

DOVER WESTERN DOCKS REVIVAL (DWDR) NEWSLETTER



***"The single biggest
investment ever
undertaken in Dover"***



Spring 2017



WELCOME

The Port handles 12 million passengers, 2.6 million freight vehicles, 2.3m tourist vehicles and up to £119 billion of UK/European trade. It supports 22,000 jobs, many of which are in the local community. It has a shared vision to protect and enhance short and long term port capacity for the nation whilst delivering the catalyst for the regeneration of Dover.

LATEST NEWS FROM DWDR

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Co-financed by the European Union
Connecting Europe Facility

WHAT IS DWDR?

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:

- 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;
- Relocation and further development of the cargo business with a new cargo terminal and distribution centre;
- Creation of greater space within the Eastern Docks for ferry traffic; and
- Much needed quality employment opportunities for local people.

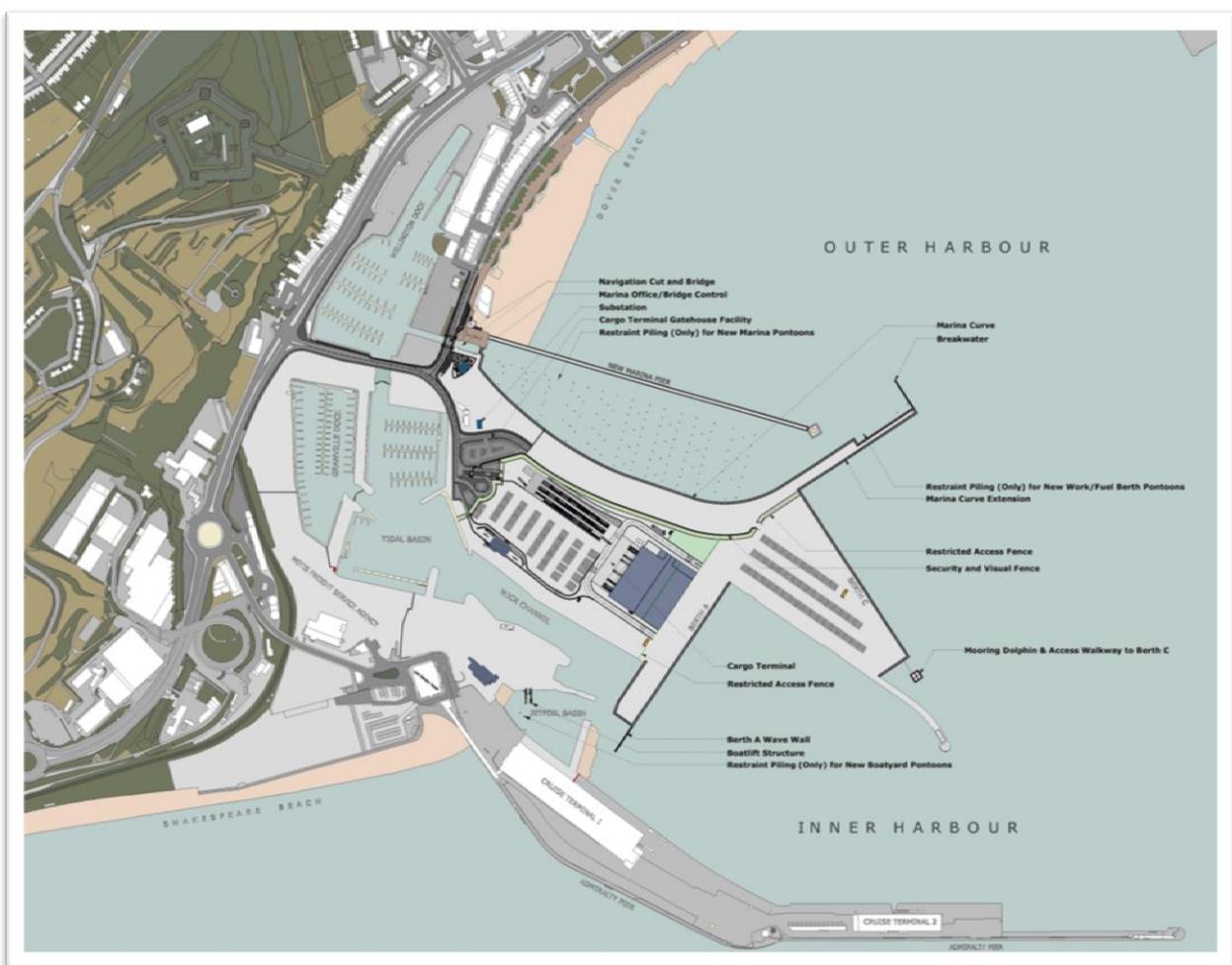


"DWDR is the single biggest investment ever undertaken by the Port of Dover with c.£250m committed for its delivery"

MAKING GOOD ON A PROMISE TO DELIVER FOR DOVER

The Port of Dover delivers for Dover and the nation as a major construction stage begins with the appointment of VSBW, a joint venture between VolkerStevin and Boskalis Westminster, to deliver the marine structures and bridge contract for the Port's flagship Dover Western Docks Revival (DWDR) development.

With a contract value of £115m, this construction stage will include the design and build of two new berths including quay walls and land reclamation, a new marina pier, the marina curve, navigation channel and new lock gates, bascule bridge and capital dredging work.



“The biggest single investment project ever undertaken by the Port of Dover is now underway”

BANKERS BACK UK MARITIME TRADE BY PLEDGING £200M

A consortium of leading British and European lenders has agreed a £200m package of loans to support the Port of Dover's flagship capital building programme. The DWDR project will create a purpose-built cargo and logistics facility at the Port, which currently handles up to £119 billion of UK trade each year.



UP TO
£119bn
TRADE HANDLED

