

# DOVER WESTERN DOCKS REVIVAL (DWDR)

## NEWSLETTER

SUMMER 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. It is a c.250m development with £180m already committed to deliver the first phase.



Co-financed by the European Union  
Connecting Europe Facility

# Open Letter from Port Chief Executive

Uncertainty has been one of the defining characteristics across our wide and diverse British life since last week's vote to leave the European Union. The town, people and businesses of Dover are no different. Everyone is rightly concerned about what the future holds for them.

Set against this background, however, there is a cast iron certainty – the Dover Western Docks Revival is already happening. Nobody should be in any doubt about that, just take a walk to the seafront and see what is going on today.

The project's future is not, and never was, entirely dependent on EU funding. We would have been extremely unwise to put all our funding eggs in one basket when designing a project so crucial to our future. As for the grants we have already been awarded by the EU, there is nothing to suggest they will be taken away, but there is no cast iron guarantee and there could possibly be more remote consequences of this in the later years of the project as an exit is negotiated. We will be working as hard as we can to reduce that uncertainty and ensure a strong future for our customers and community.

Dover Western Docks Revival has Government backing for a very good reason. It will create additional cargo capacity in a port which already handles 17 per cent of the UK's import/export trade in goods. It will create high quality employment opportunities. And it will certainly act as a catalyst for the wider regeneration of Dover.

In this post referendum period, projects like Dover Western Docks Revival are more important than ever. As Secretary of State for Transport, Patrick McLoughlin, said investment in infrastructure sends a very clear signal to the rest of the world that Britain, and therefore its most important port, is still very much open for business.

At this time there is one unshakeable certainty - whatever the future holds for our country, we will always be an island, we will always need ships to carry our supplies and exports, and we will always need ports like Dover to service those ships.

**Tim Waggott**

**Chief Executive**  
**Port of Dover**



# Royal Bank of Scotland (RBS) Support for DWDR

The Port of Dover's biggest ever single investment, the Dover Western Docks Revival, has received funding support from the Royal Bank of Scotland (RBS).

RBS have agreed to help to provide a loan facility of £90m to add to cash resources and long term debt finance agreements already available for the development.

Progress continues to be made with the regeneration vision in the Western Docks and the fact that the project has gained the confidence of a major bank proves the ports commitment to its ambitious regeneration aspirations. The project will create much needed high quality employment opportunities for local people and support the Port of Dover's commitment to becoming the best port in the world for the benefit of its customers and community.

Tim Waggott, Port of Dover Chief Executive commented: "This is the Port of Dover's biggest ever venture and as such is a costly endeavour. We need investment from other sources to be able to meet our ambitions for the Dover Western Docks Revival project and are delighted that RBS have the confidence in the Port, and our vision for Dover, to provide us with this financial assistance to continue to move forward towards completion."

John Redfern, Head of Corporate South East, RBS added: "It's fantastic to be able to support a development that will have such a positive impact for the local community and builds Britain's maritime heritage and trade globally."



# Goodwin Sands Marine Licence Application

The Port of Dover submitted a Marine Licence Application (MLA) to the Marine Management Organisation (MMO) on the 18th May 2016 to seek permission to dredge an area on South Goodwin Sands.

The application is supported by a 1,500 page Environmental Statement prepared by leading experts which describes baseline environment and identifies the potential environmental impacts of the scheme. It also proposes mitigation measures to avoid, reduce or offset impacts and assesses the significance of impacts and explores alternatives. The full detail of the application is publicly available via the MMO and Port of Dover websites.

Extensive consultation was conducted throughout the process and concluded with an Open Meeting requested by Save Our Sands (SOS) action group, on Thursday 14th July at Discovery Park 'The Gateway' venue. Jack Goodhew, Port of Dover's General Manager of Special Projects, addressed the meeting to give an update on the application; and was joined by specialists consultants John Baugh and Dave Brew to discuss coastal processes, Lizzie Jolley and Jen Learmouth discussed ecology and Victoria Cooper reviewed archaeology and the proposed mitigations.



Having undertaken extensive engagement already with district and town councils and coastal communities, and with key statutory authorities, the open meeting further demonstrated the Port's openness regarding the application and provided an opportunity to present the facts regarding the MLA.

## Marine Licence Application Schedule

<input type="checkbox"/> <b>Early June – 20 July</b>	<b>2016 MMO consultation period (42 days)</b>
<input type="checkbox"/> <b>July – August</b>	<b>Further information request, plus consultation</b>
<input type="checkbox"/> <b>September 2016</b>	<b>MMO Licence decision</b>

# A20 Junction Improvement Works Progress



***Work on the Prince of Wales round about continues...***



During a night closure on Saturday 14th May, a contraflow traffic management system was introduced on the westbound carriageway, to facilitate the stage of the works which involve significant diversions to underground services and utility cables in the existing western footpath.



***The roundabout has now been reduced to road level allowing vital utility work to be carried out...***

# A20 Junction Improvement Works - Progress

A huge amount of work has been achieved and is ongoing. The next phase of the A20 junction improvement scheme starts in mid-September as work gets underway to replace the York Street Junction with "smart technology traffic lights.

**Highlighted as one of the key investment schemes by the Government in unlocking Britain's economic potential, the works are designed to maximise the potential of Dover's key regeneration projects including the DWDR scheme and Dover District Council's (DDC) St James development.**

## Some of the Progress to Date:

- **Traffic management installed to create a safe work zone**
- **Existing street light infrastructure decommissioned, prior to construction of the new central reservation**
- **New embankment constructed to allow underground services and utilities to be relocated**
- **New traffic signal and lighting ducts laid**
- **Foul sewer diversion complete**
- **New drainage ducts laid**
- **Selected lighting columns and street signage removed**
- **Sections of the central reservation and barriers removed to enable construction**
- **Construction started on the new eastbound carriageway**
- **New gas and water mains relocated**
- **New street lighting chamber and ducting installed**
- **Construction of the new central road island**



working on  
behalf of



## 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 and is open on Wednesday's 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)

# DWDR project achieves sustainability excellence award

The Port of Dover secured a top sustainability award from CEEQUAL for the port's flagship development of the Western Docks and the town's waterfront, the Dover Western Docks Revival (DWDR) project.

