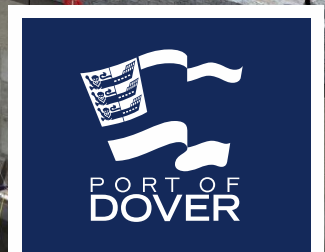


# DOVER WESTERN DOCKS REVIVAL (DWDR)

## NEWSLETTER

### AUTUMN 2016



# WELCOME

The Port handles 13 million passengers, 2.5 million freight 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 for our customers and community

## Delivering the Vision

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## 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 to deliver the first phase.



**Co-financed by the European Union**  
Connecting Europe Facility

# Working Together to Secure a Strong Future for Cargo at Dover

The Port of Dover has been in fruitful discussions with George Hammond PLC to explore how best to secure the long term success of the cargo business at Dover as the Dover Western Docks Revival (DWDR) scheme, designed to further develop that key business, moves forward.



Established in 1767, Kent based, George Hammond PLC developed the general cargo business in Dover over 50 years ago and with the valued support of the Port of Dover have successfully operated the Dover Cargo Terminal since its inception in 1990. Both parties have identified that the surest way to provide long term loyal customer continuity into the new DWDR era is to integrate the Port Services Division of George Hammond PLC into the wider Port business. With the continuing involvement of George Hammond PLC's managing director James Ryeland and his dedicated senior team and staff, the Port will preserve the existing expertise whilst enabling the business to grow.

The parties have signed Heads of Terms for the transaction and are currently negotiating the detailed legal agreement before embarking on the process to effect the transfer, which will herald the next exciting step for the cargo business and the future of the Port.





# DWDR Programme Update

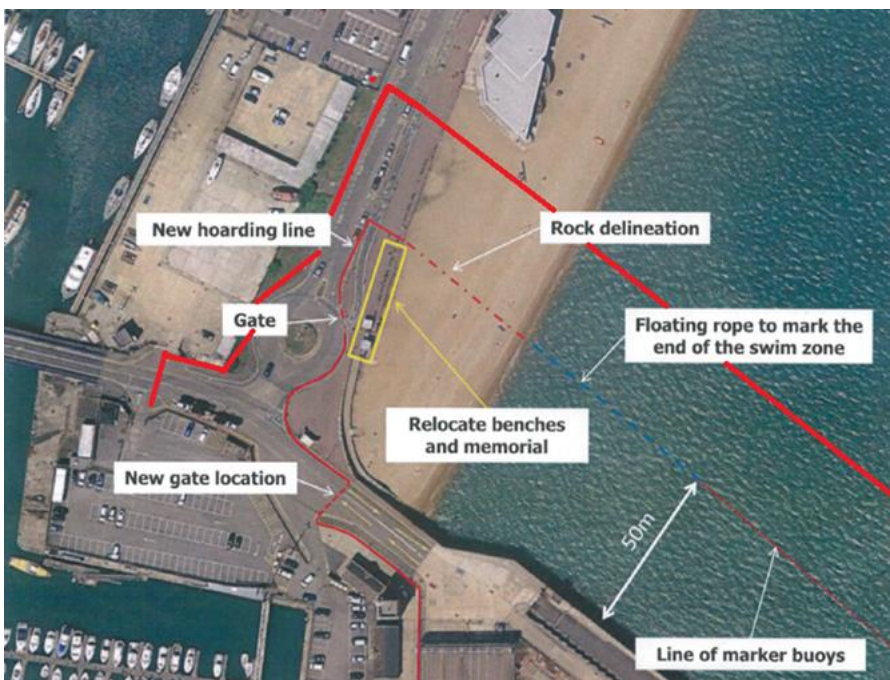
The Prince of Wales Pier and former Hoverport now form part of the construction area for the Dover Western Docks Revival (DWDR). Hoardings have been in place along Union Street and part of the Esplanade since May and will be extended further in early 2017.

The Swingbridge Car Park has been closed and is also part of the site compound and therefore access to non- construction personnel is restricted. Parking has been extended in the Clock Tower Car Park but new arrangements will be announced in early 2017 as this area will also be incorporated into the works.

