

DOVER WESTERN DOCKS REVIVAL (DWDR) NEWSLETTER

Spring 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.

DWDR is transforming the Western Docks at the Port of Dover

What is Dover Western Docks Revival?

Dover Western Docks Revival (DWDR) is a one-off opportunity for the regeneration of Dover, bringing new investment into the area. Co-funded by the European Union and with UK Government planning approval, 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.



Co-financed by the European Union
Connecting Europe Facility

Latest news for our customers and community

Promotion – 'Delivering the Vision' for DWDR

Following production of exciting new images and animation of the DWDR development, the Port of Dover held a promotion of the scheme 'Delivering the Vision' which saw an extension of the DWDR Marketing Suite opening times for a special two-week period at the end of February.

Over 300 people visited the DWDR Marketing Suite and 3,000 people visited the website.

The new images and animation were also published on the Port of Dover's website – which can be viewed at www.doverport.co.uk/DWDR. Please visit to see the transformation taking place and leave feedback on what you think of the scheme.

'Delivering a Vision' – DWDR

Local firm, Hartwell Architects, have been working with the Port of Dover since the outset of the development and over recent weeks were on hand to help us prepare for our promotion of the scheme 'Delivering the Vision'. This consisted of developing a 3D computer model of the scheme based on the original layouts contained in the Harbour Revision Order (HRO).

The Chartered practice, established in 1989, has seven technical staff, three of whom are working with us on this development.



CARGO
TERMINAL

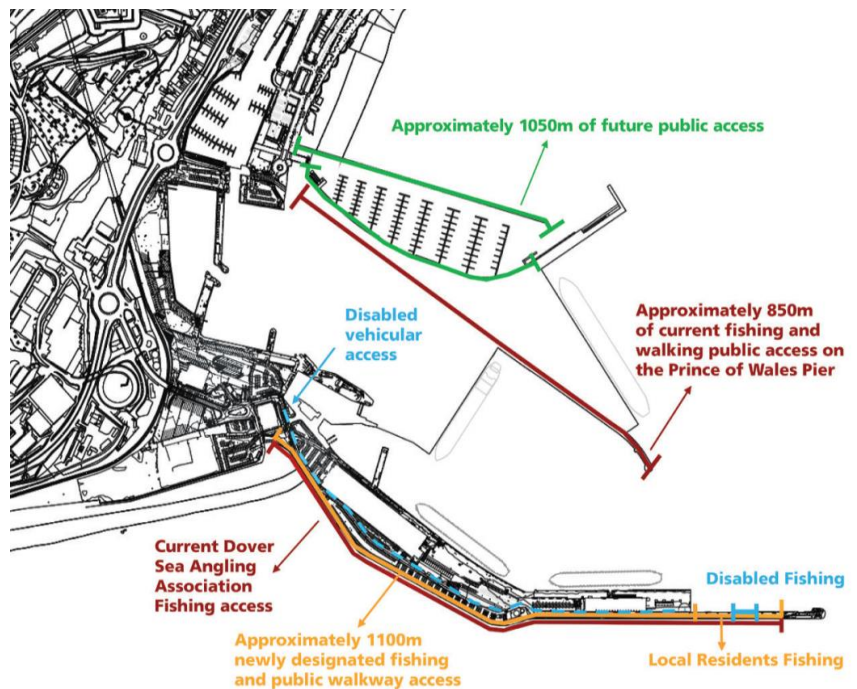


REMINDER: Access to Admiralty Pier

Access to the Prince of Wales Pier is no longer available as the pier now forms part of the DWDR construction area. Work has already been completed on pier utilities decommissioning and generator installation for navigation equipment.

To ensure everyone can continue to enjoy walking and fishing, the facilities on the Admiralty Pier now provide access for the local community and visitors. Parking is available at Townyard Street car park.

A dedicated disabled area for fishing is accessible by vehicle adjacent to the cruise Terminals for blue badge holders.



