

The  
Dover  
Society

# Newsletter

No 18

December 1993



The first sight of Dover when approaching the town by the new A20 *(photo: Merril Lilley)*

12 BUCK  
£1

Budge 208008

# THE DOVER SOCIETY

FOUNDED IN 1988

Registered with the Civic Trust, Affiliated to the Kent Federation of Amenity Societies  
Registered Charity No. 299954

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CHAIRMAN: Jack Woolford

1066 Green Lane, Temple Ewell, Dover CT16 3AR Tel: 0304 822871

VICE-CHAIRMAN: John Gerrard

77 Castle Avenue, Dover CT16 1EZ Tel: 0304 206579

HON. SECRETARY: Leo Wright

"Beechwood", Green Lane, Temple Ewell, Dover CT16 3AR Tel: 0304 823048

HON. TREASURER: Jennifer Gerrard

77 Castle Avenue, Dover CT16 1EZ Tel: 0304 206579

MEMBERSHIP SECRETARY: Sheila Cope

53 Park Avenue, Dover CT16 1HD Tel: 0304 211348

SOCIAL SECRETARY: Joan Liggett

Tel: 0304 214886

EDITOR: Merril Lilley

5 East Cliff, Dover CT16 1LX Tel: 0304 205254

CHAIRMAN OF PLANNING SUB-COMMITTEE: Lawrence Gage

9 Castle Street, Dover CT16 1PT Tel: 0304 242749

CHAIRMAN OF PROJECTS SUB-COMMITTEE: John Owen

83 Castle Avenue, Dover CT16 1EZ Tel: 0304 202207

PRESS SECRETARY: Jenny Olpin

6 Watersend, Temple Ewell, Dover CT16 3PA Tel: 825011

ARCHIVIST: Sybil Standing

16 Harold Street, Dover CT16 1SA Tel: 0304 210715

A. F. Adams, Jeremy Cope, Adrian Galley, Margaret Robson and Ken Wraight,  
with Mike McFarlane and Paul Youden as Advisory Members

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# EDITORIAL

SEASONAL GREETINGS to all our readers. We hope to see at least eighty members at this year's Christmas Feast at a new venue, the Royal Cinque Ports Yacht Club on Dover seafront on Thursday, 16 December. Seating is strictly limited to eighty so please book early.

Since the last issue of the *Newsletter* on 1 August there have been two Society events in October and November. The October meeting on 'The Future of Local Government' merits a lengthy report to apprise members of all the implications of the government proposals and options for the future. This meeting was riveting stuff, with three excellent speakers representing the County Council, the District Council and the Parish Councils, then after the interval, lively questions from the audience of sixty. Many members have expressed regret at having missed this crucial meeting—quite how crucial we did not appreciate until we were told of the speeding-up of the government schedule on the review and the imminent arrival on our doorstep of a commission early in 1994! Following this meeting it was evident that we needed another in the near future to give members the opportunity to express their views to enable the Society to table its response by the time the Commission visits Dover.

This has necessitated a re-shuffle of next year's programme, with the January and March events changing places. The January meeting will now be a follow-up meeting on Local Government, with another speaker and ample opportunity for a group brainstorming session to enable members to voice their opinions. The talks arranged for January will be re-scheduled for March.

The November meeting was our third session of the popular Conundrums and Conviviality, held in Dover Museum, with its usual round of intriguing questions and a chance to meet and chat with fellow members.

Unfortunately our September trip to Boulogne had to be cancelled due to lack of support. This was disappointing as it was the first time this had happened since the Society was launched five years ago. Many members commented that they have visited Boulogne several times and would have preferred another venue. The Social Planning sub-Committee would like to plan a French trip for 1994 to a town which members would like to visit, so we propose to invite opinions in the next *Newsletter* and at the AGM.

