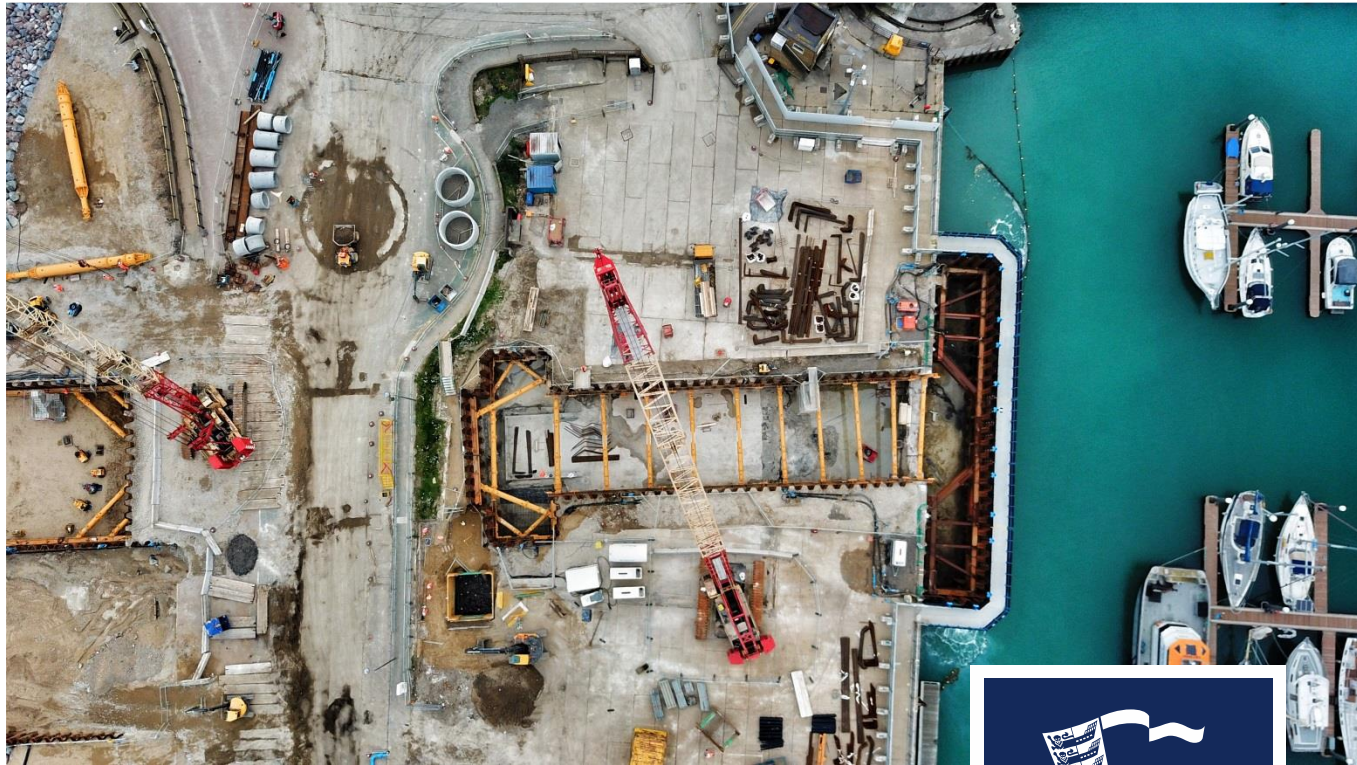


# DOVER WESTERN DOCKS REVIVAL (DWDR) NEWSLETTER



Autumn 2017



The Port of Dover handles 12 million passengers, 2.6 million freight vehicles, 2.3m tourist vehicles and up to £122 billion of UK/European trade. It supports 22,000 jobs, many of which are in the local community.

Dover Western Docks Revival (DWDR) is a one-off opportunity for the regeneration of Dover, bringing new investment into the area. With UK Government planning approval and supported by a mix of private finance and European Union grant funding, DWDR will deliver:

- Relocation and further development of the cargo business with a new cargo terminal and distribution centre;
- A transformed waterfront to ultimately attract a host of shops, bars, cafes and restaurants with Dover's unique backdrop of the harbour, cliffs and castle;
- Creation of greater space within the Eastern Docks for ferry traffic; and
- Much needed quality employment opportunities for local people.