Blue badge holders will need to pre-register. For further information please email Dover Sea Angling Association on doverseaangling@gmail.com or view the website at www.doverseaangling.co.uk.



Removal and Restoration of the Hovercraft Propeller

The Hovercraft propeller was moved in January as works in the Western Docks continues.

Over the next three years, the propeller will make its temporary home at Dover Cruise Terminal 1 (CT1), where it will be refurbished and restored.

The propeller on the stand was one of many that propelled the larger Mk 3 version of the SRN4 hovercraft. Each propeller was made up from 4 controllable pitch blades mounted in a hub that attached to the pylon.

The blades were manufactured by Hawker Siddeley at approx. £90K each in 1973 and for many years, at 21 foot diameter, were the largest commercial air propellers in the world.



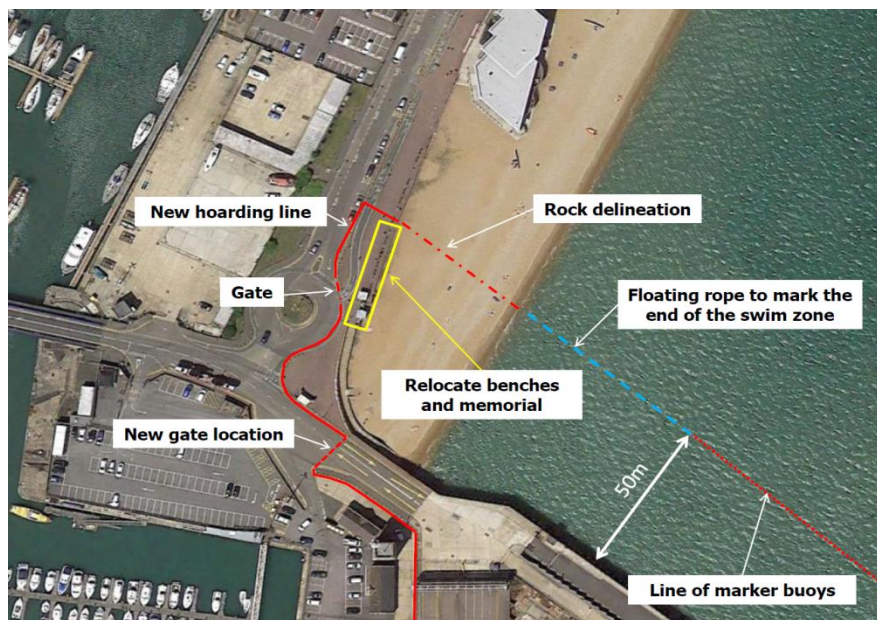
On completion of the development, the propeller will be re-displayed to provide a fascinating focal point in the new Clock Tower Square.