In February another popular event, the Wine and Wisdom evening, will be held in St. Mary's Parish Centre. Last year this was one of our most successful meetings in terms of attendance. Please book this date and make up your own teams if you wish. This time the tables will be strictly limited to six contestants, so if you already have eight people invite four more and make two teams. Don't worry if you are not in a team or if you haven't the full number. As last year, teams can be made up on the night.

There is a lot to look forward to in 1994, so consult the back cover of this issue and reserve the dates in your diary: Dover Pageant, be a banker; Dover Festival, bigger and

better than ever: Dover Town Trail Quiz, help your team to beat the clock; a trip to the Wells; a flight to the Goodwins; a guided tour of Faversham or Canterbury.

1994 will, at last, see the opening of the A20 through Dover. How far into 1994 the official opening will be is still unknown but at least the end is in sight and Dover can begin to look forward to the future and, with the help of Dover District Council, Impact and the Dover Harbour Board, gradually improve its image and build its reputation as a tourist town as well as a seaport. In relation to this there is much to read in this issue in the articles by Julian Owen, Bill Fawcus and Lawrence Gage. Obviously this will be a major topic of interest for years ahead.

Our Membership Secretary, Sheila Cope, reports that, as happens every year, there are a number of absent-minded members who have not paid their subscriptions. If you are one of these please send your £4 post haste to Sheila.

Editorial thanks to all contributors for their help in making this issue such an interesting collection of local issues and information.

Best wishes for a Happy Christmas and a prosperous New Year.

MERRIL LILLEY, EDITOR.

MUCH of this *Newsletter* is devoted to matters concerning the A20 and this picture is interesting in that it shows that the DOE has, magically, but rather more slowly than at the drop of a hat, added two miles to the distance between Dover and Folkestone.





FEDERATION of  
Amenity Societies

JACK WOOLFORD

## *The 21st Autumn Conference*

WITHERSDANE HALL, WYE COLLEGE – 18th-19th SEPT. 1993

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AS its organiser and chairman, modesty forbids me to do more than list the delights of the successful 21st Conference at Wye which, as always, was blessed with superb weather and superb cuisine. I leave appraisal to Budge Adams, who represented the Dover Society, and to Lawrence Gage, the Society's Chairman of Planning, who splendidly addressed the Conference on the 'Impact of IMPACT on Dover'. Thanks to sponsorship by Seeboard – which sedulously and properly cultivates a green image – charges were only minimally larger than last year and attendances were yet again a record.

The opening morning was devoted to transport, starting with a resounding critique of the Department of Transport, by the Chairman of the Kent Road Transport Action Forum, for neglecting rail for a century in deference to the motor car. Despite the fact that membership includes road and rail (and DHB) interests as well as environmental organisations, the Forum recommended drastic increases of car costs and massive improvements in public transport.

The Chairman of the Boxley and Penenden Action Group resoundingly criticised both the Department of Transport and Union Rail for the shambles of the still uncertain High Speed Channel Tunnel Rail Link. Although a desirable alternative to road transport, it would not be able to take continental gauge wagons; the (alleged) benefits for commuters were uncertain; there was no station strategy; the environment would be damaged; private sector finance was unlikely and the prospect was for stalemate and blight.

Partially answering for Union Rail, its Design and Consultation Manager said that Union Rail would offer new and improved services to Kent commuters and to the development of the East Thames Corridor as well as to international passengers. Public consultation had been on an unprecedented scale and there were both construction and station strategies.

After lunch a young architect explained 'Green Building'. The greenest form of building was conservation. Building resources should be sustainable and maximum use be made of solar energy, triple glazing and other insulation to make central

heating unnecessary. Greenhouse gas emissions necessitated reduced electricity consumption, achievable by economic on-the-spot generation, natural ventilation, maximising use of daylight and using (soft)wood without preservative treatment. This had been demonstrated in the refurbishing of Greenpeace headquarters and the building of 'Ecologion', a centre for (ecological) education and entertainment, on a derelict coalfield in South Yorkshire.