On the 9th May work commenced to reduce the height of the Prince of Wales Pier and a 50m safety zone was established on the beach and also within the harbour adjacent to the pier. A further beach and harbour safety zone will be required later on in early 2017 for dredging and piling activities.

In order to commence the new Wellington Dock navigation channel a Stopping-Up Notice has been issued by Kent County Council, in support of the Listed Building Consent. The Stopping Up Notice is related to the process of taking back possession of the road to the far west of the seafront. The navigational channel will link the Wellington Dock with the new marina.

We will be consulting with a wide variety of stakeholders throughout all stages of the programme.



The construction site is delineated by hoardings and locked gates comprising the Prince of Wales Pier and Hoverport, Swing Bridge car park and parts of the Esplanade, beach and harbour (the solid red line on the image to the right represents the potential Esplanade closure expected in Q1 2017).

# Next Phase of the key A20 Junction Scheme



working on  
behalf of

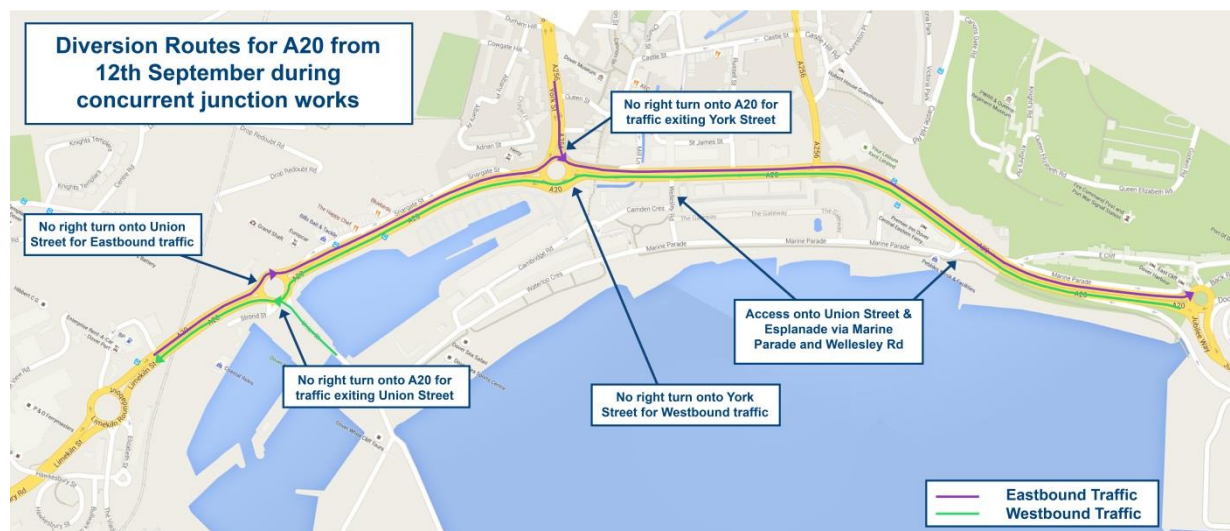


The second phase of the A20 junction improvement scheme started in mid-September as work got underway to replace the York Street Junction with "smart" technology traffic lights. The A20 work is designed to improve the flow of traffic in Dover and to maximise the potential of Dover's key regeneration projects including the Port's Dover Western Docks Revival (DWDR) and Dover District Council's St James development.

Whilst the first phase of improvements to the Prince of Wales and Union Street Junction made good progress, issues with underground services have resulted in a delay in completing the first phase. Therefore work will now take place concurrently on the Prince of Wales and York Street Junctions until November - when the Prince of Wales Junction will be completed - to ensure the entire scheme is completed within the advertised 52-week programme.

Extensive traffic modelling has been undertaken to evaluate the potential impacts of concurrent work on both junctions, and the results show traffic flows as coping well, including with Dover TAP (Traffic Assessment Project). Procedures remain in place to monitor traffic flows and to quickly clear breakdowns.

The work at the York Street Junction is expected to last until completion of the scheme in January 2017. The traffic lights at Woolcomber Street will then be upgraded before the A20 junction improvement scheme concludes in February 2017.