Buoys marking DWDR Works Exclusion Zone

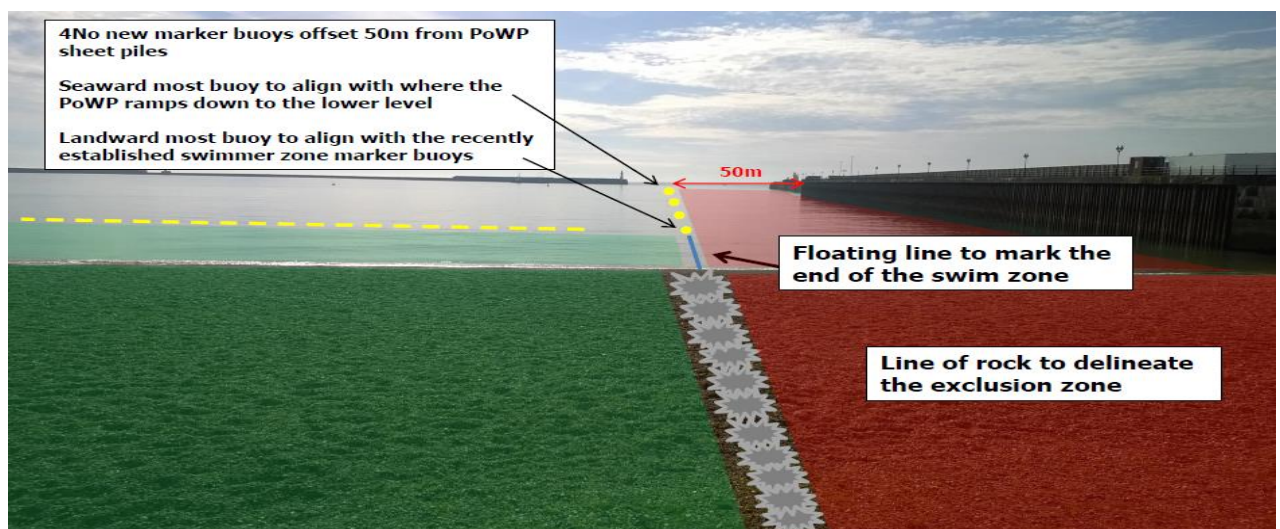
As the Prince of Wales Pier forms part of the construction area for Dover Western Docks Revival (DWDR), work has commenced to reduce the height of the Pier. In order to safely complete this work it is necessary to implement a marine exclusion zone of 50m parallel to the Prince of Wales Pier.

The boundary line of the exclusion zone will consist of rock bund down the beach, a floating rope (with small yellow floats) to mark the end of the swimming zone and the line of four new marker buoys to establish a 50 metre restricted zone for water-based activities beyond.



These will give water users a clearer indication of construction areas within the harbour.

No marine craft or swimmers should cross into the restricted area to the South of the line of buoys shown in red in the photograph.



4 No new marker buoys offset 50m from PoWP sheet piles
Seaward most buoy to align with where the PoWP ramps down to the lower level
Landward most buoy to align with the recently established swimmer zone marker buoys

50m

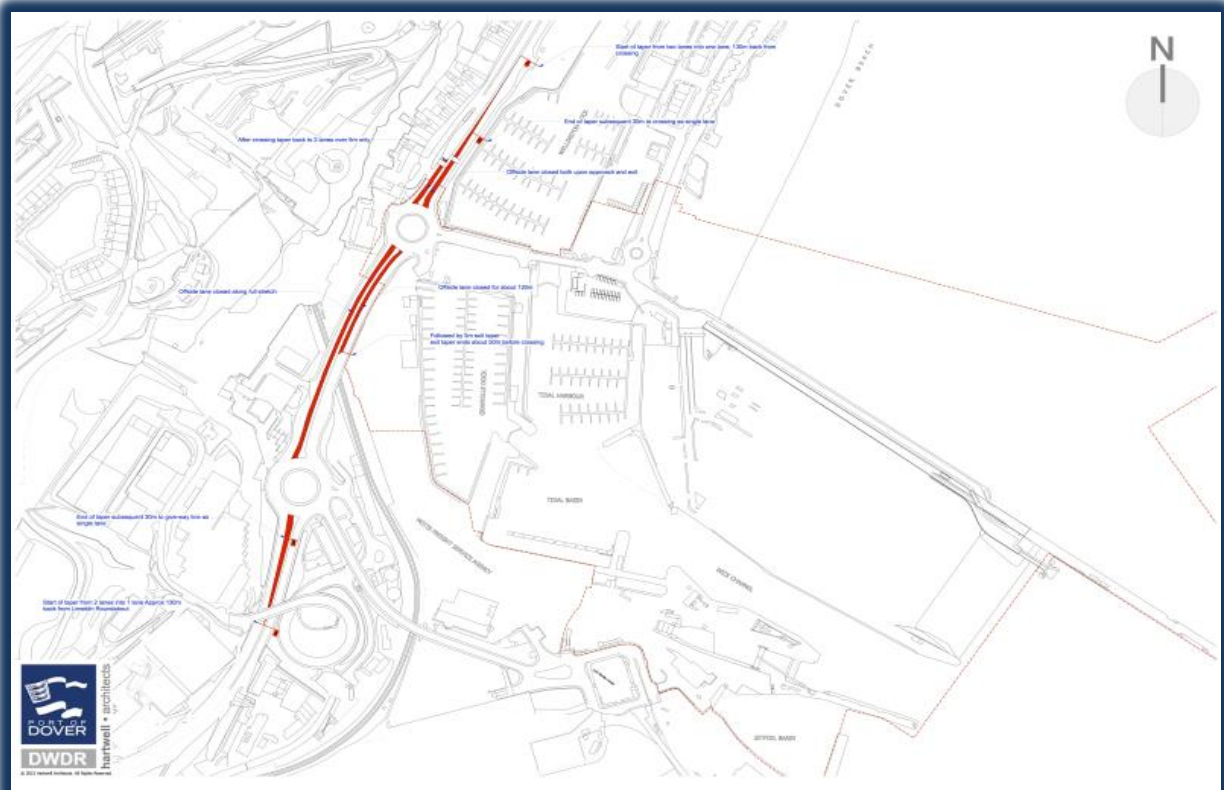
Floating line to mark the end of the swim zone

