



Newsletter

No 4 May 1989

Registered with the Civic Trust
Affiliated to the Kent Federation
of Amenity Societies

Registered Charity no. 299954

EDITORIAL

THE DOVER SOCIETY is one year old! In the first year over two hundred people, concerned about the present and future of Dover and its surrounding villages, have become members.

We hope that we can claim that we are making some impact on the district and that we are increasingly regarded as a responsible body whose views are worth seeking. In addition, we are offering members a full and varied programme of events, support for which suggests that it is popular. PUBLIC MEETINGS have continued to bring matters of interest and concern before a wider audience and have been well attended. Our ANNUAL GENERAL MEETING was one of these and proved an enjoyable occasion. An account appears on another page and the membership of the new Committee is listed overleaf. We are delighted that Terry Sutton has agreed to become Vice-President.

We are very sorry to record the deaths of Councillor Alan Dale, Committee Member Terry Khambatta and Mr E.G. Matthews who contributed an article to Newsletter No 3.

In December the Committee heard the views of both the Dover District Council and of the Kent Archaeological Rescue Unit, represented by its Director Brian Philp, on the proposed HERITAGE CENTRE. In January a large number of members and their guests visited the Council Offices for another presentation. Work has now started on what is to be known as THE WHITE CLIFFS EXPERIENCE.

On 13th March a VISIT TO THE CASTLE was over-subscribed. Although it was not possible, for reasons beyond our control, to see the parts the tourist doesn't usually reach, we greatly enjoyed the evening and hope to arrange another visit sometime.

The Committee is most grateful for a GIFT of £50 towards funds given by Mrs E.M. Horsfield, one of our Vice-Presidents.

After the success of last year's Dover Society Awards we are giving at least one SHOP FRONT AWARD. We hope that we will receive many nominations from our members, members of the public and from the shopkeepers themselves. Please read the details and make a nomination. We are sure that everyone with a visual sense will be anxious to encourage and reward good design.

On the subject of visual impact the Committee would like to see far more stringent rules laid down for new developments. One of the current causes for concern is the TML VILLAGE at Great Farthingloe known locally, for obvious reasons, as Stalag Maxton.

The main street PEDESTRIAN PRECINCT has now been extended to the end of Biggin Street. There are interesting textural contrasts in the paving although some of it makes for uncomfortable walking. The numerous wooden plant and tree containers, with their narrow seats, appear like packing cases left around by careless delivery-men. It may be impossibly expensive to rectify what seems to me a most unfortunate choice of street furniture. I should like to suggest that containers built of the materials used for the paving, dark purple-grey and sand-coloured bricks, lighter sand square paving-stones and rough-textured mid-grey paviments would extend the pleasing textures from the horizontal to the vertical and make for a much greater unity of design which the main street badly needs. Could the present containers be enclosed, perhaps, retaining the wooden seats? Nevertheless, in spite of criticisms, the scheme as a whole is a great improvement.

It is a pity that traffic still has to use the stretch of BIGGIN STREET between Pencester and Priory Streets. It is potentially dangerous in an area that appears to walkers to be a pedestrian precinct. And if traffic can be totally banned from the precinct in Canterbury between certain hours, why can Dover not do the same?

The Society was sorry to read a letter from a Canadian visitor in THE DOVER EXPRESS some months ago. He complained at the lack of information, on places of interest and times of opening, at the Tourist Information centre. Our Press Secretary wrote to him enclosing a copy of my "Walk Around Dover". The situation should be greatly improved by DDC's forthcoming HERITAGE TRAIL. We are very glad to know that this will be in French as well as English.

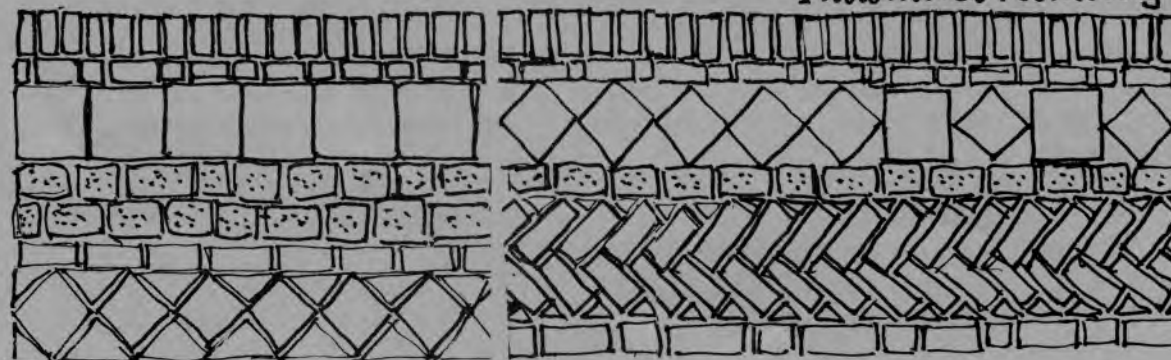
The Committee was invited to submit suggestions for the new DOVER PLAN and has done so.

In May 1990 The Dover Society is to act as Host Society to the Annual General Meeting and Spring Conference of the Kent Federation of Amenity Societies.

Please remember to renew your SUBSCRIPTION if you joined in 1988 for one year. A renewal form appears elsewhere in this newsletter. You will receive one of the new Membership Cards in due course.

Do apply for future events in good time. Note the DEADLINES. Finally, please give this newsletter to at least one non-member to read. The more support we have the more effective we can be.

Philomena Kennedy



POSTSCRIPT

I wonder if a policy of using a coordinated colour scheme could be developed, especially in the Market Square and main street, for rubbish bins and other street furniture? I thought that the dark blue, near-white and reddish terracotta of the Market Hall façade, before it disappeared behind scaffolding, could provide a key. (It would suit some other buildings too. The black and gold of the posts in the pedestrian area might be an alternative.

In BRUGES there is obviously a policy of using a lovely dark red for doors, window frames etc, which suits that city to perfection.

On the subject of the MARKET HALL façade, I do hope that the classical detail of Corinthian pilaster, pediments etc is to be properly restored to the parts crudely replaced after damage in World War II. PRMK

PRESIDENT The Rt. Hon. The Countess of Guilford

VICE-PRESIDENTS : The Rt. Hon. The Lord Ennals,

The Rt. Hon. The Lord Rees, Brigadier Maurice Atherton,

Mr 'Budge' Adams, Mrs Sylvia Corral, Mr Ivan Green,

Mrs Marion Horsfield, Mr Jack Ind, Mr Peter Johnson,

Miss Lillian Kay, Mr Jonathan Sloggett, Mr Terry Sutton

Mr Ray Warner.

COMMITTEE

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CT16 3AR. (0304) 822871

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Jeremy Cope, Phyllis Dobbins, John Drover, Adrian Galley,
Mike McFarnall (Advisory Member), John Owen, Clive Taylor,
Marguarita Waite, Norman Willis.

Has Dover a Future ?

This is the title of a course to be provided in the autumn with a variety of speakers bringing together different aspects of life and work which is vital to the future of Dover. The course will cover major areas of employment, commerce, history, heritage, ecology and tourism. Jack Woolford has kindly agreed to give the introductory lecture on Monday the 25th. September from 7 - 9 pm at the Community Centre, 1 Maison Dieu Road. The course will be held each Monday evening from 7 - 9 pm and speakers will be drawn from the Chamber of Commerce, Dover Harbour Board, the College of Technology, the Dover District Council with specialists on history, heritage and ecology.

The course is being jointly funded by the Workers' Educational Association and the School of Continuing Education at the University of Kent, Canterbury.

The Workers' Educational Association was founded in 1903 and is an independent, voluntary and non party-political association which is recognised and partly funded by central and local government. The WEA works closely with universities and local education authorities. WEA courses complement those provided by the local adult education service.

The WEA philosophy is that students and tutors alike come together in a common desire to learn in a friendly and co-operative atmosphere. The local branch committee is made up of students and ex-students who work together with lecturers and representatives of the local adult education to plan and provide locally based courses of interest to Dover district residents.

With recent cuts in adult education it is more important than ever that we plan together to make the best use of our resources.

Pre-enrolment for the course can be arranged through the secretary of the branch:- Miss Grace Jackson, O.B.E. Little Maydeken, The Street, Denton, Canterbury. CT4 6QY Tel: Canterbury 831314.

Do consider enrolling for this course which promises to be very interesting. Further information can be obtained from Grace before you commit yourself. Ed.

EMPLOYMENT
TOURISM
HISTORY

HERITAGE ECOLOGY COMMERCE

Meeting of the Dover Society 10 Jan. 1989

What is to be the future of Dover? What is the Dover District Council planning to do about the Town's future with special reference to the Heritage Centre? A substantial number of members of the Dover Society gathered in the Council Chamber at Whitfield on the 10th January to learn what the future holds in store.

The first speaker was Mr John Clayton, Director of Planning and Technical Services. He explained that three years ago the Council decided that the image of Dover must be improved. A Select Committee was set up which together with the Kent Impact Study Group identified the development of tourism as the most effective way of stimulating the economic and social life of the town.

A Tourist Initiative of seven persons was chosen. They engaged Peat, Marwick, McClintoch as consultants to carry out land design research. A series of studies on the following parts of Dover were prepared: Dover Castle (considered to be under-developed), the Western Heights and Drop Redoubt, the Wellington Dock (considered to be a potential maritime centre), Pencester Gardens, Russell Street and Market Square. From this grew the concept of the Heritage Centre and a new site for the Museum.

A second firm of consultants (American) was briefed for an investigation in depth in order to plan the Heritage Centre. So that Dover's image might be improved this firm emphasised the need for litter-free streets and clean toilets.