This refreshment of the mind was followed by a refreshment of the spirit in a tour of Romney Marsh, guided by the Romney Marsh Research Trust. In addition to clear exposition of the meaning of mere marks on the ground, as well as of the history and architecture of abandoned churches, we unexpectedly happened to be able to visit the detached campanile clad in cedarwood shingles at Brookland and were amazed and delighted to hear an improvised lecture on campanology by the Union Rail spokesman.

The after-dinner address on the 'Idea of the Picturesque' was a brilliantly illustrated *tour de force* by a senior university lecturer, which was followed on the Sunday morning by Lawrence Gage's address on Dover and a usefully comparative study of the work of the Sussex Federation of Amenity Societies.

I have already embodied the gist of the threefold contributions on the Future of Local Government in my report of our meeting on "The Future of Local Government" (on page 129 of this *Newsletter*). On the Sunday afternoon we were surprised as well as pleased to be informed in remorseless detail of SEEBOARD's determination to earn the coveted label of 'green'.

I would, in due course, be pleased to send members/readers a full report of the Conference in the next issue of "Kent Matters". Next year's Conference, 18/19 September 1994, will be equally good value for money, both residential- and entertainment-wise.

## Distribution of the *Newsletter*

In the last few weeks a certain amount of rationalisation has been effected in the pattern of the distribution of the Newsletter and, amongst other things, all full members living within the manual distribution area will receive a copy. Members of the Executive Committee who are anxious to maintain and/or increase our membership – and that is all of them – ask, if two copies are hand delivered to the same address and it is felt that only one is needed, that members should hand the "spare" copy to a non-member friend or to anyone who might be interested enough, or susceptible enough, to listen to your persuasion to join the Society.

The distributor has been authorised to use discretion in taking advantage of convenient distribution situations that present themselves. There is no cost saving in keeping down the number of copies hand delivered as the number produced is not a cost factor: at the same time the distributor is conscious of the cost of postal charges for out-of-town deliveries and minimises them whenever possible.

There is worthwhile benefit to the distributor in the use of the computerised membership list. The master list, in order of membership number, can be sorted with ease into any category or grouping *without compromising its accuracy*. AND it saves time!

# *There's a First time for Everything* ————— BUDGE ADAMS

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**F**OR ME THIS WAS IT! — the 1993 Wye Conference of the K.F.A.S. Never before had I taken part in a two-day conference at a seat of learning, or been accommodated overnight in a hall of residence, and I felt a little awed and apprehensive.

I arrived twenty-five minutes after proceedings began, having deluded myself into thinking that I remembered a cross-country short cut that I frequently used many years ago. I most certainly did not and I lost all sense of direction in the tiny roads of the upland lying between Paddlesworth and Elham. At Withersdane Hall the direction signs confused me and I was led to the scene of action by a very pleasant and willing member of the college staff.

At reception I was greeted by two charming ladies who did their utmost to convince me that it was their fault that I was late, they having started the proceedings too soon! That in itself was a pleasant and unique experience, but there was more to come. I was directed to my room and then to a comfortable chair where two ladies of the college domestic staff (I think that is correct) enlarged the experience by showing some concern and plying me with coffee until I could enter the conference without causing a disturbance.

The more difficult part was now to come. Knowing, in the whole assembly, only the Chairman, who, incidentally fixed me with a beady eye when I made my late entrance, I found a seat and awaited the second item on the agenda, the Channel Tunnel Rail Link, ably and very persuasively presented by Bernard Gambrell, the Environmental Design and Consultation Manager (what a title!) of Union Railways Limited, “an agency company wholly owned by the British Railways Board”. His dissertation was supported by five twelve-page folders, each with maps and beautifully coloured pictures covering particular sections of the proposed route, designed to show how carefully Union Rail was approaching its problems. There were four more folders each of four pages but in which only two pages had anything to say on the subjects: ‘Environment and the Union Railway’, the effect of the proposals on commuters, ‘Noise and Vibration’ and ‘The Environment and the Union Railway’. It was all very well presented but the “information” appeared to be heavily biased and subject to many degrees of variation in interpretation.