Allianz Global Investors has agreed to provide a £55m private placement bond; RBS and Lloyds Bank have each provided a £35m revolving credit facility; and the European Investment Bank has confirmed a £75m loan.

“Exciting new investment will transform Europe’s busiest ferry port”

CREATING A LASTING LEGACY FOR LOCAL JOBS

The Port of Dover's flagship DWDR development pledge to create lasting skills and quality employment opportunities for local people has begun.

The Port and its principal contractor, VSBW, attended the Dover Jobs Fair, organised by MP Charlie Elphicke, on Friday 17th March.

Local job seekers were able to discuss the range of vacancies that are available now and throughout the next two years of construction, ensuring the local community benefits from the job opportunities DWDR will create.

Tim Waggott, Chief Executive of the Port of Dover, said: "The Port is committed to playing its part in delivering the vision for the Dover Western Docks Revival, as the town continues to see an unprecedented level of investment. The team behind the delivery of DWDR are keen to work with the local supply chain to ensure a lasting legacy for the community."

Local suppliers and sub-contractors also had the opportunity to be involved through the local supply chain at the DWDR Meet the Buyer event held at the Cruise Terminal 1 on the 4th April. The event was attended by over 100 local businesses and contractors. Local businesses were able to discuss numerous sub-contracting opportunities and were provided with details of forthcoming work packages and given the opportunity to tender.

"Making destination Dover and Deal a reality"



CREATING A LASTING LEGACY FOR LOCAL JOBS

Stuart Eckersley, VSBW Project Director, said: "As the principal contractor for the Dover Western Docks Revival, VSBW are committed to attracting and developing a talented local workforce, leaving a long-term legacy and contributing to the future prosperity of Dover."



"Burlington House is down and building in Dover town centre is progressing apace.

"We're starting to show what can be achieved when we roll up our sleeves and work together. Let's keep it up and help make Destination Dover and Deal a reality."

"25% VSBW employees will be hired from the local area"

With DWDR integral to securing existing jobs and creating employment for future generations to come, Dover and Deal MP Charlie Elphicke said: "This is an important project in securing a better future for Dover and Deal.