When the Heritage Centre was finished, Mr Clayton concluded, Dover would be leading the way in demonstrating how archaeology should be shown to the taxpayer.

Mr Madge, the Director of Tourism, spoke next and with the aid of coloured slides explained what the Heritage Centre would be like. The following basic considerations would be incorporated in the design: the complex would be an integrated one, it should reflect archaeology, it should have flexibility, it should have all weather use, it should have shopping facilities and a restaurant on site.

The Centre would incorporate a museum, a cinema and lecture theatre, a tourist information centre, as well as an area depicting scenes from the history of Dover. These would include illustrations of Celtic mythology, the scene of Caesar's landing, and a Saxon Shore fort. Thus the visitor would be taken through history to the nineteenth and twentieth centuries with the depiction of a Victorian pleasure pier, cross-Channel swimming and replicas of Dover buildings in 1940 accompanied by a simulated conversation of that time.

Mr Madge told us that market research had shown that about seven million people live within two hours drive of Dover. In answering questions later, Mr Clayton said that at present about 200,000 people visit Dover Castle each year; so it was reasonable to suppose that the Centre would receive

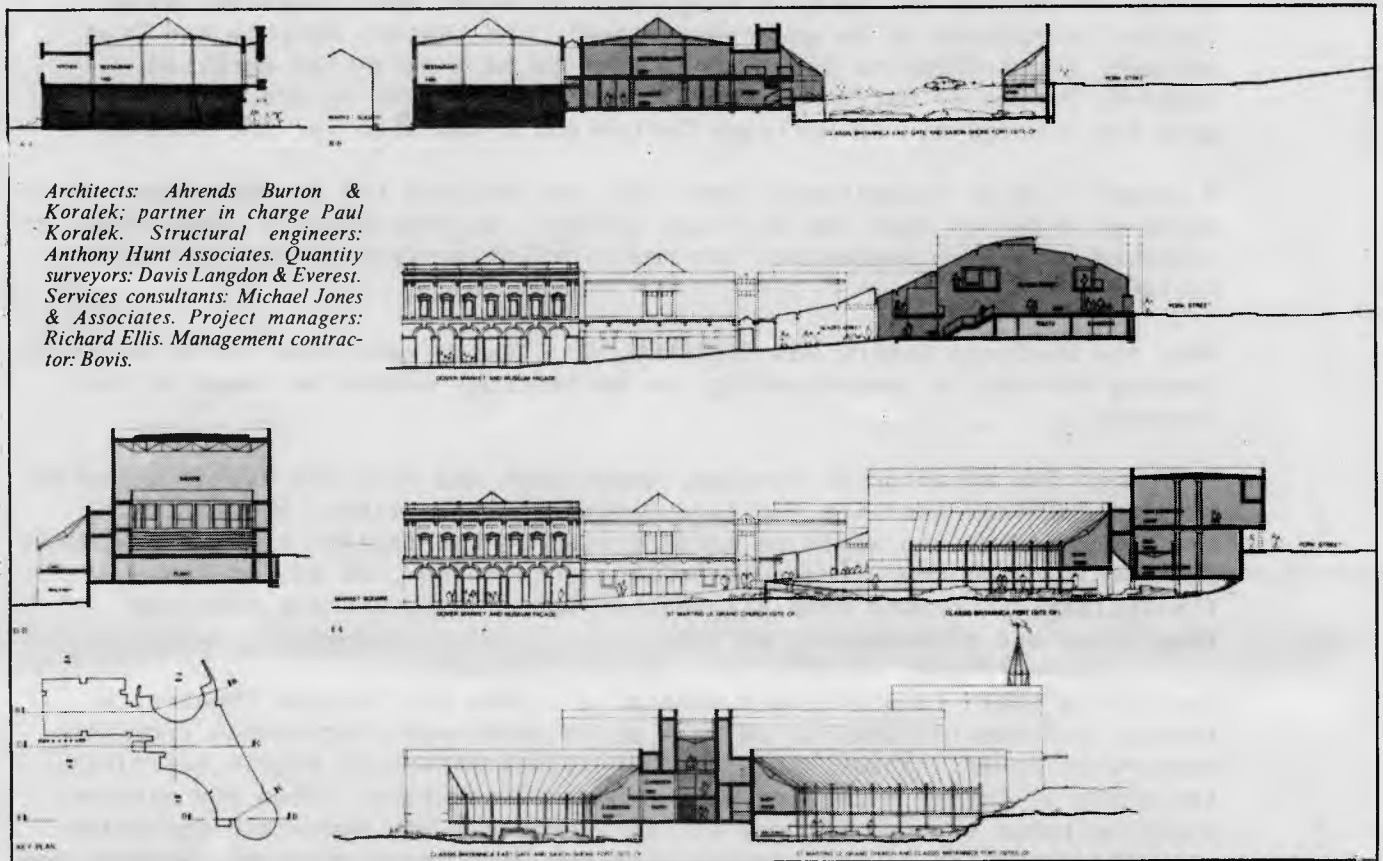
between 250,000 and 300,000 visitors per year. However, the Heritage Centre would be constructed to provide for up to 300 visitors per hour.

Mr Madge said it was planned for the Centre to open in April 1991.

Question time followed. Several members of the audience expressed concern about the need for extensive car parking facilities for visitors to the Centre. Mr Clayton gave assurance that adequate facilities would be provided and that about £5,000,000 was available.

Members of the Dover Society were grateful for the interesting and informative talks about the Heritage Project. However, during the course of questions and discussion after the formal meeting had ended, it became clear that none of the archaeological remains in Dover, not even the Painted House, is to be incorporated, *in situ*, in the Heritage Centre when it first opens. We understand, however, that it is hoped to include the Roman remains in the Heritage Centre at a later stage in its development.

W. Gordon King



CROSS SECTIONS OF HERITAGE CENTRE
see also p. 31

NEWSLETTER No.5 Please send material for the next edition to the Editor c/o Jack Woolford, 10bb Green Lane, Temple Ewell, Dover CT16 3AR, by 31 August.

Thanks are due to Jack who has typed much of this and previous Newsletters as well as producing a number of articles.

IN MEMORIAM

Alan Dale

Alan Dale, who died on 26th December 1988, was a founder-member of the Dover Society and contributed an article (on the rescue of "River Rec", in which he himself played a leading part) to its first newsletter. He was also known in the Dover District through his wide-ranging interests and his strong commitment to them. His unfailing courtesy and kindness were hallmarks of his life.

He was born in Leyton in London on 27th September 1923, but at the age of two he moved with his parents to Durban in South Africa where he enjoyed a happy childhood. The family returned to England seven years later, settling in Swindon where his father practised as an optician, and later moved to Windsor.

At Windsor County Boys' School he was a good all-rounder, taking an interest in sports as well as in academic work. The school had a strong tradition of Drama and Alan quickly became involved in this. It was a love which was to last throughout his life.

Early in the war he volunteered for the RNRV and was commissioned. He took part in the Malta convoy in 1941, and also in convoys to Russia, but most of the war years were spent in Motor Torpedo boats around the coast of Britain but mainly in the Channel.

After the war he trained for teaching at Borough Road College and eventually came to teach History at Astor Secondary School in 1954. He taught there until taking early retirement in 1981. During that time he was seconded to The Schools' Council for six months, travelling through England, Scotland and Wales to advise on the implementation of a new curriculum project. He also advised in an Army School in Dusseldorf.

After retirement from teaching he worked for Invicta Petroleum at their Dover depot until their operations ceased there in 1985.

Alan was involved in many activities; his membership of Dover Operatic and Dramatic Society dates from 1955, and he was also a member of Dover Players and Dover Dramatic Group. His love of birds and commitment to the environment involved him in the RSPB, Kent Trust for Nature Conservation, and formerly as a member of the Dover Bee-keepers Association. Membership of English Heritage, Friends of Dover Castle and Friends of Crabble Corn Mill, and his work for the Roman Painted House one day a week as guide, marked his interest in history and the preservation of our heritage.

He also demonstrated his strong involvement with the local community by serving as Secretary of River Village Hall from 1981 until his death. River formed its first Parish Council in 1987 and Alan became its first Vice-Chairman. He was also elected to serve as one of the River Councillors on the Dover District Council.

Membership of the River Bowling Club provided a sporting interest in friendly company and he was also a member of River Gardeners' Association.

Early in the war years he became a Blood Donor and he attended sessions regularly throughout his life. He would have made his hundredth donation this year, and his long service is to be marked at a presentation in London in

October. This says all that need be said of him: that he gave himself for the service of others.

He is greatly missed by his family and friends.

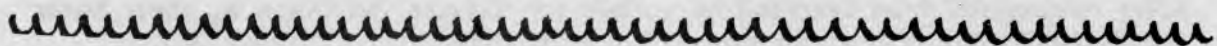
Mrs Alan Dale

Terry Khambatta

Our application form invites members to list their special interests and to say if they can offer "expert knowledge or experience". Terry did more than that. He wrote and volunteered his services to the Committee and it was apparent from the information he supplied that he was well qualified to do so. His background included a university degree, wartime service with the RAF, peacetime civil aviation and civil service experience and, more directly relevant, experience in travel agency and fund-raising.

In committee he offered friendly expertise and brimming enthusiasm in matched degree. He was full of suggestions for fund-raising, from raffles to Kent County Council grants, for catering and for the organisation of social events. We were delighted to have the additional help of his wife on social occasions and we and we very much hope to retain her membership and her services. He had the happy knack of generating ideas and effort from other people. Although he tried to do so, he could not entirely conceal his health problems but we were nevertheless surprised as well as shocked by his very sudden death shortly after a committee meeting and we shall very much miss his forthright contributions to our counsels.