# A20 Junction Improvement Work Progress



**New carriageway and footpath looking westwards**



**Road markings added to the new Prince of Wales/Union Street Junction**



**Excavation work continues on Union Street in order to build new kerb lines**



**Removal of the York Street roundabout ready for future diversion of services**



**Excavation of the central reservation near York Street**



# A20 Junction Improvement Work Progress

Jackson Civil Engineering recently raised some money during a charity golf day and it was decided to donate the money to the Dover RNLI who are based near the Jackson site office. Project Manager, Jon Edwards, presented the proceeds raised of £250.00 to the Dover RNLI Coxswain James Clapham. James very kindly took Jon and some of the Jackson team on an extensive tour of the lifeboat, explaining the roles of the crew, the type of call outs they respond to and the impressive capabilities of the lifeboat.



**Jon Edwards, Jackson Civil Engineering, and James Clapham , Dover RNLI  
(left to right)**

## Keeping you informed:

Jackson Civil Engineering has a dedicated Community Liaison Officer who is available to deal with any queries, meet with local businesses and residents to update them on construction activities and address any concerns that may arise. You can contact the helpline number and email address shown to the right. There is a Visitor Centre situated in the site compound which is open every Wednesday between 10:00 – 14:00 or by appointment Monday – Friday.

## Site Compound and Visitor Centre

101-102 Snargate Street,  
Off Prince of Wales Roundabout,  
Dover, Kent, CT17 9DA  
Helpline number: 07813 520878  
Email: [A20Feedback@jackson-civils.co.uk](mailto:A20Feedback@jackson-civils.co.uk)

# Prince of Wales Pier Enabling Work Progress

Graham Civil Engineering completed the height reduction on the Prince of Wales Pier for the Phase 1 enabling works in August.

The work involved decommissioning and removal of utilities, and cataloguing of heritage items. Ling Demolition, from Canterbury, was appointed for the Phase 2 enabling works which commenced in September. This stage of work consists of the removal of the Hoverport substation, remaining sections of the landward ramp, underground service trenches, tanks, foundations and the former Hovercraft hydraulic rams.



**Work will be operational on site between 0800hrs – 1800hrs for a period of 10 weeks, which is likely to produce periods of noise disruption. The majority of the waste created during this stage of the works will be recycled on site and reused in future stages of the project.**



**DWDR will be recycling and reusing 46,000 tonnes of concrete aggregate from Prince of Wales Enabling Works and St James Development for first phase of construction**

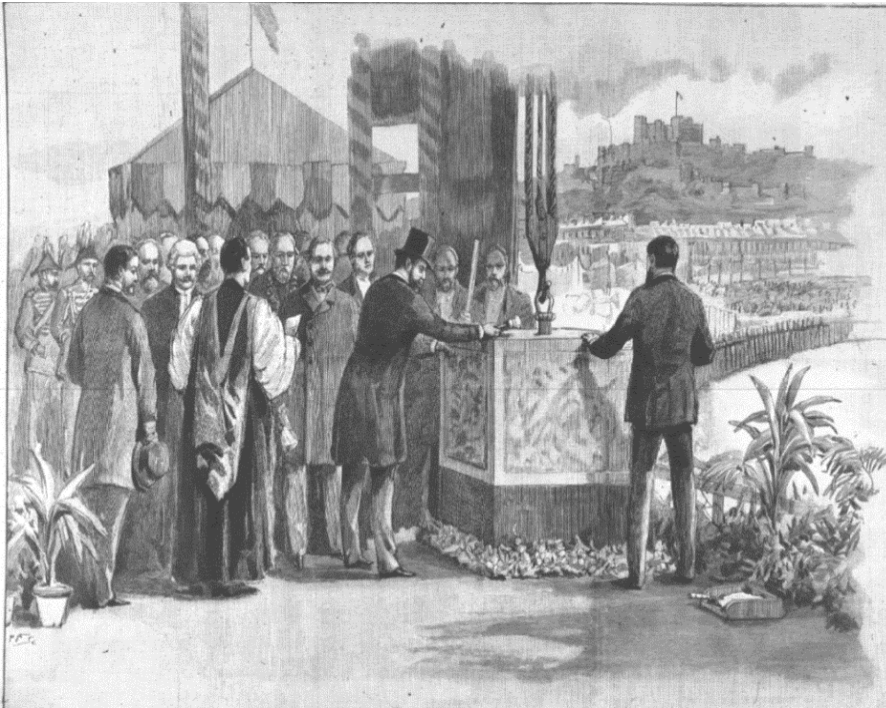
Recycled aggregates bring carbon reduction benefits, which include:

