

DOVER WESTERN DOCKS REVIVAL (DWDR) UPDATE

July 2015



WELCOME

The Port handles 13 million passengers, 2.5 million freight vehicles and £100 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

When completed, DWDR will:

- Deliver a game changing opportunity for the regeneration of Dover;
- Secure existing employment and create 600 new jobs;
- Enhance national infrastructure and resilience;
- Protect port capacity under the existing Harbour Revision Order (HRO) for the long term;
- Fit in with the wider East Kent regeneration agenda; and
- Transform Dover seafront for future generations with the potential creation of a new marina.

Latest news for our customers and community

Pre-Construction Agreement

GRAHAM, a nationwide contractor with extensive marine construction experience, is working with the Port of Dover team as part of a Pre-Construction Agreement. Procured under EU Official Journal regulations, the GRAHAM contract focuses on all the marine civil engineering design and construction costings, including the quays, pier walls and reclamation required to deliver this new piece of land within the port.

The team from GRAHAM has a strong reputation for collaborative working and this will give the opportunity for Kent companies to tender for as many parts of the project as they feel able to deliver. A series of joint 'meet the buyer' events will be held later in the year.

In order to deliver the Dover Western Docks Revival project, which will have around 200 construction workers on site during its peak, the Port recognises the need for a robust transport management plan, and intends to bring as much of the construction materials in by sea as possible.

A number of non-disclosure agreements have already been signed with potential users of the cargo terminal and development partners.

Prince of Wales Pier Height Reduction

Constructed in 1976-77, the Prince of Wales Pier sheet piled walls enabled the land reclamation for the Hoverport to be completed. The height reduction work only relates to the newer sheet piled section of the pier.

Ancillary to the requirement to provide increased cargo capacity the DWDR vision is to provide the potential for new marina facilities and waterfront regeneration opportunities. Once constructed, the marina curve will include a new publicly accessible esplanade in front of the regeneration sites to help sustain the commercial regeneration opportunities. The new marina curve will provide a development opportunity for cafes, restaurants, retail, commercial and evening economy functions. Buildings will generally be low rise with active frontages overlooking the marina and will have views of the harbour and the Castle. A new setting will be provided for the retained Clock Tower at the heart of the site.

In order to maximise the attractiveness of the land as a catalyst for regeneration development, the landward section of the Prince of Wales Pier (sheet piled section) needs to be reduced in height to suit the general ground levels. By reducing the height of the pier by approximately 2.5 metres it will be at the same level as the Hoverport adjacent, thus enabling the future development on the new marina curve to be all at one level. Supplementary to this is that the height also needs to be reduced to address a long term issue that the Port has been managing with the structural stability of the sheet piles.

At first glance the enabling works may seem like a simple exercise that some would call a demolition project, but on closer inspection it is a controlled deconstruction of the upper part of the pier. The deconstruction will bring its own set of unique challenges, the main one being that the contractor must access the area from the Hoverport side to cut and remove the existing steel sheet piles and that no material can be allowed to fall into the sea during the works.

The Prince of Wales Pier is a grade 2 listed structure so all heritage items will be carefully removed and stored for future use. The precast concrete wind wall that separates the pier from the Hoverport will be carefully unbolted and lifted from the pier. The concrete will be recycled. The concrete slab that forms the road way on the pier will be broken up by a large excavator. The concrete pieces will be passed onto the Hoverport slab for processing and recycling.

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Prince of Wales Pier Height Reduction (continued)

Below the concrete slab the pier was filled with sand. The sand will be dug out to the new pier level and stored on the Hoverport for re-use. The concrete slab that forms the seaward footpath will be cut into large but manageable pieces so as to minimise any dust or noise. The pieces will be carefully lifted by crane to the Hoverport and recycled. The steel sheet piles will be cut down to a new level and the waste recycled.

This enabling work is planned to commence in September. Carrying out this work at this time will enable the main marine civil engineering contract to commence on programme in the New Year. The pier has to be closed during the construction period for obvious safety reasons but when completed the new marina curve will be publicly accessible and, when combined with the new marina pier, will continue to provide and enhance the recreational environment of Dover Seafont.



*The section of the Prince of Wales Pier that will be reduced in height is highlighted in **red** above.*

Environmental Impact Assessment (EIA)

As it has done successfully since the 1970s for previous development projects including the former hoverport and the Eastern Docks, the Port of Dover is proposing to dredge aggregate from an area on the South Goodwin Sands for use as fill material for parts of the Dover Western Docks Revival project. This includes for land reclamation and possibly berth construction. In approaching such activity responsibly, an Environmental Impact Assessment (EIA) is being undertaken to assess the impact that the proposed dredging would have on the environment and the industries and activities which operate in the area.

The EIA will describe the baseline environment, identify the potential environmental impacts of the scheme, propose mitigation measures to avoid, reduce or offset impacts and assess the significance of impacts.

Subject to the necessary agreement with The Crown Estate and other relevant permissions and exemptions being in place, the Port is planning to undertake geophysical and ecological surveys in August 2015. These survey works will involve one or two survey vessels operating at the South Goodwin Sands during this period. The surveys will not involve any dredging or construction works and only small samples of material will be removed from the seabed for analysis.

Forthcoming



- Prince of Wales Pier height reduction to be carried out
- EIA to be undertaken on the South Goodwin Sands area, subject to permissions.

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>

Working hard to keep traffic, Dover and the UK economy moving!

@Port_of_Dover #OperationimPORTant