Jack Woolford



CLEAN KENT

The Clean Kent Campaign has been launched by Kent County Council to improve the image of the County. Mike McFarnell, Project Coordinator, Dover District Council, has welcome the development as it will help and support his work to clean up Dover District. The prevention of litter through good waste management and the promotion of better aesthetic standards are the main aims. The success of the venture will depend heavily on the perception of people as to what is acceptable in their local environment. The Dover Society shares the concern and individual members can assist by reporting problem areas. Youngsters on the Duke of Edinburgh's Award Scheme have tackled a project as part of the community service action to clean up the banks of the River Dour.

Members are invited to give just two hours of their time to help clean up a section of the river. Please ring Mike McFarnell on Dover 821199 - extension 5179 if you think you can assist.

Mike McFarnall

Fast Rail Links in Germany

*"All the track that's needed. As much Nature as possible."
Motto of the Deutsche Bundesbahn.*

The grass is not necessarily greener over the fence but there are always lessons to be learned from the experience of others. West Germany is engaged on a complete upgrading and modernisation of the Bundesbahn (Federal State Railway System), in all 4000 kilometres and including 800 kilometres of new lines. As always, not everyone is pleased but the Germans are very ecology-conscious and to summarize the ideals and principles towards which the Bundesbahn is working, with examples of their achievements, could help concentrate our minds as the negotiations proceed about the Channel Tunnel Fast Link - some 106 kilometres. There is also some general relevance to all our considerations of intrusions on the environment.

The basic premises of the German planners include the following:

Rail is ecologically less damaging than other forms of transport: the surface requirement is less; there is no pollution with an electrified system and less consumption of energy.

New lines must be built only where existing lines cannot be brought up to standard

BUT

Some "surgery" of the environment is inevitable.

SO

Ecological considerations must be introduced from the earliest preliminary stages in tracing the lines, and land necessarily disturbed must be re-instated at the earliest opportunity.

To be protected are: habitation, land-marks, monuments, landscape, water, forest, agriculture and details listed in consultation with local authorities. Large-scale planning must be linked to attention to detail and a balance finally struck between ecology, efficiency and cost.



An idea of what is at stake in Germany can be gained from these examples. At present two Inter-City trains per day pass through Kassel. In 1991 it will become over one hundred.

Four kilometres of the river Leine had been diverted and wet-land and water-meadows carefully re-created. Two river crossings, and one road crossing and an embankment were thereby avoided and 90,000 square metres of new forest were planted. New lines where possible were run beside existing lines or motorways.

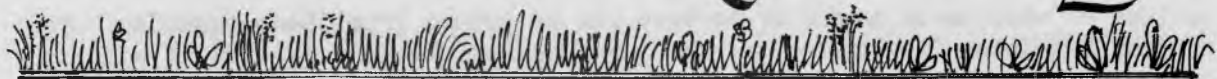
Where possible the necessary electric pylons are lowered into place by helicopter, thereby reducing ground damage. Gravel, dredged by electrically powered dredgers, powered by a floating cable, was moved by pipeline to the site.



The ultimate aim, always achieved, is that no surface shall suffer permanent damage. Tunnels and cuttings are preferable to embankments but they produce spoil. The Bundesbahn can claim to have been very successful in the disposal of spoil, moved wherever possible by rail and not by road. In one area twelve trains per day replaced what would have been one lorry per minute. On the positive side spoil has been used to repair past damage: for example from quarrying or open-cast mining. Infilling has created agricultural and recreational land. Everywhere along the new lines local authorities have profited from soil spreading. In one place 450,000 cubic metres of rubbish now lie under an apparently "natural" areas. In another the clay and stone spoil from two tunnels have furnished the raw material for brick and tile works, thereby saving further quarrying for fourteen years. In one valley-crossing spoil was used to form an artificial hill linking two small graceful bridges rather than using a long embankment. Properly restored and newly landscaped land beside new fast lines, with landscaped canals and drainage pools, have rapidly become nature reserves, leisure and water-sports areas. Thousands of oaks, maples willows and alders have been planted. One stretch of new rail created twenty-two hectares of new grazing and twenty-three hectares of new woodland. In an extraordinarily short time reclaimed, reinstated areas have become indistinguishable from nature and often more attractive than before work began.

The Germans are nothing if not thorough and the above examples are chosen almost at random from a detailed report. In the Bundesbahn a special department looks after environmental considerations: the landscape architects and they produce their (very German) Landschaftspflegerische Begleitpläne = plans! And where does all the money come from for all this "green" activity? Well, it is, after all, the German State Railways, subsidised to 47%.

Leo Wright, Secretary



Back numbers of Newsletters We have decided that, while stocks last, these will be on sale at meetings. Price 50 p. each.

The High Speed Rail Link

Although drive-across bridges and drive-through tunnels have been proposed at various times, the most favoured solution to the possible Fixed Cross-Channel Link since the middle of the 19th century has been twin rail tunnels and this is the solution now being constructed. Sir Edward Watkin, Chairman of the South Eastern Railway in 1873, envisaged through express services from Manchester to Paris and the concept of linking the British and European mainland railway systems for both passengers and freight is the goal of current activity. The concept is simple and obvious enough but it involves massive problems.

As those of us who live in Dover have irritating reason to know, the existing rail network is less than perfect and although British Rail doubtless does its best, time-keeping is haphazard especially during weekend repairs, cleanliness sporadic, refreshment only occasionally available and trains either crawlers or bone-shakers. The network is overcrowded with the competing demands of commuters and other passengers, and barely adequate for the very restricted amount of intercontinental freight traffic which heavy goods road vehicles have not grabbed.

When the scheme of the 1970s was under construction, British Rail, conscious of the incompatibility of current and future traffic needs, demanded a dedicated separate High Speed Link but there was such an outcry from the stockbroker commuting belt and other guardians of both urban and rural environments against the desecration of Kent that the project was abandoned in advance of the cancellation of the whole scheme in 1975. When British Rail revived the fixed link proposal in 1979 with the so-called "mousehole" concept of a single tunnel with separate flights of trains in both directions, it was claimed that the existing network would suffice and this was again contended when the current Eurotunnel scheme won the competition with Eurobridge, Euroroute and the other contestants. It was for this reason that Waterloo was designated as the Channel Tunnel rail terminus.

It may have been that British Rail, deprived of its own scheme in the 1970s, was lukewarm to the status of being a mere customer for Eurotunnel's rail loop under the Channel which would also carry cars, coaches and lorries on rail wagons. Certainly BR's estimate of the likely amounts of both passenger and freight traffic were markedly lower than those of Eurotunnel which responded by threatening to fund and build a private alternative high speed link. Eurotunnel contends that a new dedicated link is needed in 1993 whereas British Rail's estimate is that 2000 will be soon enough.

The decision to construct a link was made by the government, of course, but it is subject to the major constraint that, as in the case of the Channel Tunnel itself, public finance is not, unlike everywhere else in Europe, to be available and BR has been compelled to propose and survey possible alternative routes across Kent between London and Cheriton with strict requirements against the costs of environmental safeguards and protection and with strict demands for adequate (7%) financial returns on the operation.

In consequence the various county-wide defenders of the environment, notably the Kent Federation of Amenity Societies to which the Dover Society is affiliated, the Kent Branch of the Council for the Protection of Rural England and the Kent Trust for Nature Conservation, which collaborated in the Kent

Action Group for protection against the damage which the Channel Tunnel would inflict on the county, have again combined. Kent County Council, impressed by the quality of the Kent Action Group's petitions to the parliamentary Select Committees which considered the hybrid Channel Tunnel bill, generously contributed to its funds and this time round took the initiative in founding and funding the Kent Rail Action Group which purports to represent all objectors to the scheme.

Kent County Council employed environmental consultants who recommended rejection of all four routes proposed by British Rail which was consequently commanded to think again and has now come up with a route from King's Cross and Waterloo by tunnel to Swanley and under the North Downs, but elsewhere on the surface to Ashford and Cheriton. This is an improvement but it still threatens a great deal of beautiful Kent with disfigurement and noise and makes only an indirect contribution to getting traffic off the roads and back on to rail which is the best justification for its creation: it is for passengers only although there will (it is claimed) be more room for freight on existing lines. It may also improve commuter services and relieve air transport and congestion, not to mention attracting industrial and/or warehousing development.

An independent group has suggested an alternative which would save all Kentish towns and villages except Ashford from noise and disfigurement. From Ashford the line would tunnel under the North Downs to a point west of Sittingbourne and then proceed along the coastal marshes (cherished by some for plants and birds) to cross the Medway and the Thames into coastal and industrial Essex to a London terminus at Stratford.

There is also controversy about the parliamentary procedures to be employed. Railways are normally created by a private bill and there are those who say that this nevertheless affords proper opportunities for objectors via Select Committees. Others argue that a non-statutory public inquiry followed by Development Orders offers greater opportunity for protest and desirable amendment. It will be interesting to see how the various controversies are resolved. Unlike the caucus race in Alice's Wonderland, not everyone can win!

Jack Woolford Chairman of Kent Federation of Amenity Societies
& of The Dover Society.

PLANNING COMMITTEE ACTIVITIES

The Planning Sub-committee is kept up-to-date on current planning applications by Dover District Council with which we have a good working relationship.