The Port's DWDR project team was presented with its 'Excellent' CEEQUAL Interim Client and Outline Design Award at this year's annual Port of Dover Safety Day on the 13<sup>th</sup> July. The Port joins the 2012 London Olympic and Paralympic Games as another high profile project to achieve a top CEEQUAL 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.

The £250m DWDR project – the single biggest investment ever undertaken by the Port of Dover –achieved a score of 88.6% in the assessment of the master planning and design stages.

The project's success has come from a strong commitment to embed sustainability in the management processes from the initial planning of the project. Sections in the CEEQUAL assessment where the project scored particularly highly, include:

- Project Management: 97% ; - Ecology and Biodiversity: 97%; - Physical resources use and management: 97%; - Water Environment: 92%; and - People and Communities: 95%



# DWDR project achieves sustainability excellence award

The CEEQUAL assessment will now continue through construction to the Final Award Stage in two parts: Marine Civil Works and Land Based Infrastructure.

The details of the development were developed in close consultation with the local and business communities. This partnership continues throughout the design and delivery of the project as the port seeks to fulfil its sustainability objectives.

Matt Gale, Environmental Advisor and DWDR CEEQUAL sponsor at the Port of Dover, commented on the project: "Sustainability is at the core of the design, planning and delivery of the Dover Western Docks Revival and this award is a fantastic endorsement of that approach. To secure similar recognition as the 2012 London Olympics and Paralympics Games – the greenest games ever – is hugely positive."

The award certificates were presented by CEEQUAL Managing Director, Chris Broadbent, at the Port of Dover's Cruise Terminal 1. Commenting on the project team's exceptional performance, he said: "This is an excellent achievement by the whole team; it really demonstrates the commitment there is to sustainable development at the port in Dover. I fully expect the project to continue to demonstrate this same commitment throughout the construction works and look forward to seeing the positive impact this will have."

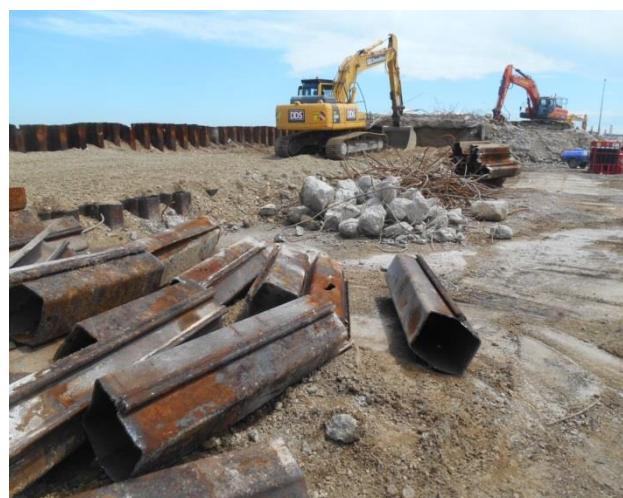
Tim Waggott, Chief Executive at the Port of Dover, said: "DWDR is a game-changer for the port's operations and it's great that the project team's efforts to embed sustainability throughout the scheme have been recognised in an independent CEEQUAL Award.



"For a project of this scale, it's vital that we work closely with the town to help shape, deliver and eventually work and enjoy this asset. As we progress our plans, we will maintain that same level of diligence in seeking to minimise potential impacts of our work, and maximise the benefits for our town, our heritage and the environment."

# Prince of Wales Pier Height Reduction Works & Heritage Items

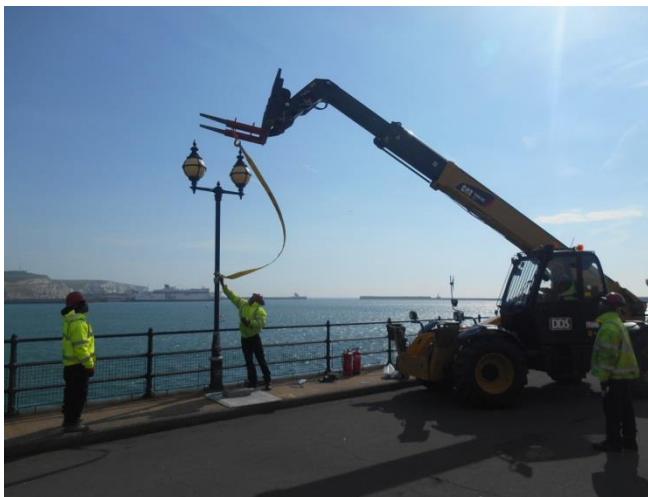
The Prince of Wales Pier height reduction works have now drawn to a close. Over the past 14 weeks the steel sheet piled section of the pier, originally constructed for the Hoverport in the late 1970's has been reduced in height.



***The Victorian landward and seaward ramps have also been reduced to match the level of the old Hoverport.***

# Prince of Wales Pier Height Reduction Works & Heritage Items

All heritage items have been carefully removed, photographed, catalogued and transferred to Cruise Terminal 1 (CT1), to comply with the Listed Building Consents. The design makes provisions for the heritage items to be reintroduced into key areas of the regenerated waterfront.



# COMMITTED TO BEING THE BEST PORT IN THE WORLD FOR THE BENEFIT OF OUR CUSTOMERS AND COMMUNITY

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