Whilst all this was going on I looked around the room and tried to assess the many motives that had brought us all together. I sensed that here and there the N.I.M.B.Y. syndrome was present but at this juncture individual motives were not apparent. All was revealed, however, on the following morning when the real “meat” of the conference was under discussion – the effect of the government proposals on local government.

It was then time for lunch and this was followed by Martin Benson of Fielden Clegg Design, Architects, of Bath who gave an erudite exposition of “Green Building”. I followed the gist of it, but could not accept or understand it all.



At 15.00 we moved off for a coach tour of Romney Marsh, 'commèred' in great depth by Jill Eddison of the Romney Marsh Research Trust. Her knowledge of the Marsh, archæologically, historically and generally, was extraordinarily wide and I was fascinated. En route we had an unexpected pleasure. Such was the enthusiasm of Mr B. Grambrill (British Rail) who some years ago exercised the art of campanology at Bristol, that we made an unplanned stop to look at and explore the detached wooden bell tower beside the church of St. Augustine at Brookland. It stands just off the road, close to the north east corner of the church and is the subject of many legends. One has it that the tower was twice erected above the church and twice it was blown down and that it was then decided to rebuild it where it stands today, "after it showed affinity for the ground". Another is that it was originally at Lydd "and was transported hither to Brookland by Cardinal Wolsey" and a third that there was "a very old man and an equally old woman, very well known in the village, both single, and when they married the tower fell down in amazement".

After dinner and soothingly rounding off the day, Dr Malcolm Andrews of the University of Kent at Canterbury spoke and pictorially charmed us with his discourse on 'The Search for the Picturesque'. He is a quietly spoken man and I did not catch all he said but those who were nearer were enthusiastic in their response.

Sunday morning and I was the last down to the "full English breakfast" beloved of hotel brochures. It was enormous. I quailed at the sight but I did do justice to it.

Sharp at 9.30 the Chairman assured us of his pleasure in seeing us all again and then our own Lawrence Gage stood at the rostrum and expounded, in the clearest of voices, on Impact's proposals for Dover and Deal. He was well received and understood. Next Davida Price, vice-chairman of the Sussex F.A.S. followed with an interesting exposition of the activities of her federation, and frequently expressing her wish that there should be co-operation between the S.F.A.S and the K.F.A.S. She opined it would be beneficial to both federations but there seemed, however, to be some reluctance to accept this idea.

Then, at 10.30, we started the discussion of 'The Future of Local Government' and Tim Thompson, the Chief Executive of Tonbridge and Malling Borough Council spoke of the difficulties there were in all attempts to weld together the two disparate areas from which the T.&M.B.C. was formed. He prophesied that those difficulties would pale into insignificance when compared with the problems that would arise if it was decided to make seven, or five, or even just three unitary authorities in Kent. The county has fourteen District or Borough Councils and all are jealous of their own individuality and have no particular wish to be submerged in larger units. Because of the relatively small population of the Dover District the government would most likely insist that it be merged with an adjacent district and then, immediately, the problem of incompatibility would arise.<sup>1</sup> Tim Thompson spoke genuinely, from the heart and from the standpoint of a difficult experience.

Robin Thompson (no relation), Chief Planning Officer, K.C.C., spoke feelingly about the Country Viewpoint and the banter between the two Thompsons, who knew each other well, was interesting and at times amusing.

Bill Richardson, Chairman, Meopham Parish Council, put the point of view of Parish Councils and said that more areas should strive for Parish status as a means of providing

<sup>1</sup>Though tongue in cheek, I have to suggest that it might be easier, and more effective, to bring about an amalgamation of Dover and Calais to form a "Cross-Channel District." At least the two towns would have *something* in common.

a more local and sympathetic treatment of the problems of its populace. Earlier I was introduced to a new verb that frequently cropped up in discussion, "to parish", to attain parish status: hence the unfamiliar but logical "parishing" to define an important process in local government. One lives and learns.