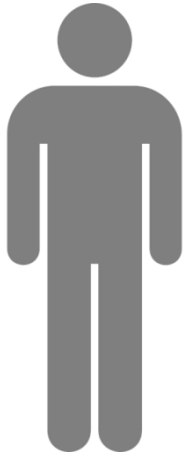


Co-financed by the European Union  
Connecting Europe Facility

## LATEST NEWS FROM DWDR

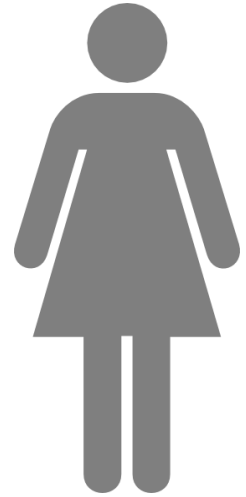
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# LOCAL BENEFIT



200

People have  
worked on site  
since January  
2017



42%

Living within  
East Kent



14.4%

Female  
workforce  
(above the industry average  
of 9%)



33%

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

## £39.2m

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



## ***Looking to the future...***

Rory Sutton, aged 18, joined VSBW as an apprentice in August having completed his first year at MidKent College, Maidstone, where he is undertaking a Construction and the Built Environment course. Rory is 'learning on the job' with his current task involving the collation of vital piling data, which is being used for management reporting. His role with VSBW is due to continue for the next 18 months, after which he is guaranteed a role at the Port of Dover for the remainder of his 3-year apprenticeship.



**“ It’s a testament to schemes such as the apprenticeship programme to see how Rory and his colleagues will be contributing to such a prestigious and exciting project ” –  
Chris Hare, MidKent College**

## *Supporting the future of engineering...*

DWDR's STEM (Science, Technology, Engineering and Maths) Ambassador was on board to support the Kent International Jamboree where Scouts and Guides from across the UK took part in this seven day event of fun and adventure at the Kent County Showground in August. DWDR's STEM Ambassador demonstrated electrical experiments and circuitry, the uses of compressed air, structural projects, gravitational phenomena, a cosmos replica and future computer aids. DWDR's STEM representatives were on hand to man the 3D printer, and entertained 600 youngsters with the concept and practicalities of the devices to encourage groups to make their own 3D models from rubberised card and glue.



## *Teeing off to support local charity...*

As part of their Corporate Social Responsibility initiative VSBW held a charity golf day in September at Chestfield Golf Club, Whitstable in Kent. The event raised in excess of £7,500 in support of 'Donations with a Difference', a local charity supporting physical and mental health and education within the community via grants and sponsoring activities.