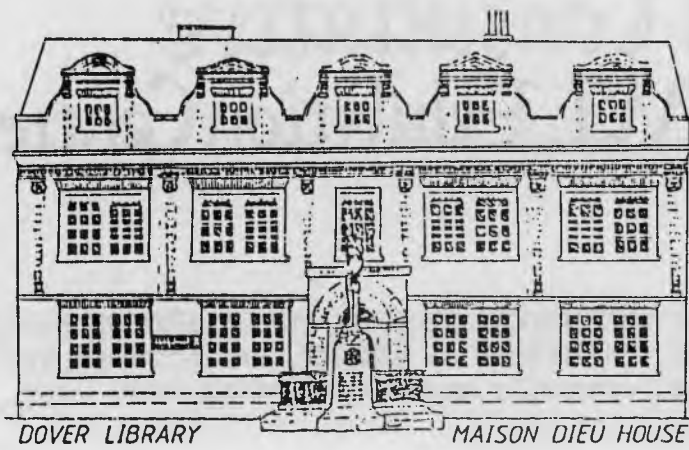
Specific areas that have concerned us recently have been the Dover Engineering Works site developments and the St Margaret's (Granville Hotel and Claringbould) schemes.

We have been in contact with the developers and agents of the various DEW schemes, in particular concerning the lack of provision for a Riverside Walk and over the size and layout of the car parks. Some concessions have been made with regard to screening and provision of footpaths but the Walk still eludes us.

We are being kept in touch with developments in St Margaret's by local residents and will be adding our weight to those seeking an amicable solution.

We should be pleased to receive any views members may have on local planning issues though we must point out that our aim is not to oppose *per se* but to try to obtain the best possible solution for all concerned.

Ken Wraight



Oral History Project

Dover Library is interested in the possibility of starting an Oral History project as an additional way of recording information about Dover for our Local Studies Archive. There would be two main parts of the project:

1. The interviewing and tape-recording of people with something interesting to say about Dover and the surrounding villages (probably in their own homes).
2. Transcribing these interviews for the records.

This project would obviously be time-consuming and require great attention to detail and our resources are likely to be limited.

If any members of the Society think they might like to be involved in this long-term project we would be very interested to hear from them. Please contact Gavin Wright (Group Librarian) or Keith Howell (in charge of Local Studies) at the Library or by telephone - 204241 - by 10 June.

Eurotunnel Consultative Meeting T.M.L. Exhibition Centre

22 March

The meeting was chaired by TONY GUETERBOCK, REGIONAL PUBLIC AFFAIRS MANAGER FOR KENT, and ELIZABETH CULBARD, ENVIRONMENTAL MANAGER, and attended by representatives of various local community groups, including Jack Woolford, Kent Wraight and me.

Tony Gueterbock gave details of the general progress of the project - the service tunnel is now over six kilometres long. The huge boring machine has now arrived and will take three months to erect and we expect to meet the French somewhere in the middle of the Channel, somewhere in the middle of next year! The shuttle design will be announced later this year.

The work-force was discussed, TML reporting that 50% of the workforce is now Kent-based. (I took this to mean that 50% are now living in Kent - not necessarily that they originated from Kent!). Problems seem to have arisen from married men bringing their families into the area, local doctors being unable to take on extra patients and even school places being unavailable for their children. Tony Gueterbock expressed concern and admitted that they had not foreseen this problem but would welcome talks with the local authorities.

Liz Culbard spent a great deal of time answering questions on important environmental issues. Construction noise is one of the biggest problems and T.M.L. have noise-insulated 140 homes in the Cheriton area. The visual appearance of the site from A.20 is appalling and the Department of Transport and the Secretary of State are involved in decisions on this issue. A tree planting scheme begins soon. Fishing for lobster and crab has been affected around the platform and local fishermen have been compensated. The grassland on the cliff-tops that has been affected will eventually be re-planted with local plants transported from the area.

A discussion followed on the High Speed Rail-Link, and although this will not affect Dover directly the consequences for our County are enormous. T.M.L. felt that an International station at Ashford was essential. The K.C.C. have employed German consultants on the problems of noise pollution and it was felt that major investment was needed by B.R. in new technology. The T.A.L.I.S. route was discussed (the Thames Alternative Link International System), put forward by an environmentally-concerned independent group as causing the least damage to Kent. The conclusion of this lengthy section of the meeting was that there was a lack of information from B.R., and that the K.C.C. and people of Kent had a long way to go to resolve the problems.

These meetings, and the open days at the exhibition centre, are for local people to find out about the progress of the project and discuss things that are directly affecting them. It was an interesting and enlightening meeting and I felt that T.M.L.'s Public Relations department was doing a very good job. We can only hope that the rest of T.M.L. are achieving as much!

Lin Clackett

REVIEW

DOVER IN OLD PHOTOGRAPHS collected by Mark P. Smith Alan Sutton Publishing £6.50

It is 150 years ago this year that Daguerre in France and Fox Talbot in England produced the first permanent and recognisable pictures by exposing sensitised plates to light. In 1839 the photograph was transformed from a dream to a reality. Since then people, places and events had been recorded with a degree of accuracy not previously available to mankind.

We all know that descriptions of events passed on by word of mouth change a little, sometimes quite a lot, with each telling of the tale. Writers and diarists, travellers and journalists report things as they see them or as they recall them after the event; sometimes their writings are coloured by religious, political or just romantic views of events. Similarly the painter may modify the scene to enhance the composition of his picture and the portrait painter, perhaps mindful of his fee, may consider it prudent to flatter his subject.

None of these options are open to the camera. Although modern technology enables all sorts of tricks to be played with the camera the majority of photographs taken over the past 150 years have simply recorded the subject matter exactly as it was during one split second of time. The importance of old photographs to the historian cannot be over-estimated.

To produce this book Mark Smith has delved into the photographic archives of Dover Museum and selected more than 250 pictures taken between the middle of the last century and 1936. It is a varied and fascinating collection and must appeal to anyone interested in this historic town and port.



Drawing from photograph in 'Dover in Old Photographs', by P. K.

Sedgwick's at the corner of St. James's Lane & Flying Horse Lane

The photographs are not assembled at random but are gathered together in eleven sections such as the harbour, the military connection, buildings, people, events and so on. There is a short introduction by museum curator, Christine Waterman. There is also a commendably succinct preface to each section and the subject matter of each photograph is briefly described.

The one failing of the book, and it is in a book of this type a serious shortcoming, is that there do appear to be a rather large number of inaccuracies in the text. One of the problems of old photographs, as we all know from our own snap shots from past years, is that dates, places and subject matter are frequently not recorded. This may well account for some of the errors in the book but others look much like carelessness or bad proof reading. The Queen Mother, for instance, was installed as Lord Warden of the Cinque Ports in 1979 not 1984.

The Zeebrugge Bell was not, I believe, taken from a church but was removed by the Germans from the Town Hall in Zeebrugge and set up on the Mole by them to warn of British attacks. It was from there taken by the King of the Belgians and presented to Admiral Keyes.

The introduction to Section 1 indicates that there was a single gun in the Admiralty Pier turret whereas Section 4 states correctly that there were twin guns. (They are still there!).

I will not dwell on the errors. A thorough check of the text and they can all be corrected in the next edition. I certainly hope and believe that there will be a next edition because the book does bring together a collection of photographs not readily available but of great value to those interested in the history of the town and the changes that have taken place over the years.

It is difficult to single out particular photographs for comment but I like especially those showing the people who have figured in Dover life over the past 150 years. There is Thomas Longley, the 42 stone landlord of the Star Inn who was complimented by Queen Victoria on his good health and on the facing page, in nice juxtaposition, the frock-coated, top-hatted, W.J. Barnes and Sir William Crundall (not Crundell). There are two very good photographs of the tram staffs in 1918 and 1921, with many familiar names in the captions. But perhaps most fascinating of all, especially in the context of Dover as we know it today, is the Dover Promenade Orchestra as it was in 1906. How times have changed!

I hope members of the Dover Society will buy the book and support the enterprise and effort which has gone into producing it.

Peter Johnson a Vice-President and member of Committee



N. SIDE OF MARKET SQUARE BEFORE 1905.

First Impressions of Dover—in 1957

We came to Dover because my husband had obtained a post here. The summer had been very hot and sunshine continued in the autumn. We knew something of the town, having lived in Deal for a short time before the War, but the family had only glimpsed it from a train. After living in a village in the Medway valley for 18 years, it was a great change - would it be a continuous seaside holiday? The bare downland, dramatic cliffs, the narrow streets, the traffic, trains, boats, and above all, the sea - ever colourful and changing - were most exciting. We enjoyed the wind and invigorating air, so much recommended in Victorian times. One of the family had bronchial asthma, but not a single attack occurred after our move.

Most war-damaged buildings were repaired or demolished. The site of the Gateway was flat with a huge crane and pile drivers at work. Part of Townwall Street was still a narrow lane with various shops in use. That strange building the Dover Stage was just completed and prompting much discussion. Some elegant Victorian terraces climbed from Maison Dieu Road to Victoria Park, looking smart with new paint. The east and west sides of the Market Square were nearly rebuilt. The Front was neat, with bright flower beds, and the little steam train, preceded by its man with a red flag, puffed gently along. There was always something interesting to watch - the ferries, large and small yachts and, with no swimming bath, much sea swimming stimulated by a renewed interest in Channel Swimming.

One could picture Dover as the important military place it had been. Barracks, officers' quarters, married quarters, a hospital, a church - some damaged and nearly all empty - dominated the skyline, especially on the Western Heights. The Castle was still partly manned and kept spruce by the Army. As one wandered round the precincts, it was fun to come face to face with a marching "squad", and to peep into the various workshops tucked into the walls, used by army craftsmen for repairs.

Nearby Connaught Park, with its beautiful views, was immaculately kept with sloping lawns, a large pond with goldfish, brilliant carpet bedding including the 'topiary' models of the Teedy Bears' Picnic - rather far from the town centre, but well worth the climb or a bus ride.