- Reduced resource consumption;
- Diversion of waste materials;
- Reduced quarrying and transportation costs; and
- Reduced embodied carbon (i.e. carbon dioxide emitted during the manufacture, transport and construction of building materials, together with end of life emissions).



# Discovery of the Prince of Wales Pier Plaque

In July the DWDR team made a discovery on the landward ramp of the Prince of Wales Pier after noticing scraps of old newspaper and glass in the location. A piece of brass was then spotted in the rubble and on closer inspection was discovered to be the original foundation plaque, dated 1893, laid by the Prince of Wales on Thursday the 20<sup>th</sup> of July 1893. Reports of the ceremony can be found in newspaper articles from the time describing two glass bottles filled with coins dated 1893 and newspapers being laid alongside the foundation as a time capsule.



An engraving of the same scene as depicted in the above photograph would suggest that the granite stone also has exterior carvings. Image drawn by William Spencer.

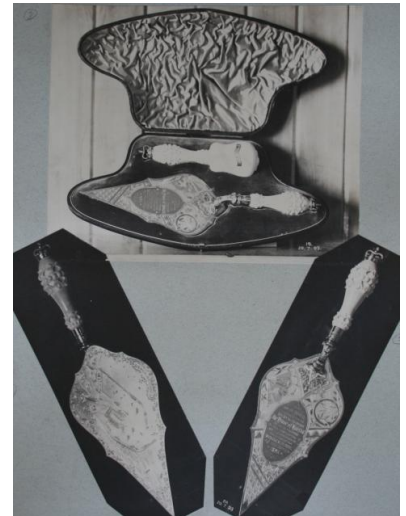


Photo of the Trowel used to lay the foundation stone at the Prince of Wales Pier - Taken from the Port archives.

A photo from 1893, showing the ceremony of the laying of the foundation stone for the Prince of Wales Pier.



# Discovery of the Prince of Wales Pier Plaque

On discovery it was evident the plaque had been previously damaged which is thought to have happened during an air raid on the 1<sup>st</sup> of May 1943 (as noted on the 1954 replacement plate that once stood at the entrance of the Prince of Wales Pier).

The area was immediately cordoned off to conduct further investigations but unfortunately the coins and intact newspaper articles were not discovered. It is thought they were disturbed during the war years or during construction of the Hoverport.

On further investigation more glass was collected and the granite surround of the foundation stone, in which the glass bottles were thought to be originally stored, was found. The cavity within the granite surround has been explored, revealing it only contained infill relating to construction of the old Hoverport.



**The site of the Time Capsule within the context of the demolition works taking place on the Pier.**



**The site where the foundation stone was found, after it was cleared of rubble and showing the carved out centre where the glass bottles and the newspaper would have once been placed. The plaque would have stood on top of the stone.**

# Goodwin Sands Marine Licence Application

The Port of Dover submitted a Marine Licence Application (MLA) to the Marine Management Organisation (MMO) in mid-May with the completed Environmental Statement and supporting environmental impact studies to seek permission to dredge the Goodwin Sands to secure aggregate for the land reclamation and berth construction works.

Following the statutory 42-day consultation period which began in June, the MMO requested further information in August and the Port of Dover has responded to this. If anyone wishes to inspect the additional information you have until 16<sup>th</sup> November to do so.

**The Marine Licence Application (MLA/2016/00227) 'Further Information' can be found at <https://www.gov.uk/government/organisations/marine-management-organisation>**

## ***Archaeology and Historic Environment Working Group:***

- **No direct impact** on known wreck sites – exclusion zones established;
- **Minor impact** on unknown wreck sites - but **offset by mitigation**;
- **No impact** on heritage assets along the coast;
- **On board archaeological monitoring** during dredging and discharge to reclamation site; and
- Continuing to work with the Ministry of Defence (MoD), incl. Joint Casualty and Compassionate Centre (JCCC), to ensure **preservation of war graves and military archaeology**.