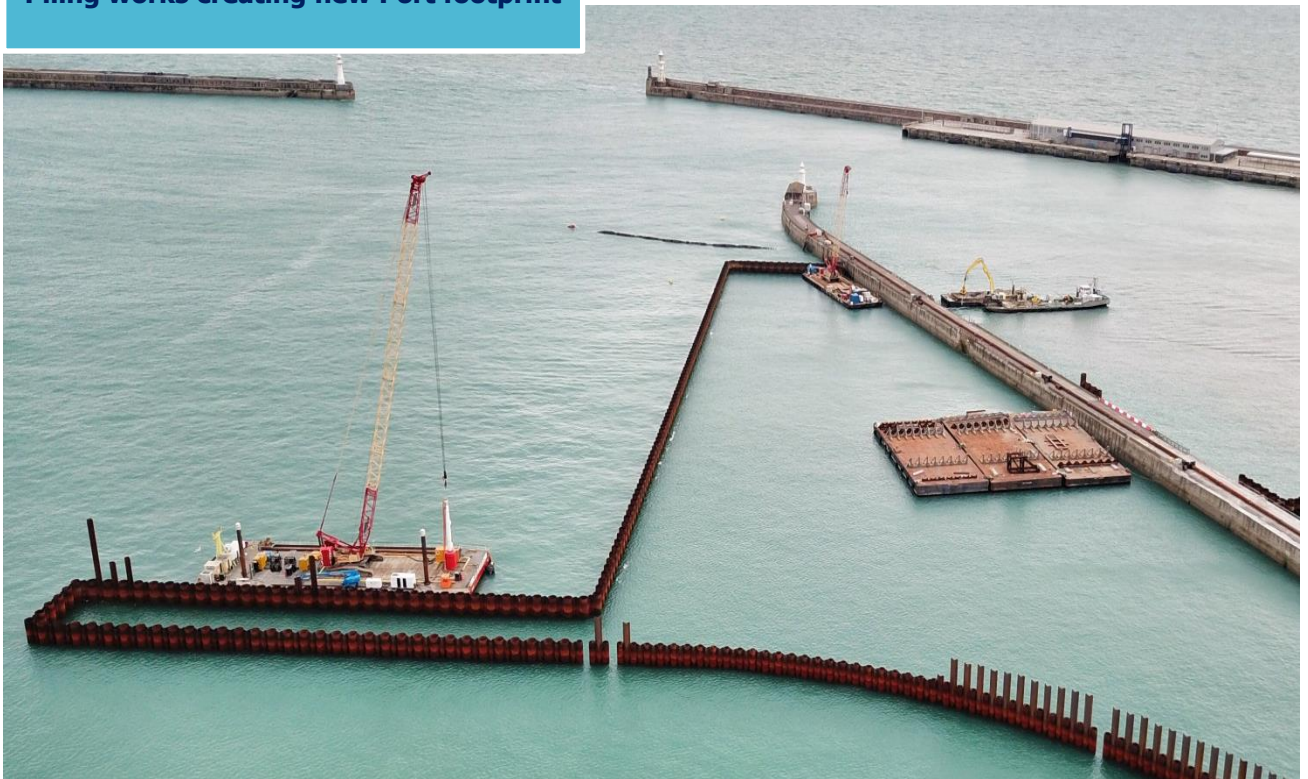
**" We all have a responsibility to the local community to give back where we can, and this was our opportunity to do so " – Ron Eckersley, VSBW**



