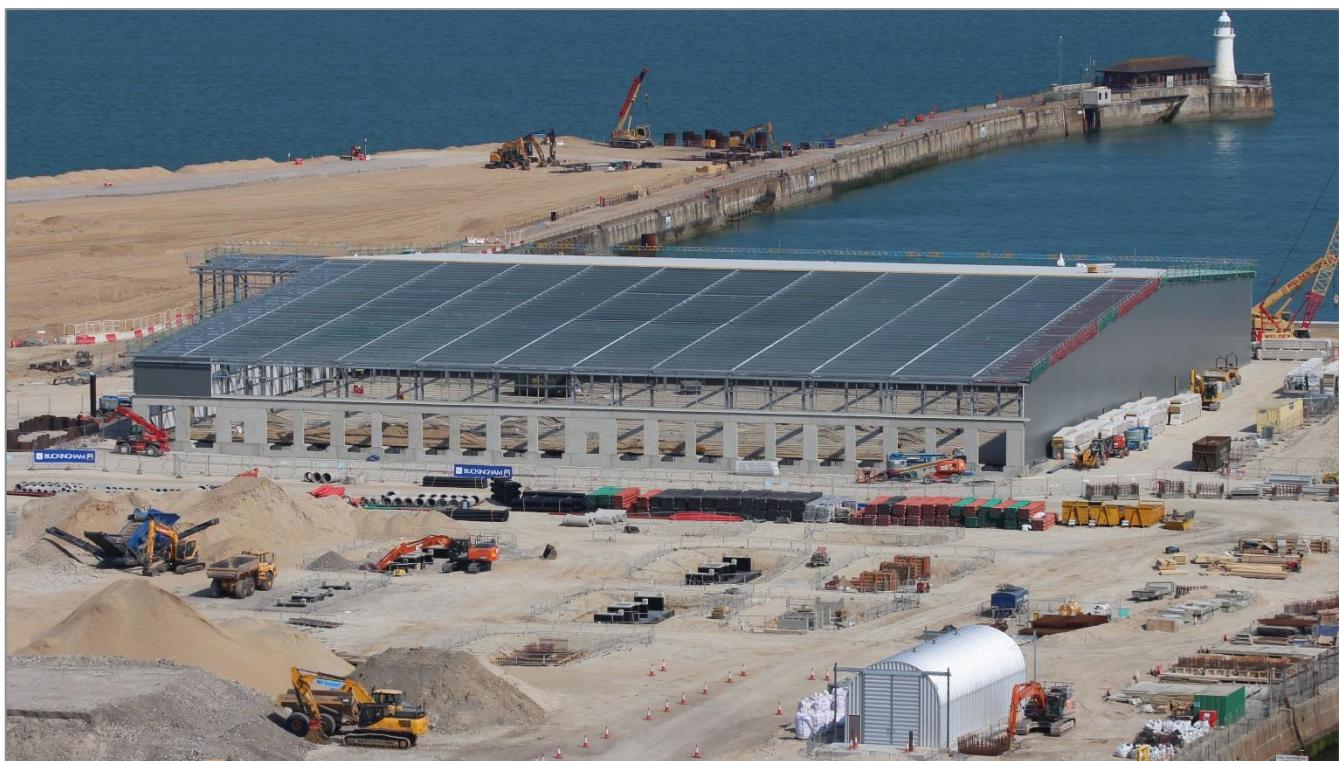


Reclaimed marine timbers have been sourced from the reclamation area and will be fixed vertically to the face of the new Marina Pier to add to the mix of different surfaces on which organisms can grow. These measures are designed to be maintenance free once constructed, allowing algae to inhabit the area naturally, which would occur at a slower rate on a smooth surface.