At lunch I sat opposite an interesting elderly gentleman (in the proper sense of the word) who had once been Mayor of a town with strong Dover connections. If I mention 'Cinque Ports' some may know which. He opened by saying he assumed I lived alone (why? – am I so different, does it show?) and when I agreed with his assumption he said he did also and immediately launched into the difficulties, intricacies and possibilities of cooking for one. I entered into the discussion with pleasure and felt like a male version of Delia Smith. I didn't see him again and I regretted that.

After lunch there was a dual act. Richard Sykes, Energy Efficiency Engineer and Brian Sloane, Environmental Coordinator, both of SEEBOARD, spoke, sometimes at one and the same time, about 'Electricity and Conservation' mostly in glowing and euphoric terms (think of what Christine Keeler said). They drew attention to Seeboard's policy of persuading us all to use more efficient equipment and methods, thus to reduce current consumption. I found this hard to believe with Seeboard being a private company dedicated to the enhancement of its sales and therefore of its profits. The two speakers "did a good P.R. job" but at our following committee meeting I referred to them as being "suave and emollient" – which I felt to be a reasonable assessment.

The Conference ended with a Speakers Panel, a free-for-all which we enjoyed. The critique and suggestions did not throw up anything that was epoch-making but there was general agreement that the Conference was well organised and interesting and useful to those accepting the challenge of the government proposals.

By and large I didn't find it easy to mix with other conference members. They were mostly in small groups all well known to each other. But what I did find and it convinced me of the sincerity of the points they raised, was the very wide range of knowledge of their local affairs that they displayed. There seemed not to be any aspect of local government, now or in the future, on which one or other of them did not have a valid view. I did, however, find the tendency to use local names, this park, or that road, or that lake – names which meant nothing to me – to be quite confusing and I was, geographically, lost. I made no contribution to the discussions – I did not feel competent to do so – but I learnt much and if there is another opportunity I would probably contribute. It was a very worthwhile affair and I quietly enjoyed being there. Perhaps this recital will persuade others to go.



Launched this year this U3A now has over 100 members. Next term there will be courses in Beginners and Advanced French Conversation, Exploring Britain, Jewellery, English Literature, Painting, Needlecraft, Intermediate German and Appreciation of Art.

In addition there are monthly Wednesday afternoon talks: 19 Jan, Melanie Wrigley; White Cliffs Countryside – 16 Feb. John Warner: A Life in the Theatre – 16 Mar. Peggy Alexander: A Visit to Tahiti – 20 April, John Grant: The Radio Revolution.

Offers to lead courses especially in history and archaeology, will be very welcome. For further information see *Newsletter*, April 1992 or phone 0304 363991 or 0304 369206

# “The Future of Local Government”

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JACK WOOLFORD

THE SOCIETY was congratulated for its initiative in organising a public meeting on this subject, the first of its kind in the area. Like all our meetings it was well attended: a similar occasion in 1973 attracted only six people!

The Chairman began by saying that the title should have been “The Future of Local Government; IF there is one!”, lamenting the centralisation of powers in Whitehall and the proliferation of non-elected authorities in health, policing and education etc.

## A DISTRICT COUNCIL VIEW

Miss LESLEY CUMBERLAND, Dover District Council's Director of Law, Property and Administration, attractively and competently deputising for John Moir, congratulated the Society on the timing of the meeting because the Banham Local Government Commission had very recently speeded up and would visit Kent to collect local views early in 1994 on the proposal to substitute unitary, all-function authorities for the existing two-tier (county and district councils) system. How small or large could all-purpose authorities replacing county councils, able to retain community identity and to provide efficient services, be?