We had difficulty in finding a house, and as we had rented before, we had little money to buy one. There was a lull in private building. Some new council houses had been built, and a number of "prefabs" were still in use, but the Housing Department indignantly refused to help us, even temporarily, as we had 'chosen' to come to Dover. However, there was a number of older houses which had had multiple occupation immediately after the War, and were now on the market, in poor condition. Having no car we had to consider bus services, which were good on the main roads - and fares which were quite low (2½p - 1d) from the Trough to the Post Office). Eventually we found a Victorian terrace house and obtained a mortgage. It needed much improvement but we had more space than ever before and it was within walking distance of the town centre and some schools.

At that time schools, old or new, were very crowded with the "bulge" and in need of improvements, extensions and general modernisation. Some were borrowing rooms in other buildings or using cloakrooms and corridors for classes. Several new schools were planned but none were being built. There were few private schools.

An official told us that Dover was widely known for its many small shops

and we were amazed by the number and diversity in that street-of-many-names and in the residential areas. All the well-known grocery chains had a branch there. There were butchers and bakers galore, each with his own special line - a large Woolworths, still expanding, about 20 chemists, 5 largish furnisners, china shops, excellent ironmongers and electricians, 4 good drapers, Hattons being the largest (anything unobtainable there could be done without). There were Coop branches, selling nearly everything, all over the town and its suburbs. In fact one did not need to go elsewhere to buy any necessity. Dover was perhaps short of teashops but had a large number of public houses, many of which have now vanished.

York Street and the Lanes were shabby but still in use. The Western Docks, the Marine Station and the Pier District were undergoing changes but were very busy, though local families were moving to the Aycliff Estate. The huge gasworks were fully in use and Dover was very "gas-minded".

The town as a whole looked clean and the streets were swept regularly. Public gardens were kept trim and bright. There were enough well-kept "conveniences", most with an attendant, and every scrap of metal on their doors was polished till it glittered. There was a lot of traffic, especially army vehicles and car transporters; it kept moving and there was much less parking than today. The flocks of roof-nesting seagulls spoiled the tidy picture but supplied a regular topic for the local press. On a wet day a downpour always caused cascades from shop roofs on to pavements and puddles everywhere - a problem still not solved.

We missed some country things - there were few large trees before the River area but the chalkland flowers were a joy - many vetches, valerian, vipers bugloss, scabious and lots of "Alecs". There was much to be explored on the beach and shells, fossils, flints and seaweeds to be collected. No wonder geology was a popular subject in schools!

To newcomers there seemed to be plenty of leisure activities - 4 cinemas, several recreation grounds, miniature golf courses, cricket and football pitches and active organisations such as Scouts, Guides, church clubs and very good dramatic and music societies. There were many evening classes with low fees. Churches of most denominations were active: a number have gone now.

Dover was - and still is - a family-based town. And the real Dovorians? Polite, yes, but very wary of newcomers.

E.M. Littlehales

'WALK AROUND DOVER' As a result of my request in Newsletter no 3 the following errors have come to light :
p.6 St Edmund of Abingdon died in 1240 at Soisy and was buried in Pontigny.
It was St Richard of Chichester who died in the Maison Dieu in 1253.
p.23 'The Field of the Cloth of Gold' should be 'The Field of Cloth of Gold!'
p.20 Capt. Webb is the first man known to have swum the Channel; it is possible that one or more Napoleonic prisoners took this route home.
'WALK AROUND DOVER' is £1.85 at local bookshops etc. P.R.M.K.

Connaught Park



As a resident of Castle Avenue and owner of a lively springer spaniel, I am obliged to carry out an early morning inspection of the park on a daily basis, and am therefore well placed to note its condition and any processes of change.

In common with many Dover residents I was delighted to hear the Council's recent confirmation that the park is to remain fully open for public use and that the shadow of the caravan park has passed. This decision speaks volumes for the importance of public opinion and does appear to indicate that our Council is not quite as insensitive to our views as some ratepayers would have us believe.

In recent months the Council has been quietly getting on with a whole range of improvements and these include the provision of well designed litter bins located over a wide area, clearance and grassing over of undergrowth and former compost dumps, replacement of a large number of trees for those lost in the hurricane, planting of various shrubs, the commencement of landscaping to the ornamental pond backdrop and even a lick of paint to the railings that protect the commemorative trees.

For all of this the District Council and its staff are to be warmly congratulated and it is to be hoped that residents and visitors alike will respect the Council's hard work and keep it tidy.

On a constructively critical note I am concerned that the Council's new "Fort Connaught" gardening centre located at the top of the park is a dreadful eyesore and it is hoped that in the longer term the Council will give consideration to erecting a good quality solid timber fence to improve the look of this particular area.

Finally, with increased emphasis on attracting more visitors to the park, is it not time that the Council gave consideration to providing parking facilities that are on a par with those provided at Kearsney Abbey? What an interesting design challenge for Mr. Clayton and his staff.

John Gerrard Deputy Chairman



Dear Editor,

I wonder if anyone has collected information about the cave-shelters used during the War II years. I have wondered how they were organised, equipped and so on. Did they have a community life of their own? There has been much interest in the Chislehurst Caves recently, and they had quite a good story to tell. Perhaps Dover's did, too.

(Mrs) E.M. Littlehales

Anglo-Saxon Origins of the Civic Trust & The Dover Soc- iety. Jack Woolford



Mediaeval Law Court (from manuscript)

PK

The roots of amenity societies in general, and of the Civic Trust and The Dover Society in particular, go back a very long way to concepts of representation and consent within communities. At latest these are of medieval origin, although there were certainly ancient Greek and Roman precedents and it is not impossible that there was some community participation in decision-making in palaeolithic, mesolithic, neolithic, bronze and iron age societies if not in their neanderthal and hominid precursors.

Anglo-Saxon chiefs were *elected* before the 5th century invasions of what became England, and Anglo-Saxon and Danish freemen participated in the various political, administrative and judicial functions of the *moot*, an assembly of freemen. In 12th century England the institution of the *jury* involved popular participation in the courts of *common* law and by the end of the 13th the bases of *parliament*, the House of Commons (i.e. *communities*) as well as Lords, had been created. Craft and Merchant Gilds in towns regulated both manufacture and trade: representation and consent were thus already institutionalised in both central and local government. Before the middle of the 15th century the principle that the redress of grievances should precede the voting of supplies (i.e. taxation) had been asserted: the whole unique and precious apparatus of charters, statutes, petitions, of local quarter sessions as well as assizes, and of locally-based sheriffs and justices of the peace had been established.

By what means? Predominantly by rebellion! Initially it was essentially aristocratic, baronial rebellion which placed fetters on kings but victories like *Magna Carta* (1215) were so worded as to be plausibly interpreted much more widely: *no taxation without representation*, ultimately for commoners as well as lords, was the outcome. Moreover, at least from the 1320s, there were lower class revolts, notably the Peasants' Revolt of 1381, and from the contemporary Lollard preachings of John Ball the whole subsequent radical programme for what came to be called '*democracy*' could (with hindsight) be deduced.

In the 15th century the Wars of the Roses were exclusively baronial but in the 16th Henry VIII exalted the power of the Reformation Parliament in order to challenge the Papacy and although Queen Elizabeth I tried to resist parliamentary limitations on her political, financial and religious powers, in the 17th century Civil War we see not only the permanent abridgement of despotic monarchy by the execution of Charles I on Jan 31

1649. All the techniques of petitions, pressure groups, propaganda, judicious (or wicked) displays of force and every imaginable political ploy are there. Since then, though the processes have been much prolonged, not to say delayed, the Leveller principle that "what touches all should be approved by all" has been transformed into universal suffrage and eligibility for office.

The transformation has resulted from popular movements for political reform, notably the vote, and for the rights to organise religious sects, trade unions, political parties and other self-help and self-protecting organisations. Forming and running committees, appointing chairmen, secretaries and treasurers, keeping minutes and accounts, collecting subs,



MEDIAEVAL INNKEEPER, DYERS AND GLASSBLOWER from various manuscripts

electing officers, organising support, learning the necessary technical and legal expertises and jargon, propagandising, lobbying, petitioning, parading, and occasionally showing necessary teeth, are techniques which we all learn in school, at work and at play in our multifarious clubs and societies. It is no exaggeration to say that the key to such success as we have in running a democratic constitution derives immediately and directly from our mother's milk of community membership and committee participation in its affairs. Moreover it is the *networks* of committees with overlapping memberships, for example of parish councils and councillors with district and county councils and councillors (and officers), with amenity societies, charitable trusts and professional organisations *ad lib* and *ad infinitum*, which makes possible the necessary achievements of compromise and consensus. As the late Lord Balfour said, the foundation of a democracy is a people so fundamentally at one that they can safely afford to bicker.

It is not, therefore, surprising that this should have happened in 1964 for the Civic Trust and in 1988 for The Dover Society by people with a particular concern for the environment. Their founders were only repeating what the founders of the nonconformist churches, the Whig and Tory parties, the Amalgamated Societies of Woodworkers or Engineers and the National Trust, the Victorian Society, the Society for the Protection of Ancient Buildings *et al* had done earlier down the centuries stretching back continuously to 5th century Angles and Saxons and beyond. It is a worthy succession and it offers an invaluable occupation!.

First Birthday

It was a landmark: the Society's First Annual General Meeting; a report on an infant's first year of life. The birthday party, so to speak, was held at St Mary's Parish Hall with its large rear window curtains drawn back to reveal our Castle, reminding us of our heritage and of our purpose in promoting change and renewal in the town.