## WESTERN DOCKS



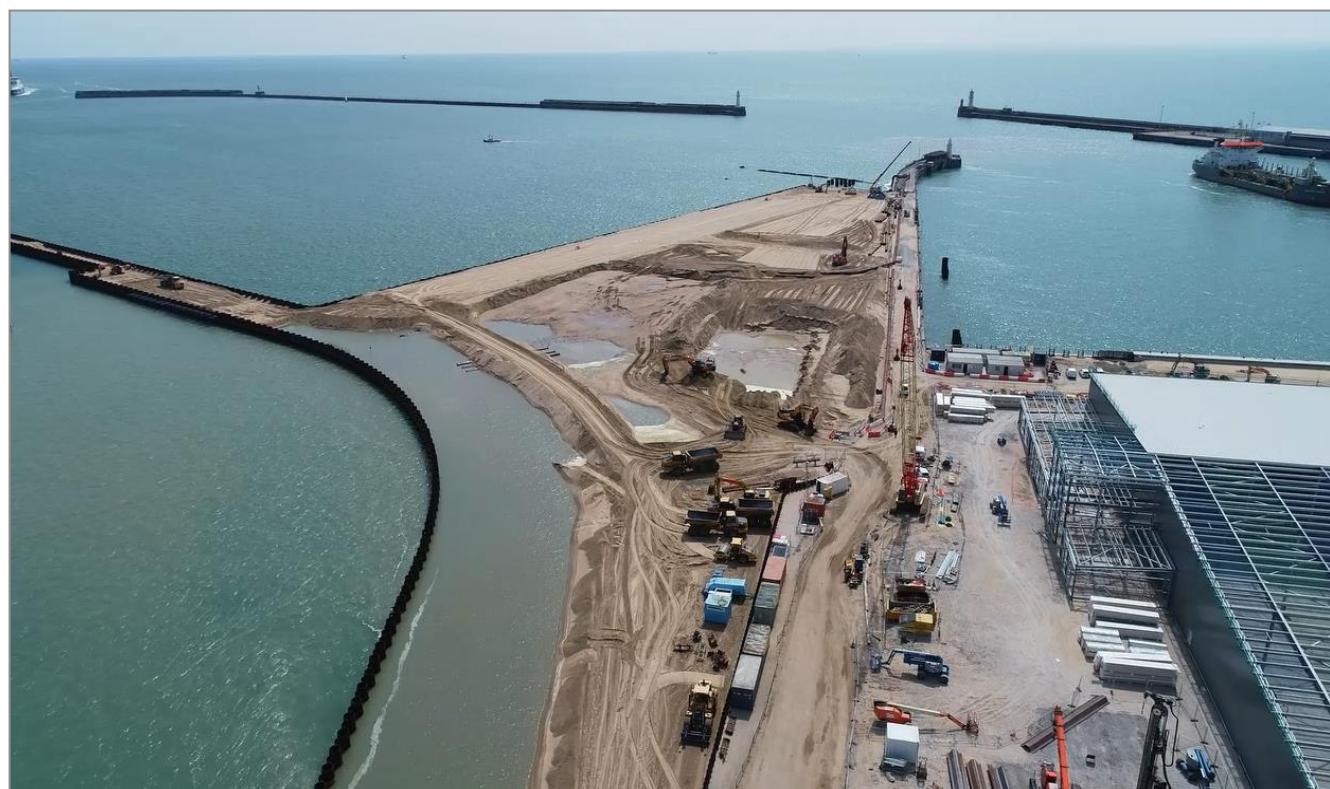
## REFRIGERATED CARGO TERMINAL (RCT)



## ***BERTH A & C SHOWING RECLAMATION WITH SAND INFILL***



## ***BERTH C UNDERGOING COMPACTION***



## MARINA PIER INSTALLATION OF PRE-CAST BLOCKS

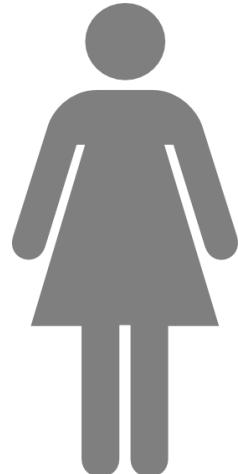


## WELLINGTON DOCK NAVIGATION CHANNEL



# LOCAL BENEFIT

**Port Project Benefits Local Community...**



**308**

**People have worked  
on site since January  
2017**



**48%**



**16%**



**29%**

**Living within East  
Kent**

**1,277 hours  
volunteered in the  
local community**



**Female workforce  
(above the industry average)**



**Living within  
immediate area  
(Folkestone-Dover-Deal-Sandwich)**

**£42,179 invested  
into community  
initiatives**

## **£136m**

**Contributed to East Kent economy  
through a policy to source labour  
and materials locally**

## **Golf Day Raises Over £9,000 For Donations With A Difference...**

The team delivering the Port of Dover's flagship DWDR development - VSBW - teed off and raised more than £9,000 for local charity 'Donations with a Difference'.

A total of 44 golfers, including a combination of staff from the Port of Dover and VSBW took to the greens at Chestfield Golf Club in Whitstable, Kent, for a charity golf day supporting physical and mental health and education within the community.