The Isle of Wight in the first section of areas to be examined should obviously be a single authority, as should old county boroughs like Derby and Bristol, abolished in 1974. Cleveland, Humberside and Avon were much more difficult. The Commission's recommendations, after examining local views, proposed to reduce ten county and sixty-four district councils to twenty-four unitary councils with average populations of 230,000 people, . . . divided between large urban units like Derby or Darlington, and the rest of Derbyshire or Durham lumped into a single rural authority: the “doughnut” solution. The only exception to all this was Lincolnshire, recommended to remain under the two-tier system.

There had been a massive backlash from MPs and councils with the result that the government had issued new draft guidelines to the Commission. If there were local consensus it should carry weight, provided that the criteria of identity, accessibility, responsiveness and democracy were retained. The status quo, however, was not an acceptable option, nor were very large or very small unitary authorities. The time-table – and this was where the Dover Society's timing was prophetic – was speeded up. All reviews must be completed by the end of 1994. The second section of the areas to be examined had been merged with the third, fourth and fifth.

Possible solutions for Kent might seem to be either the status quo or the abolition of the County Council and the survival of the fourteen districts which the districts themselves prefer. Since, however, the government wanted units of 150–250,000 (and Dover District was only 106,000 – 107,000) the districts would not be allowed to “go it alone”. In the long run, too, money must be saved.

130 One possibility might be a non-county single authority, but with a 1.5 million population it was highly unlikely. Consultants had suggested the possibility of three unitary authorities; East, North, and West Kent respectively. Another option was seven unitary authorities, so that Dover District would have to go in with one of its neighbours – with Canterbury, Thanet, or Shepway. Where were the community boundaries? Thanet was an island and Dover might therefore have to go in with Canterbury.

The preference would have to be agreed in six weeks from the arrival of the Commission, perhaps as early as January 1994. If there were a District-Parish Council-voluntary society consensus it would carry a lot of weight. If not, the decision would be elsewhere.

## A COUNTY COUNCIL VIEW

MIKE BURCHELL, Chief Environment Manager of KCC, said that for five years he had worked successfully and cordially with all fourteen District Councils in Kent and had previously liaised with local government on behalf of the Countryside Commission and the department of the Environment.

The media portrayal of the local government review as a Jurassic Park virility contest of county versus district councils was wrong. There would be neither winners nor losers. A complete change was required but strong and effective local government must continue despite the government's agenda to weaken or undermine it. Consequently a joint county/district view of options was being sought. The criteria were cost, community identity, efficient service delivery, governmental capability, accountability and democracy, linkages with other bodies and compatibility with the requirements of the Local Government Commission.

Up to forty scenarios were conceivable, ranging from modifications of the status quo, through the unitary county to fourteen unitary district councils which must be reduced to realistic options. Mr Burchell's view was that larger, more strategic authorities were preferable and that local community councils, parish and town, should be strengthened. The replacement of a strong county council with several smaller unitary authorities would be retrograde, rendering local government irrelevant and consign it to the delivery of a narrow range of services dictated by central government. Kent, with twenty to twenty-five medium-sized towns each with 40/50,000 people and extensive rural hinterlands would not easily fit the probable solution of something between a unitary county and unitary districts.

It had become increasingly difficult to make the two-tier system work with the spectre of local government review hanging over it and opinion polls showed that the public found the question of accountability confusing, although the joint efforts of county and districts in IMPACT, now in Dover, showed what could be achieved. In many ways a modified two-tier system could meet Kent's needs reasonably well, but the Secretary of State's recent announcement had made such an outcome unlikely.

Reverting to criteria, governmental capacity must mean larger rather than smaller units embracing larger communities rather than particular localities. Strategic planning, highways and transportation, conservation of key landscapes, minerals, waste disposal, provision for gypsies, East Thames Corridor and Channel Tunnel Rail Link could not be dealt with by joint arrangements between unitary authorities, as the Commission suggested, Loose amalgamations like SERPLAN (S.E. Regional Planning Authority) did not work very

well.. Small authorities attracted neither officers nor councillors of sufficient quality. Parochial conservatism meant paralysis. Only large authorities, like the Pas de Calais or Flanders, would cut ice with Brussels. With small units, the government, which was already creating strong regional units in the Departments of the Environment and Transport, etc, would fill the vacuum.