Jack Woolford, our Chairman, ran the event with skill; the formalities of AGMs tend to dull the mind of an audience, but not this one. However, the start was not without some sad reminders. Our President, the Countess of Guilford, could not be with us because of illness and the meeting stood as a mark of respect in memory of the late member Councillor Alan Dale and Committee Member Terry Khambatta.

Terry Sutton, who must be one of the best known people in Dover, was appointed a Vice-President to join the great and the good. Jack reminded us of the support given by Terry to the Society and to the former New Dover Group. Barry Smith retired as Secretary having worked hard for the Society, helping to get it off the ground in the first year. He has saved us considerable postage by delivering newsletters and he also found time to run the "Astor Grime Squad" last summer as part of the campaign to keep Dover tidy. His place is taken by Leo Wright but with the membership secretarial work transferred to Ken Berry who also becomes Treasurer in succession to Norman Willis. Norman, the careful guardian of our fortunes during the first year, was able to report a surplus of £67 on the first year's accounts.

Jack then reported on what we have done to further the aims of the Society and how we have tried to influence events. David Shaw, our MP, has received our New Dover Plan and his comments are awaited with interest. Jack, Ken Wraight and Linda Clackett have attended the Eurotunnel Consultative Committee and Jack both the Kent Action Group on the Channel Tunnel and the Kent Rail Action Group on the Channel Tunnel High Speed Rail Link. Jack cited pressure from KRAG to pressure British Rail into spending an extra £500 million to make the rail link more environmentally acceptable.

Most importantly we have had a positive dialogue with Dover District Council. John Clayton, Director of Planning and Technical Services, gave a presentation to the Society on the proposed Heritage Centre which is to be entitled "The White Cliffs Experience". Brian Philp of KARU addressd the Committee on his ideas for the Centre but the Council's scheme was preferred by the Committee with the strong recommendation that the Painted House and the Roman Baths be included in the next phase of the Heritage Centre.

Our Planning Committee, chaired by Ken Wraight, had received early notice of planning proposals and Ken's Committee has regularly made suggestions and objections to the Council when appropriate. It had, in particular, made its views known on the land that should be made availble for industrial use. Complaints were made about very poor public relations in the timing of the demolition of Brook House. B & Q has been approached and asked to include a Riverside Walk in their new Bridge Street development, although with only partial success.

John Gerrard, our very effective Vice-Chairman, is also Dover Harbour Board's Chief Engineer. DHB's help to the Society with use of premises for committee meetings, and printing facilities, is highly valued as is the Board's support and

actions for a better Dover.

Jack drew attention to the support services within the Society. Peter Johnson, a Vice-President and fast becoming a radio personality, inspires confidence in people who know him. Philomena Kennedy, our founder, produces our Newsletters, the praises of which have been sung far beyond the borders of Dover and of Kent. Lin Clackett's effective work as Social Secretary is important in maintaining interest amongst members and augmenting the funds of the Society.

The meeting then elected the officers and committee members proposed by the Executive Committee including four new members. At this point Peter Johnson paid tribute to Jack for his work as Chairman and for the central role he plays in the affairs of the Society.

From then on it was fun all the way. Wine was followed by Christine Waterman's fascinating slide show on the past and future of the Dover Museum. We learned a lot. Our Museum, founded 150 years ago, is one of the oldest in the country, which again emphasises the richness of our heritage. Started by the Philosophical Institution and then taken over by the Town following the Act of 1845, it started off in the old Guildhall in the Market Square. With the demolition of the Guildhall (an earlier example of Dover's capacity to knock down anything interesting or old) it moved to new premises on the south side of Market Square. The Museum was situated in the upper storey of the Covered Market whose facade is to be incorporated in the Heritage Centre.

Huge quantities of stuffed birds, animals and reptiles flooded in, with Lord Rothschild as one of the donors. We heard of smells from the market, overcrowded exhibits, visiting school parties, a Maori head (lost in the war) and, pride of the collection, a model ship made in bone by a Napoleonic prisoner. There was much dedicated work in the 1930s by Mr Knocker to sort things out after earlier neglect. The war saw the Museum damaged and much of the collection lost, damaged or destroyed. KARU even found some specimens during excavations in the 70s!

In 1949 the Museum opened in its present cramped premises in Ladywell. Christine told us of the present policy of giving priority to the exhibition of local items and to temporary exhibitions. It was encouraging to hear of the work to renovate and develop the Drop Redoubt, the Grand Shaft, the Town Gaol and the Deal Time Ball Tower as well as the technical work of cataloguing etc.

The Museum is to go back to its old location in the Market Square as part of the Heritage Centre, complementing the exhibitions there. Hearing of the plans to double the floor space, the databases and facilities for people to enquire about Dover was exciting and provided a solid hope that the town, and Christine and her staff, will get the Museum they properly deserve.

Leaving the meeting and talking to an older Dovorian than I, we agreed that there is nowhere quite like Dover, even though it has been sadly abused since the war. The meeting gave both of us a sense of optimism for the future.



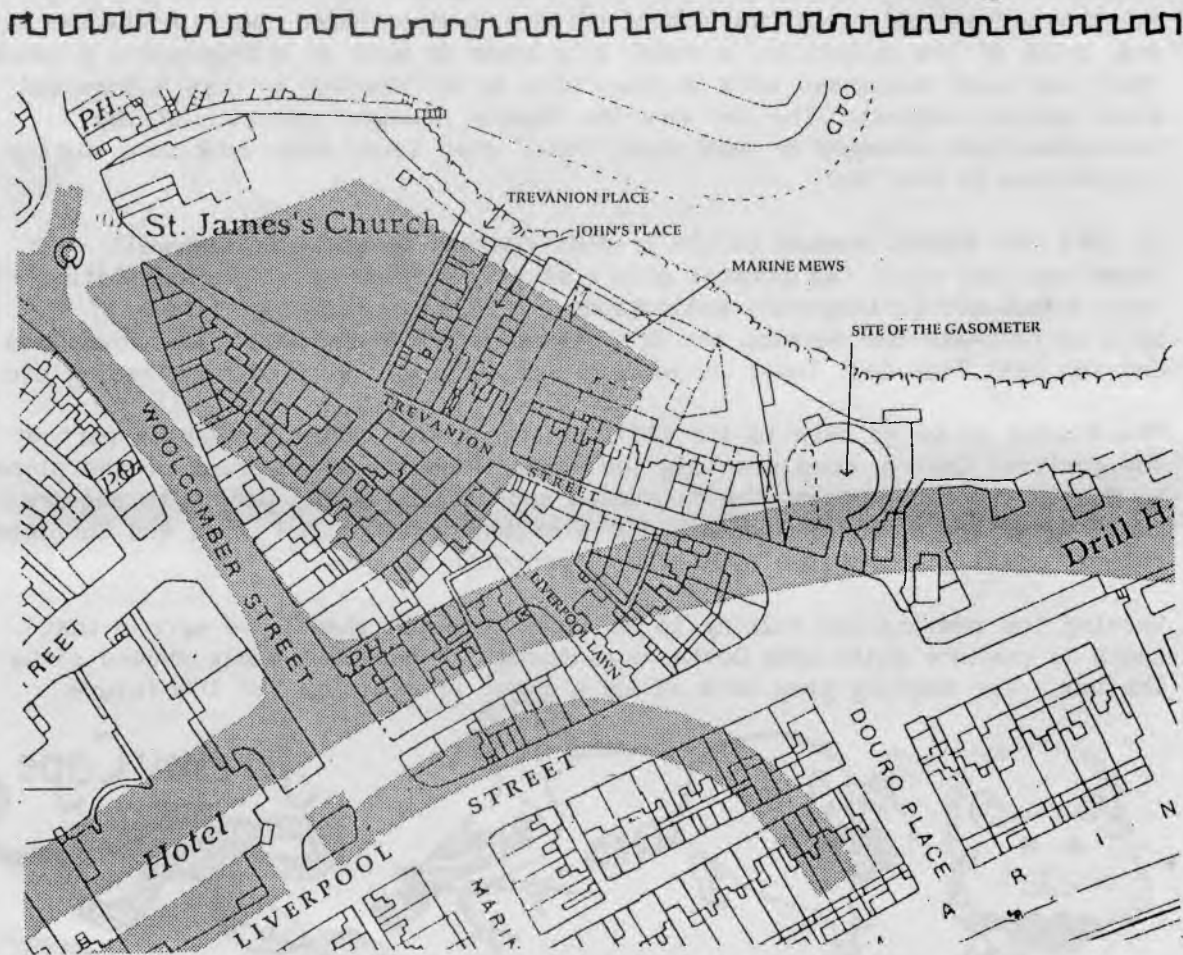
Visit to Dover Castle in March

It is a pleasure to record another successful Society occasion, organised by our Social Secretary Lin Clackett: the evening visit to Dover Castle on Monday 13th March. It was one of Dover's very clear nights (they are always cold!) and the close-up view, as we arrived, of the flood-lit Keep under the starry sky was arresting. The visit had to be limited to seventy - we squeezed in seventy five but some late applicants had to be disappointed.

We were welcomed on arrival by Ken Scott, representative of English Heritage and responsible for Dover, Deal and Walmer Castles. We divided into groups, led by Philip Wyborne Brown and Patrick Cunningham respectively, and toured the labyrinth of the Castle for an hour. The custodians were most informative and humorous and clearly could have told us even more had time permitted.