"Our area is now getting more of the investment it deserves - with shops, restaurants and new homes on the way.

"£7m spend-to-date with local suppliers"



DECISION NEEDED ON GOODWIN SANDS

If the Port does not get a positive decision:

- It will cost £millions
- It will cost time
- It will delay delivery of Dover's sympathetic regeneration
- It may mean an unfinished waterfront



"Our community must not be let down; please support us"

The Port requires a Marine Licence to develop DWDR. The marine licence consenting system, administered by the Marine Management Organisation (MMO), a body sponsored by DEFRA, is inconsistent – providing no timescale and no certainty.

Following two rounds of public consultation and requests from the MMO to meet further information requirements, the Port now faces an unprecedented third period of public consultation.

The uncertainty is driven by a protester group who live in Deal and have no interest in Dover.

WE NEED YOUR SUPPORT FOR THE DELIVERY OF OUR COLLECTIVE FUTURE

Get behind DWDR and help secure our collective future by writing to the MMO to express your support at marine.consents@marinemanagement.org.uk quoting the reference **MLA/2016/00227**

CHANGES TO THE SEAFRONT ESPLANADE

As a result of the DWDR regeneration work, there will be some changes to the seafront area to establish the construction zone. This will affect the Esplanade, Union Street, the waterfront and harbour, and has resulted in the closure of the Esplanade at Cambridge Terrace in order to facilitate the commencement of work on the navigation channel required to connect the Wellington Dock to the new marina.

Pedestrian and Sustrans Cycle Route 2 access will be maintained at all times.

Access to seafront businesses and amenities will remain available throughout the construction period with clear diversion signs located on the A20.



“Transforming Dover waterfront for future generations, including the creation of a new marina”

DWDR MARKETING SUITE HAS REOPENED



"We need your continued support to deliver for Dover"

MARKETING SUITE

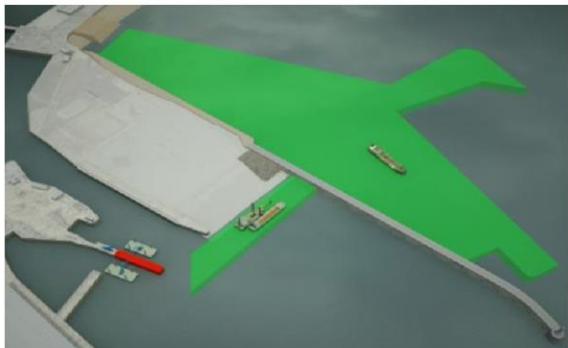
Open every Wednesday from 9am to 5pm or by appointment via email:

DWDR@doverport.co.uk

Located at De Bradelei Wharf, Cambridge Road, Dover CT17 9BJ

Find us on 
facebook.com/DoverWesternDocksRevival/

WHAT WILL BE DELIVERED NEXT...



During Spring 2017 work is being undertaken to prepare the harbour for piling and land reclamation works.

This includes dredging activity throughout March and April to remove soft sediments around the Prince of Wales Pier highlighted in green.

"A game changing opportunity for the regeneration of Dover"

Once the harbour dredging has been completed, the piling programme will commence with the construction of Berths A and C and the Wellington Navigation Channel.

This prepares the harbour for construction of the new cargo berths and start of the Marina Curve. This initial piling stage will run through to the end of 2017.



"Enhancing national infrastructure resilience"



Moving into the summer season, the piling programme will have made steady progress and the outline of DWDR will become evident.

Piling will enable the construction of the Marina Curve, the New Marina Pier and the Prince of Wales Pier.

"Protecting port capacity under the existing HRO for the long-term"

PERMITTED HOURS OF PILING

- Monday to Friday: 8am to 6pm
- Saturday: 8am to 2pm
- Sunday and bank holidays: No working

Swimming will only be permitted outside of these hours

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