Line of rock to delineate the exclusion zone

A20 Junction Improvements

The A20 junction improvements were identified by Government as a key investment scheme for the country back in 2014. Together with Dover District Council, the Port of Dover is delivering the road scheme to enable waterfront and town centre regeneration.

This comprises of two junction improvements on the A20 at the Prince of Wales and York Street roundabouts with Mova Smart system traffic lighted junctions and improved access to Union Street. The traffic light control system for Woolcomber Street is also being upgraded.



The first phase of improvement is the Prince of Wales Roundabout / Union Street which commenced in February. During this time there will be no right turn facility from the A20 eastbound to Union Street and no right turn from Union Street to the A20 eastbound (left turn only with diversion to York Street or Limekiln roundabouts).

If you have any queries or concerns there is a dedicated Community Liaison Officer who can be contacted on mob: 07813520878 or email: A20feedback@jackson-civils.co.uk

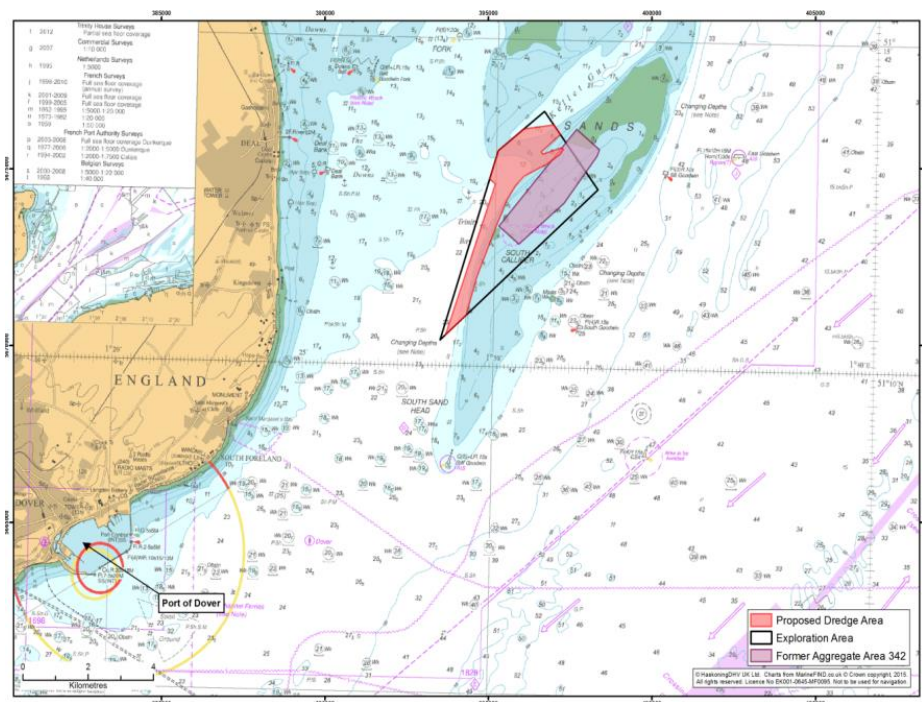
Goodwin Sands, Harbour Dredging and Safety Zone