But a collation awaited us in the Keep restaurant, with mulled wine, an ideal drink after viewing the glittering lights of Dover by Night from the top of the Keep in the northwest wind. Mr Brisdon, the Caterer, had produced an attractive and ample spread and the whole evening, despite the temperature, was a warm occasion which the Chairman would have enjoyed, but he was away at Wye representing our interests on another committee. John Gerrard did the honours in his stead.

Leo Wright



The shaded areas define the present day Woolcomber Street, Townwall Street, the Sports Centre (and car park) and the Gateway flats.

THE GOLDEN(?) TRIANGLE

A. F. (Budge) Adams

No, not in and around Thailand — but in Dover. It is that part of the town that grew on the land reclaimed from the old harbour between the East and the West Brooks, roughly bounded by a line from the Monument, via Church Street to the bridge in Dieu Stone Lane, then via Ashen Tree Lane to Boundary Groyne, erroneously known by me and my contemporaries as the Castle Jetty.

In 1903 my father moved into 37 Castle Street where I was born in 1909 and, excepting 1913-15, lived there until I was 27. My connection with the street and the areas close by is, however, lifelong, though broken by six years service in the R.A.F.

The area seethed with life and activity. The Sports Centre, St James's Old Church and the filling station at the seaward end of Woolcomber Street define a small triangle where now not a single person lives, but where, prior to 1939, there were 134 separate dwellings and a population certainly not less than 460, but about 575 if the occupants of the Burlington Flats are included. This density was typical and the people's daily needs were provided for by many small shops and enterprises. Throughout my teens, on the southern side of Woolcomber Street, roughly where now is Thompson's Garage, was a furrier, (hardly necessary for anyone's daily needs!), a butcher's shop, a large and very formally conducted men's hairdressing establishment, with revolving brushes, driven by a system of belts and pulleys, powered by a small boy in the basement who was later replaced by an electric motor, a grocer's shop — the International Stores, a post office, a café and, on the corner with Clarence Street, a chemist. Then came the Burlington Hotel, which, though nominally in Liverpool Street, had a greater frontage in Woolcomber Street. It was not then used as an hotel but provided accommodation for the Burlington High School and for 53 flats, a baker and ladies' hairdresser.

On the other side of the street, from Old St. James's Church towards the sea, was an almost continuous parade of shops. But first were three small cottages: in one lived a watchmaker and in another a well-known local figure, Mr Henry Epps, who invariably wore a frock coat with a silver watch-chain looped across his waistcoat. He was the Chief(?) Clerk at the Dover Gas Company. The meticulous timing of his twice daily walk to his office via Castle Street enabled my parents to say to me, "Off to school, quickly, Mr Epps has gone by!"

Shops and a pub stood side by side almost until Liverpool Street was reached. There was a greengrocer, a 'bookie', a decorator, a confectioner, a boot repairer, another hairdresser, a general stores and a newsagent who was on the corner of a lane that led to Trevanion Street. Beyond the lane was a couple of dwelling houses, a drug store and the Imperial Dairy. Here Woolcomber Lane led through to Trevanion Street and beyond this lane was Hopper's Bakery, the "Mail Packet Inn",

a greengrocer's shop and, in a mews behind the houses reached by a narrow lane, the Marine Garage, operated by the well-known Gibbs family. On the seaward side of this lane was a confectioner's shop which I remember as the place where my father would, in my boyhood and on our Sunday morning walk to the Sea Front, treat me to a glass of sarsaparilla at a cost that equalled my total week's pocket money, 2d.

Next to this shop, in a building with a frontage curving in a perfect quadrant into Liverpool Street, and which, in 1861, housed the Dover Collegium, was another watchmaker, George Maton, with a reputation for good work that brought him business from all over East Kent.

Under the cliffs to the north of the present Sports Centre was Trevanion Street and there lived many whose business or calling was connected with the sea, mostly boatmen or fishermen. "Trevanion" is the name of a man who came to Dover in the middle of the 17th century, was an M.P. from 1744 to 1792 and did much for the town. He lived in Trevanion House at the eastern end of the street and dying in 1810, was buried in St. James's Church.

On the northern side of the street the first 50 metres were taken up by the low boundary wall of St. James's Churchyard and then a terrace of seven small houses, Trevanion Place, running at 90° toward the cliff faced the eastern boundary of the churchyard. A little further on was John's Place, a tiny courtyard behind the houses entered via a "tunnel", no more than a metre wide, cut through Nos. 3 and 4. Just beyond this courtyard was the entrance to Trevanion Mews — livery stables — an extensive area behind the houses and using the maze of caves under Castle Hill to increase its accommodation. Here was a horse hospital and stabling for many working horses. Beyond that a public house, the "Star and Garter", and then a few houses further on, at the end of the street, a wood and coal merchant named Wellsted who lived in John Trevanion's house. His business was conducted on a site which in 1840 housed the producing plant for the Dover (*sic*) Gas Company. Old pictures show a gasometer on the site and when Townwall Street was being extended to join up with the Sea Front at East Cliff there could be seen, in the excavations, some of the original mains piping. The road works also revealed the flat chalk surface at the foot of the cliffs, ribbed by the action of the waves, and covered by centuries of accumulated detritus. (It is believed that this flat "platform" was used in the 18th century and earlier, when the tides were suitable, as a road to and from Deal or Folkestone for wagons that could be pulled by two horses, which had the steep inland roads been used would have required the power of six or eight.)

Throughout my childhood and early 'teens road traffic was light; it contributed to the life of the area and did not dominate or destroy as it does today. Drivers said "Hello" or passed the time of day with pedestrians who were then not considered to be obstructions to the free flow of vehicles.

[to be continued]

Shop Front Award 1989

OBJECTIVES

The objectives of the Dover Society are:-

- To promote high standards of planning and architecture.
- To interest and inform the public in the geography, history, archaeology, natural history and architecture of the area.
- To secure the preservation, protection, development and improvement of features of historic or public interest.
- And commitment to the belief that a good environment is a good investment.

The specific objective of making Awards for shop fronts are:-

- To improve the image of Dover and enhance the environment generally.
- To alert shopkeepers and the public to the contribution to the appearance of the Town made by its shop fronts.
- To help in making Dover and its villages an area in which people will enjoy shopping.
- To encourage the smaller shopkeeper to invest in a good image.

RULES

1. Eligible for the Award will be any premises in the area served by the Society (see Rule 2) in which goods or services are offered to the public by display in a shop window.
2. The area served by the Society comprises the Parishes or Wards of Barton, Buckland, Castle, Lydden and Temple Ewell. Maxton, Pineham (Guston), Priory, River, St Margaret's-at-Cliffe, St Radigund's, Town and Pier and Tower Hamlets.
3. Any premises which comply with Rule 1 may be nominated for consideration by the judges. Nominations may be made by the shopkeeper, his or her customers or by any member of the public.
4. Arrangements for making nominations will be announced at an open meeting of the Society to be held at St Mary's Parish Hall on Tuesday, 30th May 1989 and will subsequently be published in the local press. A form is also included in this Newsletter. Nominations made be made by not later than 15th August 1989.
5. Nominations will be considered by a panel comprising three independent judges and two members of the Dover Society Committee. The judges' decisions in all matters, including the interpretation of the Rules, will be final and no correspondence about their decisions will be entered into.
6. The Society reserves the right not to make an Award or to make more than one Award if the judges so recommend.
7. The Awards will be presented at an open meeting of the Society to be held at St Mary's Parish Hall on Monday, 16th October 1989.

Some notes regarding shop fronts and the important part they play in the environment follow. These are given for guidance to those nominating premises for the Award and they set out some of the criteria which the judges will have in mind in the course of their deliberations. They do not, however, impose any limitations on the judges' discretion when reaching their conclusions.

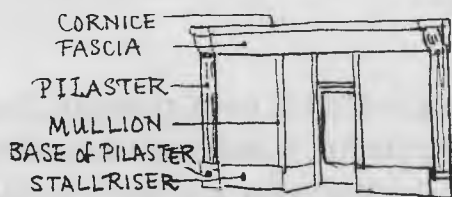
Shopfront Award

Points to consider:

PROPRIETY or GOOD ARCHITECTURAL MANNERS: Shops in Context
Is the area under consideration predominantly Early Victorian, Thirties, Post-war? Is it a Conservation Area? (see Newsletter no. 3). What is the general size and scale of the buildings and what materials are used?

A sensitivity to the area around the shop and to the period and design of the building is essential. Good designs of various periods, which take account of their neighbours, can sit happily side by side. New conversions of older properties can often incorporate some earlier features without incongruous nostalgia.

PROPORTION & ARCHITECTURAL DETAIL



• The areas of fascia, window and stallriser should be well-proportioned. A very deep fascia with weighty lettering on it over a shallow stallriser can look top-heavy, even threatening.

• Large areas of glass, unrelieved by mullions, can be inappropriate in older settings.

• Vertical divisions should reflect those of the façade above.

• Space should be left between the fascia and first floor windows.

• Architectural features, e.g. pilaster bases, should not be chopped off or obscured.

• Proportions of shop windows and doors should be linked.

• Projecting fascias and other extensions over the street can sometimes disrupt the line of the façades.

• Recessed entrances can be inviting and encourage the shopper to enter.



LETTERING

Obviously lettering is used to advertise and draw attention to goods and services on sale. It may be:

• Good in style and colour, well-proportioned, appropriate to its setting and purpose.

• Too large for its setting or for the fascia. Crude and garish in colour.

• Badly SPACED, usually by an incompetent signwriter.

• Poor in style e.g. semi-legible forms based on poor handwriting, olde Englishe Gothic (especially when capitals only are used), 'fancy'. Eccentric spelling doesn't help.

• Slanting forwards or sloping upwards which contradict the verticals and horizontals of the building. (The former can sometimes work if contained in an outline).