## ***Coastal Processes and Coast Protection Working Group:***

- **No impact** on coastal erosion and flood defence along the coast;
- Wave heights: **no change** within 4.5km of the coast; and
- Tidal current velocities: **no change** within 5km of the coast.

## ***Ecology Working Group:***

- Habitat will recover naturally with **no lasting effect on the eco-system**;
- Physical changes: **will be localised and small scale**;
- Fish ecology: **no significant impact** – mitigation by design to avoid breeding seasons and habitats;
- Ornithology: **no impact** on any Special Protection Areas (SPAs);
- Marine mammals: **no significant impact** to change of habitat and prey availability:
  - 1km buffer zone with trained ecological observers on-board the dredger at all times to monitor for disturbance to seals; and
  - A seasonal 1.5km exclusion zone during sensitive periods i.e. pupping and moulting.



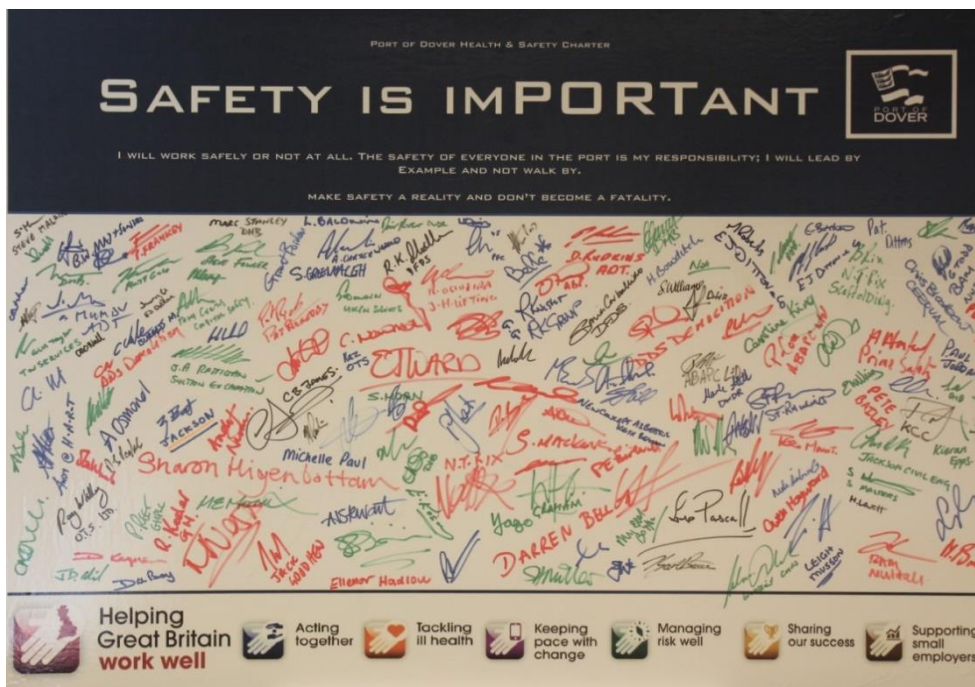
# Stay Alert – Stay Safe, Be Road Aware

The Port of Dover is working hard to keep the town, Port and UK economy moving. By ensuring a safe environment for its staff, customers and the wider Port community, the Port is playing its part to ensure that delays to the operation of the Port and development of DWDR through safety incidents are minimised.

Work on the A20 is a constantly evolving environment. Changing road systems can create safety hazards so please use the following advice:

- **Drivers STAY ALERT = The road layout may have changed since your last journey**
- **Pedestrians STAY SAFE = Stop, look and listen when crossing the A20**
- **BE ROAD AWARE = Slow down, be patient and share the road**

As we continue to develop the Port to meet future challenges and opportunities, we are committed to ensuring the Port is a safe place to work in and to travel through.



# KEEP IN TOUCH

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@doverwesterndocksrevival



@Port\_of\_Dover