Dredging of Reclamation Material from the Goodwin Sands

The Port of Dover is exploring options, including a preferred proposal to dredge sand and gravel from the South Goodwin Sands off the coast of Kent, for fill material for the Dover Western Docks Revival development at the Port. Goodwin Sands is identified as a good source of aggregate by The Crown Estate.

The Port is considering the option to dredge up to 2.5 million m³ of sand and gravel from the subtidal (submerged by water even at low tide) parts of the South Calliper sandbank at the South Goodwin Sands, located approximately 12km north east of the Port of Dover. The location of the proposed aggregate dredging is shown in red on the chart below.

The proposed dredge area has been specifically designed to avoid intertidal areas (including seal haul-out sites), protected and charted wrecks and sensitive seabed habitats. Detailed information on the exploration surveys and site selection process will be included within the Environmental Statement for the scheme, which will be publicly available.



How much of the Goodwin Sands will be dredged?

Independent data [HR Wallingford] estimates the total volume of the Goodwin Sands is 1,120,000,000m³ therefore the absolute maximum of 2,500,000m³ material required dredge for the DWDR development equates to approximately **0.22%** of the total volume [Source: John Baugh, HR Wallingford].

Continued...

Environmental Impact Assessment Study (EIA) and Consenting Process

Marine aggregate dredging requires a Marine Licence from the Marine Management Organisation (MMO), which regulates activity in the marine environment. Royal HaskoningDHV, on behalf of the Port of Dover, has undertaken an Environmental Impact Assessment study to support the application for a Marine Licence for consent to dredge. The resulting Environmental Statement will describe the baseline environment, identify the potential environmental impacts of the scheme, proposed mitigation measures to avoid, reduce or offset impacts and assess the significance of impacts.

Within the scope of the Environmental Impact Assessment study, HR Wallingford have modelled the potential for the proposed dredging to affect coastal processes (e.g. waves and coastal erosion). The results of the modelling are now available within the Coastal Impact Study, in line with established aggregate industry practice.

During the Environmental Impact Assessment study a number of working topic groups have been conducted to review the results of the studies and capture stakeholder feedback. These groups include: coastal processes, navigation, archaeology and ecology.



Stakeholder Events

Herald of Free Enterprise

The Port of Dover ensured that the closure of the Prince of Wales Pier did not break the March tradition of throwing wreaths into the sea to remember those who lost their lives in the Herald of Free Enterprise disaster. The Port was on-hand to facilitate the event, ensuring no change to this important commemoration.



Annual Consultative Meeting

Monday 23rd May 2016. Cruise Terminal 1, Western Docks, Dover, 5pm to 7pm

- Handling record freight volumes
- Staying open for business throughout the summer of major disruption in France
- Securing European funding
- Delivering major investment
- Facilitating flagship community events
- 23 local projects now benefiting from the Port of Dover Community Fund
- Completing an organisational transformation

Come and see how the Port and its partners are delivering for Dover and the nation. The event will take place in the former Dover Marina Railway Station (home to Cruise Terminal 1) and showcase it in all its glory with a street market and entertainment. We look forward to welcoming you.




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



We thank all of our customers and community for their understanding, co-operation and support as our work to revive the Western Docks continues.

To raise any issues or concerns related to the above, please email DWDR@doverport.co.uk and we will be happy to help.

For further details about the project, please visit <http://www.doverport.co.uk> or follow
@Port_of_Dover on Twitter  with the dedicated hashtag #DoverWesternDocksRevival



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