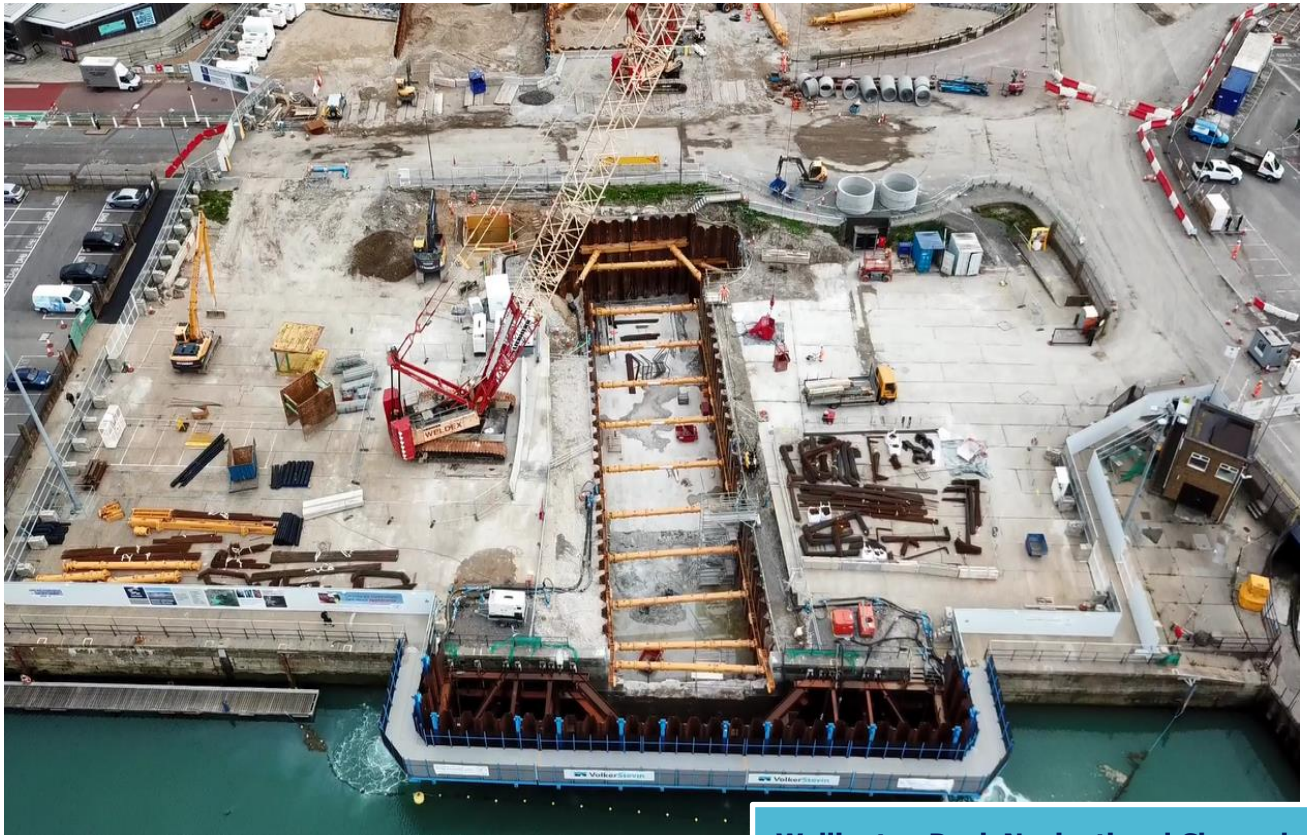
# CONSTRUCTION PROGRESS



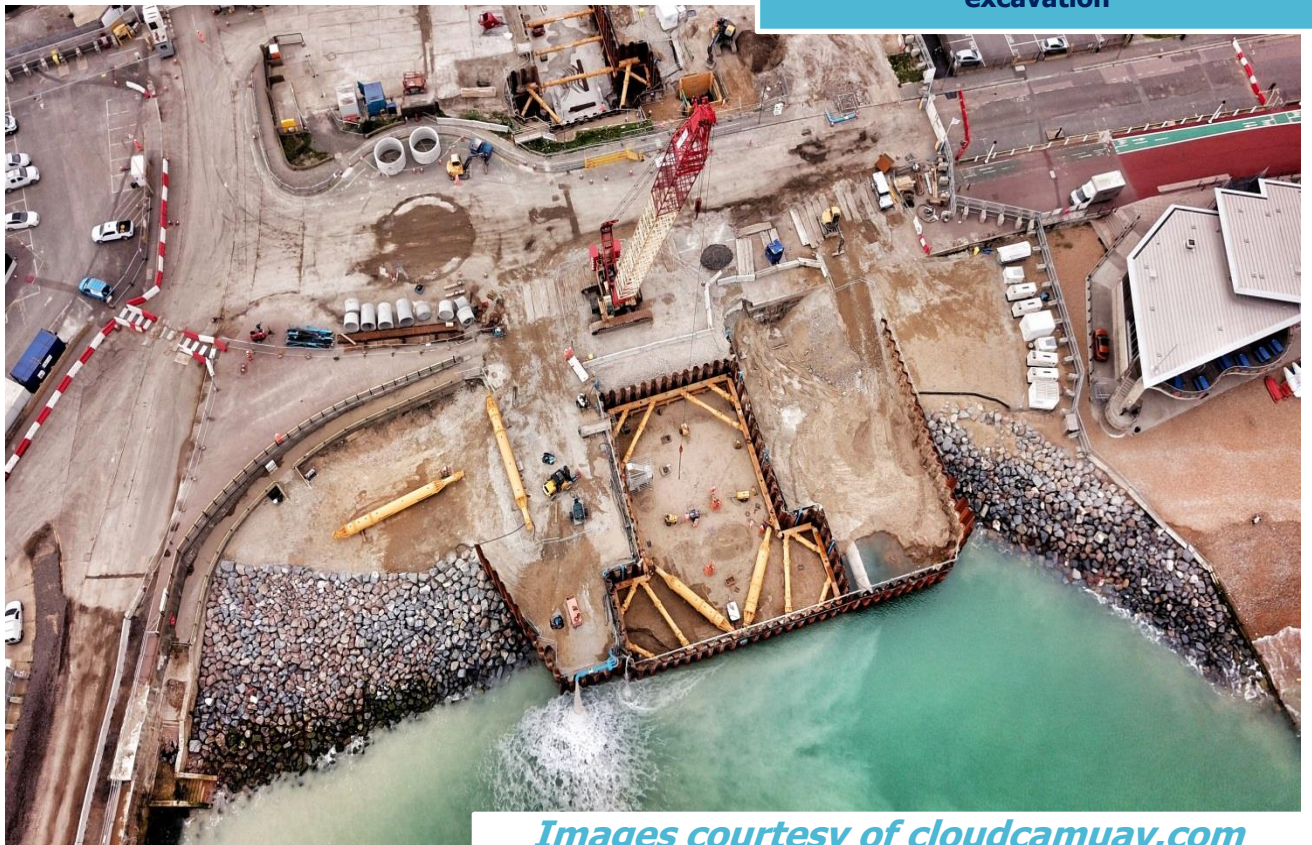
**Piling works creating new Port footprint**







