

DOVER WESTERN DOCKS REVIVAL - GOODWIN SANDS

JUNE 2016
MARINE LICENCE APPLICATION

- Thorough environmental studies
- Small proportion to be taken
- No coastal impacts
- Option with least overall environmental impact



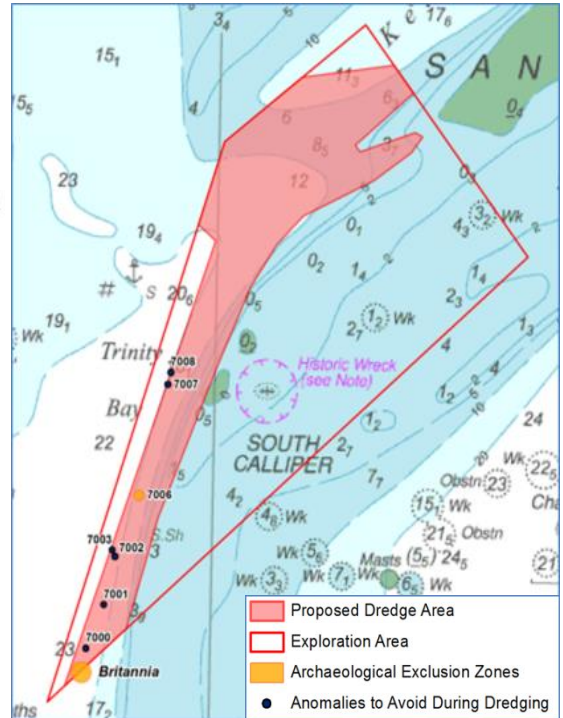
Thorough Environmental Studies

World-class consultancy firm Royal HaskoningDHV was engaged in May 2015 by the Port of Dover to advise on the selection of aggregate sources for the Dover Western Dock Revival.



After a year of studies, consultations and the production of an Environmental Statement running to over 1,500 pages - the preferred option is to extract aggregate from an area on the south west of the Goodwin Sands.

The proposed dredge area has been specifically selected to have the minimum environmental impact and avoids seal haul-out sites, protected and charted wrecks and sensitive seabed habitats.



Small Proportion To Be Taken

HR Wallingford have estimated the total volume of the Goodwin Sands as 1,120,000,000m³. Therefore the absolute maximum of 2,500,000m³ aggregate required for the development equates to approximately **0.22%** of the total volume.



How much is 0.22% of the Goodwin Sands ?

The image shows the Goodwin Sands represented as 50kg of sand and visually demonstrates the proportion of the sand (the small pile to the right) which will be taken if the licence is granted, i.e. 0.22% of 50kg is 110g, therefore leaving more than 99.7% of the sands untouched.



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No Coastal Impacts

During the year-long studies a number of local working groups were set-up to assist, review findings, capture feedback and propose mitigations.

Archaeology and Historic Environment working group:

- **No direct impacts** on known wreck sites;
- **Minor impacts** on unknown wreck sites - but **offset by mitigations**; and
- **No impact** on heritage assets along the coast.



Coastal Processes and Coast Protection working group:

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

"We concluded the dredging will have no effect on wave conditions along the coastline of Kent."



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 impacts** – mitigation by design to avoid breeding seasons and habitats;
- Marine mammals: **no significant impact** to change of habitat and prey availability - 1km buffer zone with trained observers on-board the dredger at all times; and
- Ornithology: **no impact** on any Special Protection Areas (SPAs).



Option With The Least Overall Environmental Impact

Five main options were considered for sourcing aggregate for the consented development:

- The use of dredged material from Goodwin Sands;
- The use of dredged material from licensed commercial marine aggregate sites;
- The use of land based aggregate sources;
- The use of material arising from navigational dredging; and
- Recycled and secondary aggregates.

Where available suitable local material is being recycled and used - such as that from Burlington House. All other sources are some distance from Dover, and would have a more detrimental environmental impact due to the increased shipping distances or up to 300,000 lorry movements required to deliver to the Port.

South Goodwin Sands is the best environmental option.



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Marine Licence Application Schedule

The application for the licence to dredge was submitted in May to the Marine Management Organisation (MMO). The full detail of the application is publicly available via the MMO and Port of Dover websites. Extensive consultation was conducted throughout the process.

- Early June 2016 MMO consultation period (42 days)
- July – August Further information request, plus consultation
- September 2016 MMO Licence decision

Conclusion

- **Thorough environmental studies**
 - **Completed by world class consultants**
- **Small proportion to be taken**
 - **0.22% of the total volume leaving over 99.7%**
- **No coastal impacts**
 - **Wave heights, tidal current velocities, coastal erosion**
 - **Modelled on 160% of required extraction**
- **Option with the least overall environmental impact**

Mitigation By Design:

- Full compliance with all legislation
- Engaged world-class consultancy firm



- Completed an Environmental Impact Assessment (EIA) study
- Produced an Environmental Statement – over 1,500 pages

EIA Technical Working Groups (WG):

- Coastal Processes and Coastal Protection WG
- Archaeology and Historic Environment WG
- Navigation WG
- Ecology WG

Regulatory Advisers Group:

- Marine Management Organisation (MMO)
- Natural England
- Historic England
- Environment Agency

Wider Stakeholder Engagement:

- Kent Wildlife Trust
- National Trust
- Commercial and recreational fishing industry
- Local councils and interest/action groups

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