COLOUR

Bright colours are used to attract attention and please the eye. When they are ill-considered and gaudy they are irritating and cheapen the streetscape. Bright or subtle, well chosen colours enhance the environment. Choice of paint or gilding for period details is important.

SURFACES AND TEXTURES

Wood is usually the most sympathetic material for fascias etc in older properties. Shiny plastics usually look cheap. Reflective tiles can be harsh. Self-coloured aluminium is unsuitable on older buildings but may be an effective material in modern constructions. Floor surfaces in recessed doorways should be carefully chosen.

BLINDS & SHUTTERS

Traditional fabric blinds can add visual interest and provide shade or shelter. Poorly-designed, non-retractable, plastic blinds are unattractive especially on older buildings. Solid metal shutters offer an unfriendly face to the street when the shop is closed and, unless necessitated by insurance requirements, lattice shutters are preferable.

CORPORATE HOUSE STYLES

Chain stores' designers are prepared to modify their corporate images, which are sometimes very aggressive, to suit local conditions when required to do so by local Council's planning regulations.

SIGNS

Signs help the shopper to locate stores. They can be visual attractions when well-designed. They should not obscure architectural details.



No awards for this lot!

WINDOW DISPLAYS

The aim is to sell the goods; displays should also be pleasing. Shop windows plastered with crude posters in day-glo colours are not an asset to any street.

MAINTENANCE

Peeling, dingy paint, ancient posters, uncared-for displays, litter in the doorway and on the pavement outside and graffiti do nothing for the area. If the building above is owned or rented by the shopkeeper upper windows look better if not filled with cardboard boxes etc.

UNITY OF DESIGN

We suggest that you stand back and look at the shop as a whole. Is the design all of a piece? Is it in harmony with its surroundings? Is it an asset to the town or village?

Suggested Reading

DESIGN IN THE HIGH STREET by Gordon Mitchell. Architectural Press.
SHOP FRONT by Neville Whittaker. The Civic Trust for the North East.

THE AWARD will take the form of a framed certificate or plaque which can be displayed on the premises.

NB. Anyone - member of the public or shopkeeper - may make a nomination.

SHOP FRONTS MAY BE NOMINATED on the form below or on a plain sheet of paper containing the same information.



NOMINATION FOR THE DOVER SOCIETY SHOP FRONT AWARD

Your name (PLEASE PRINT)

Your address (PLEASE PRINT)

Name of shop (please PRINT)

Address of shop (please PRINT)

It would be helpful if you could enclose a photo but the Society regrets it cannot be returned.

Please send completed form to LIN CLACKETT, 3 MAISON DIEU ROAD, DOVER to arrive by 15 August at the latest.



Forthcoming Events

30 MAY Tuesday, 7.30 pm. St Mary's Parish Centre, Cannon St. (Parking in Steembrook Car Park). JOHN SUNDERLAND, Project Designer of The White Cliffs Experience and Jorvik, the Viking Museum in York, will give a presentation. The Shop Front Award scheme will be launched. **OPEN MEETING**

10 JUNE Visit to Rochester by coach at the invitation of the local civic society. The renewal of the city centre invites comparison with what might be possible in Dover. A map of the city centre will be provided en route. A conducted tour is included and there will be time to wander independently and find a congenial restaurant. Places limited to 53. Apply by 3 June on form. **MEMBERS ONLY**
on page 33

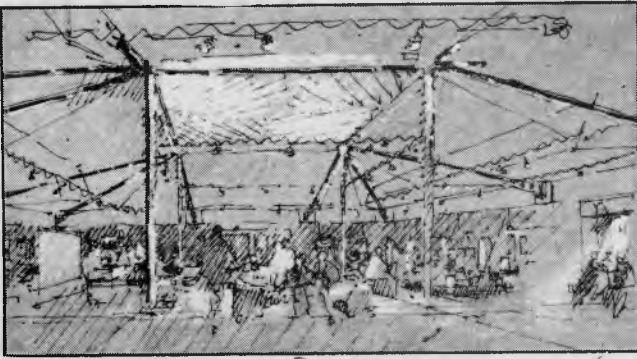
1 JULY Saturday. Conducted tours of Dover College in small groups. This was the great mediaeval Dover Priory of which substantial buildings remain. Arrive between 3.00 and 3.30 at the College entrance in Effingham Crescent. The Tour is followed by a Dover Society Special Strawberry Tea - sandwiches, scones, strawberries & cream, tea, in the Refectory. Apply on form on p. 33. **MEMBERS ONLY**

AUGUST Watch the Dover Express for the Dover Society Quiz.

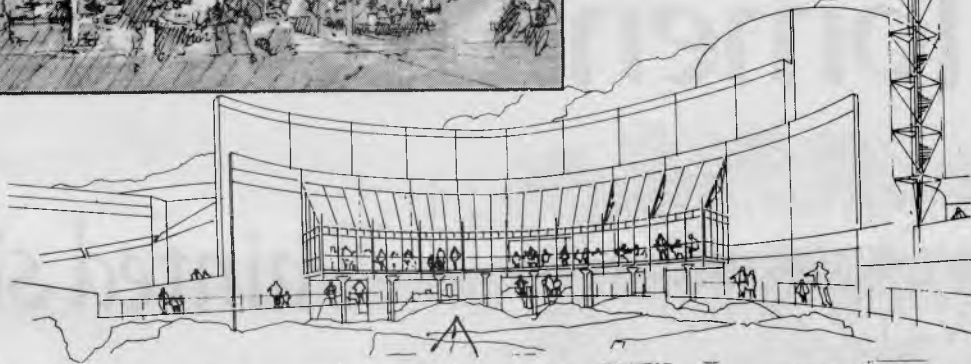
16 SEPTEMBER Saturday. Tour of Western Docks. Details later. **MEMBERS.**

NOVEMBER Tour of Buckland Paper Mill. Details later. **MEMBERS ONLY.**

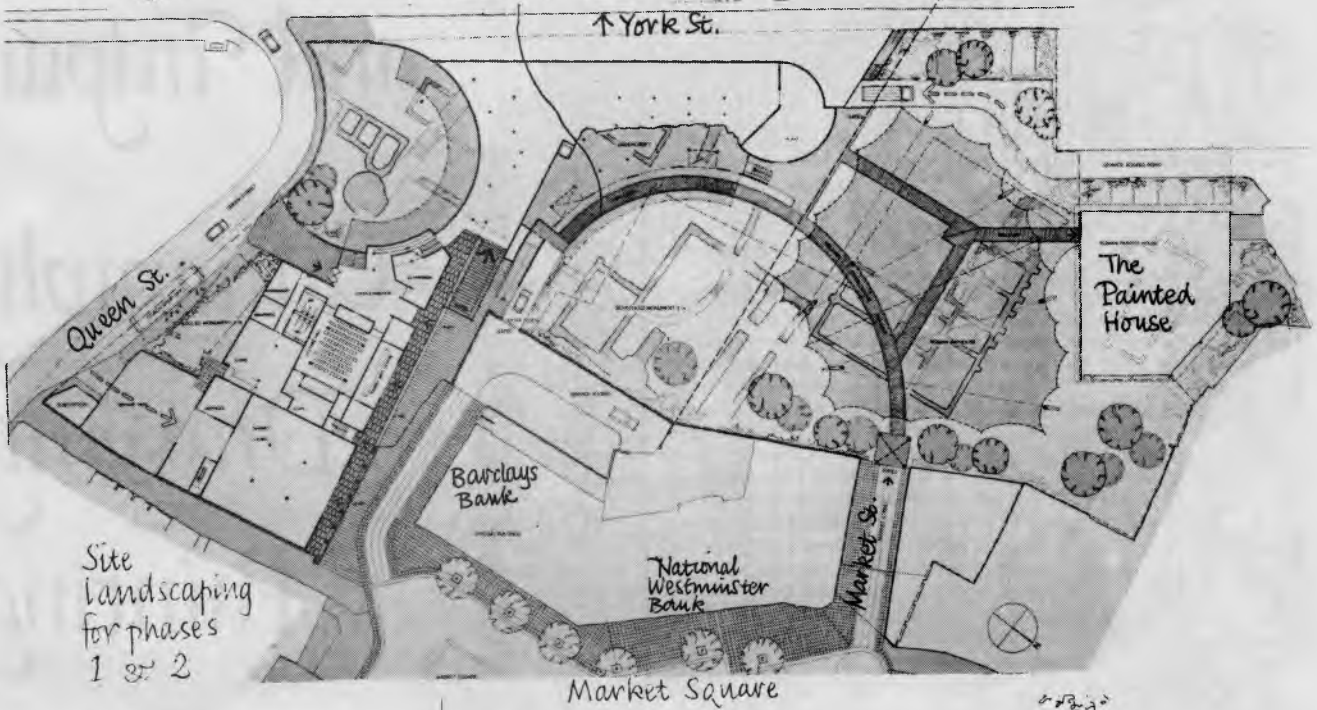
DECEMBER Christmas Supper with Musical Entertainment. This year the Entertainment will be an Old-time Music Hall.



Interior
drawn
by
Richard
Davies



View from north-east



Site
landscaping
for phases
1 & 2

Market Square

There will be 2000 sq. m.
of space for the
exhibitions.



View from York St.

THE WHITE CLIFFS EXPERIENCE

DEAL LIBRARY GALLERY
Broad Street

Philomena Kennedy



Painted silks
and Trapunto

Calligraphy
Drawings
Paintings
Prints

30 MAY - 16 JUNE

Monday, Tuesday & Thursday 9.30-6.00

Wednesday 9.30-1.00 Saturday 9.30-5.00