**Wellington Dock Navigational Channel  
excavation**



*Images courtesy of [cloudcamuav.com](http://cloudcamuav.com)*



# ARCHAEOLOGY SPECIAL

The main excavation on site is the Wellington Dock Navigational Channel, which is being conducted in three phases started in March this year. The first finds were the old basements of the Victorian houses that once occupied the promenade.

These were built c.1830 and demolished c.1945 following WWII, during which they suffered severe shelling rendering them beyond a state of economic repair. Once the basements had been removed the area was sheet piled and a propping system installed to provide extra stability to the piles during excavation.



**The images identify the layout of the basement, with a fireplace remaining from a front room and an external staircase that would have led to a shed.**



Further discoveries included the remains of the foundations of 'The Pent'- proposed and overseen by Thomas Digges c.1570, under the approval of Elizabeth I. This was the first successful endeavour, following many previous failed attempts, at managing a natural shingle bar that often blocked the entrance of ships into Dover.

At the time the installation of works would have been a scheme of national scale, and actually increased the price of tax on beer and grain at the time, in order to cover costs. Not only did it vastly improve the Port but it also enhanced the defences of the South East; and with the possibility of a war with Spain, it was money well spent to improve the country's asset.

**The top image shows the Esplanade c. 1905, with the Prince of Wales Pier and the Esplanade Terrace houses adjacent to the Wellington Dock. The Navigation Channel (bottom left) before excavation and at finished chalk-level (bottom right).**





At a lower level below the shingle, a small wooden 'fence' was uncovered. This consisted of very delicate timbers, weaved in a wattle and daub design. The purpose of the structure is not clear. However it could have been a fishing weir, or an early attempt at a sea defence, or a mechanism to control the shingle bar.

The archaeologists on site surmised the only reason the timbers survived was due to their position below the water table. The original size of this structure has been very difficult to determine as it has deteriorated significantly.