**“This is a charity close to our hearts, and I would like to thank all the teams and individuals who supported the day or donated prizes, as without their help the event would not be possible. This is the second year we have run the event and have now raised circa £18,000 for ‘Donations with a Difference’ ” – Ron Eckersley, VSBW**

Environmental Advisor, Belle Sierina, was part of a team representing the Port's contractors and designers that achieved an "Excellent" rating in the CEEQUAL Whole Team Interim Award. CEEQUAL is the evidence-based sustainability assessment, rating and awards scheme that promotes the achievement of high environmental and social performance in Civil Engineering, infrastructure, landscaping and public realm projects.

Originally from Latvia, Belle recently graduated from the University of Portsmouth in 2017 with a BSc in Marine Environmental Science after undertaking a placement as an Environmental Assistant at the Port of Dover during the third year of her degree. Recognising her talent and knowledge of the Port, Belle was employed in November last year after graduating and she relocated to work in Dover as an Environmental Advisor and CEEQUAL Assessor for the DWDR project.



Belle's wider remit is to ensure that all contractors' environmental impacts are managed and that legal compliance is competently maintained.

Environmental issues remain a key element of the delivery and Belle's remit as full-time Environmental Advisor has been key to demonstrating our commitment that sustainability is at the heart of the project.

**"It's a real privilege to be part of such a prestigious project which has such a wide array of experienced project managers, engineers and other professions" – Belle Sierina, Port of Dover**

DWDR construction has **environmental sustainability at its core** - throughout the specification, design and construction

VSBW, one of the contractors delivering the first stage of the DWDR development, is bucking the national trend in terms of the number of females working on-site - currently running at 16% of the workforce. One of those women in question is Paula Cruttenden, a project manager with VolkerStevin.

Paula is in fact a local girl, born in the area and educated at St Edmunds Catholic School in Dover before leaving to complete a BTech in Building and Construction studies in Folkestone. Paula then went on to university in London – Queen Mary and Westfield, where she attained her degree in Civil Engineering and Project Management.

After graduation, Paula openly admits: "I knew what I wanted to do with my career, but I honestly didn't know how to get into the industry"; so she decided to go freelance with the ultimate goal of working her way up through the ranks in engineering.

Paula has worked on a variety of high profile projects in different industries, including marine, railway and building projects such as the iconic Shard building in London, Battersea power station and even the Olympics.

Rory Sutton -  
Apprentice  
Engineer, Paula  
Cruttenden –  
Piling & Demolition  
Project Manager,  
Harry Maybank –  
Site Engineer and  
James Scott-  
Stewart – Senior  
Engineer



**"I am immensely proud and privileged to be working with an outstanding team who have gone the extra mile in delivering this challenging programme, and who are committed to maintaining the highest standards. DWDR is definitely close to my heart and is a pleasure to work on as it will have a lasting legacy for my home town" – Paula Cruttenden, VSBW**

DWDR hosted 20 members of the Royal Institution of Chartered Surveyors (RICS) South East for a site visit as part of its 150-year anniversary 2018.

The visit was coordinated to highlight the value of the surveying profession and its fundraising programme with partners LandAid to provide 150 bed spaces for youth homelessness across all 12 RICS UK regions.



# CHALLENGING TEAM EFFORT

**DWDR Team Takes On Three Peaks Challenge In Support Of Teenage Cancer Trust...**

The team delivering the DWDR development took on the gruelling Three Peaks Challenge to raise vital funds for research into teenage cancer. With good weather on their side, the famous endurance challenge took place on Saturday 7 July, whereby 8 employees from the Port and one from VSWB took on 26 miles of rough terrain to climb the three largest mountains in England, Scotland and Wales (Ben Nevis, Scarfell Pike and Snowdon) all within a 24 hour period.

Climbing approximately 3,000m - the equivalent of walking one third of the way up Mount Everest - the challenge was organised by project staff working on the DWDR development who began training in May with the aim to raise £2,500 for the pioneering charity 'Teenage Cancer Trust'.



Around seven young people aged 13 to 14 are diagnosed with cancer every day in the UK - they need specialised nursing and emotional support – and **Teenage Cancer Trust** is the only UK charity meeting this critical need

**“The 3 Peaks Challenge was exactly that – challenging! We are very proud to have taken part in this very worthwhile cause” – David Frazer, Port of Dover**

# 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**

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