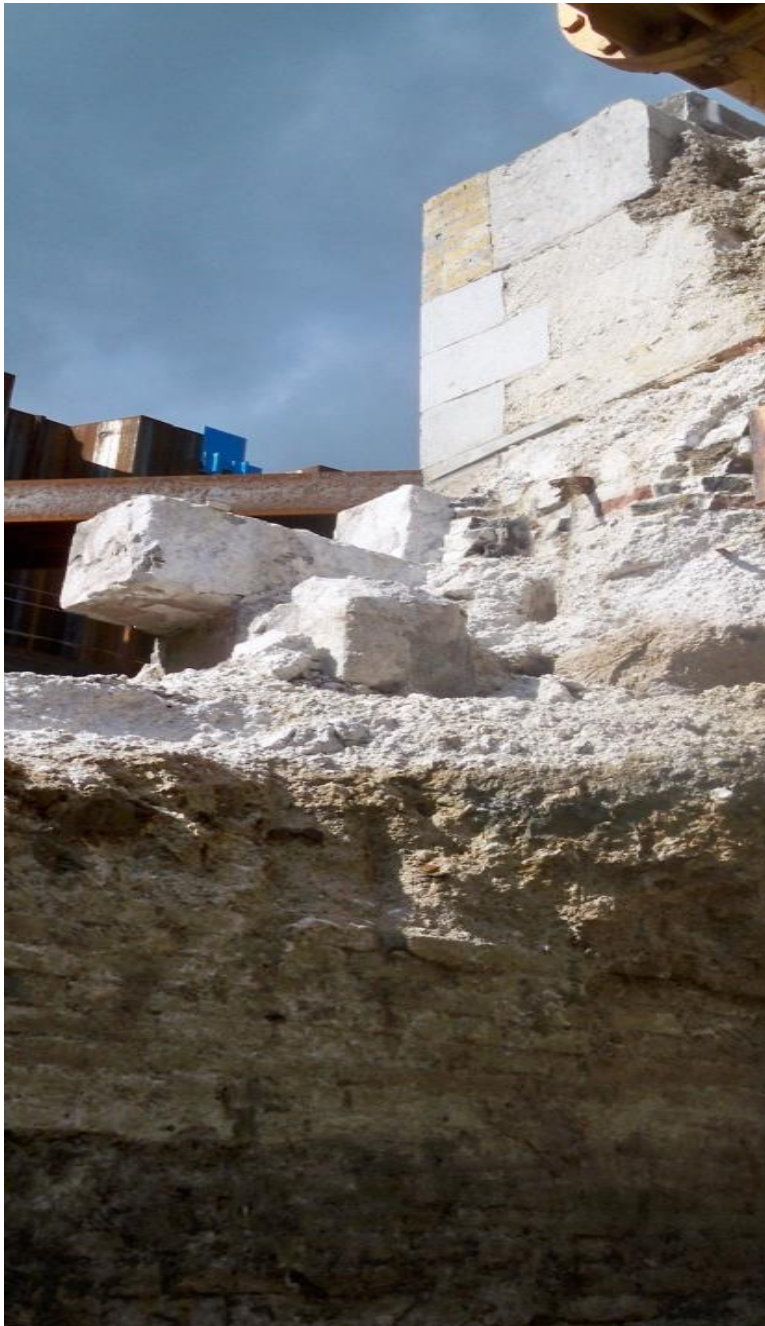
**The larger image show the possible weir (of wattle and daub structure) to the left and timbers removed from 'The Pent' foundation on the right. The smaller image shows the timbers removed from the beach to make way for piling.**





Archaeologists also oversaw the removal of the earth abutting the dock wall backing onto the Wellington Dock. This Victorian structure proved to be in a solid condition, with mismatched brickwork overhanging the different construction layers. The overhang would have been caused as result of the wall slowly shifting over the years.

The wall, along with the sediment layers surrounding it, were fully recorded by the archaeologists on site. Construction is estimated to be c.1840, previously known as 'The Pent', before becoming the Wellington Dock in c.1845.



**The image shows the different layers added to the Wellington Dock over the years.**

**The Wellington Dock Wall from c.1840 is visible, along with layers of silt, modern concrete and brick that have been added at different times.**

**Everything uncovered within the trench was fully recorded by the archaeologists on site, prior to removal.**

Excavation of the timbers that were previously uncovered on the beach side of the navigation cut (Phase 2), will be carried out under archaeological supervision, with the expected number of timbers to be around 350-400.

These will be recorded in situ by laser scanner, and then removed for further analysis by a timber expert here on site.

The timbers need to be stored in a very wet environment so that their condition does not degrade. Temporary storage will be provided by skips filled with water, whilst they are under inspection.

**Top image (provided courtesy of Paul Wells) shows the tops of the timbers that will be excavated. Bottom left images shows rows of timbers being exposed within Phase 2 of the navigation cut. Bottom right image depicts the group of timbers to be recorded by laser scanner.**





# NEW TRADE TO DOVER

One of the world's largest reefer vessel operators has announced plans to trade through the Port of Dover from next year.

Cool Carriers will bring its Coolman Central America and West Indies service to Dover Cargo Terminal for onward distribution to UK and European markets from January.

The company, which has invested heavily in boosting both the palletised and container capacities of its fleet, says its decision was prompted in part by the Port's flagship Dover Western Docks Revival project which will create a new cargo terminal and logistics hub.

Cool Carriers will predominantly ship bananas and pineapples from Costa Rica, Colombia and the Dominican Republic to Port of Dover Cargo Ltd, which specialises in handling time sensitive perishable foods.



**“There are various reasons behind our decision, such as Dover’s geographical location in relation to our clients’ distribution centres, as well as the massive infrastructure investment at the Port, and our requirements for the efficient handling of our new vessels which will enter service in early 2020.” – Michael Berman, Cool Carriers**

# 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](mailto:DWDR@doverport.co.uk)



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

**Also find us at...**



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