Only larger authorities could achieve economies of scale in the delivery of services. Fragmentation would mean inconsistent standards, as already between the planning procedures of district councils. Centres of excellence, e.g. in county wide matters of countryside, archæology, urban regeneration, drug and alcohol abuse, HIV and AIDS, needed to be maintained.

As for community identity, it was unlikely that people wanted the county of Kent, with its county-wide organisations like the Kent Trust for Nature Conservation, Kent Association of Parish Councils and the Kent Federation of Amenity Societies, to disappear. Existing districts like Canterbury or Dover, lumped in with Deal and Sandwich, fared badly as historic communities and therefore the functions of town and parish councils should be enhanced. Lumping existing districts together would bastardise them even more, although authorities must be big enough and strong enough to provide strategic direction, high quality cost effective services and centres of excellence.

## A PARISH COUNCIL VIEW

CRISPIN DAVIES, Secretary of the Kent Association of Parish Councils and also previously experienced in local government from Cornwall to London, began by asking what were the alleged benefits of unitary authorities. If it weren't broke, why mend the status quo?

There were 300 Parish councils in Kent, in a variety of sizes and shapes, and of expertise and enthusiasm, but they covered only 40% of the county.

Although in any case, government could overrule it, of the fourteen Local Government Commissioners, only two were serving councillors, one from a London Borough and one from a (Kent) Parish Council, but none from a district or county council.

In addition to the creeping losses of police, health and housing from local government, the Commission were proposing to halve the numbers of local councillors, which would make them more remote from access.

It was desirable that decisions should be made as close as possible to the people affected, and not, for example, in Brussels. Decisions should not be taken from Kent to Whitehall. Some county questions might be reasonably decided at district level, and some district questions at parish level, as suggested in a recent KAPC document, 'Parish Potential'.

Arrangements should be made for continuing the important contribution of the voluntary sector, Age Concern, for example, delivered services funded by KCC, and the Kent Community Housing Council similarly cared for housing senior citizens. Before its abolition the Greater London Council had established independent charitable trusts to continue some of its commitments.

River had been parished some years ago and the parishing of Deal was now being considered. The same might happen to Dover. Charter Trustees were Dover District Councillors but parish councillors were separately elected. Parish councillors had a wider

132 range of *powers* as opposed to *duties* and could raise a tax and confer benefits. Speed was essential. If there were strong local support, the Commission could recommend it to the Secretary of State.

The Chairman, offering David Shaw's apologies, said the MP favoured Dover District Council as unitary authority. Maidstone was remote. A possible alternative was an area from Dover to New Romney with the boundaries of the existing Health Authority District. At the Wye Conference the County Planning Offices had argued the need for county-wide strategic policies and a District Chief Executive described the mingling of districts as the "nightmare scenario".

In answers to questions speakers agreed that the existing system worked well, with special emphasis on the links with Pas de Calais, Flanders and Brussels. The unitary system might ultimately be marginally cheaper but the upheaval and its setting-up costs, estimated at £1.7 billions, £50-100 per taxpayer, would be large. It was not likely that the authority would be either KCC or DDC but five, six or seven unitary authorities: Dover might be linked with Canterbury/Thanet or Shepway.

The Commission would have six weeks in Kent early next year and would then publish recommended options in order of priority. There would then be nine weeks of further consultation before a final recommendation went to the Secretary of State, who might or might not accept it. Legislation and shadow elections for shadow authorities must follow and the process could take years. The time-table was already in arrears and there might be a general election in the meanwhile. Both Labour and Liberal Democratic parties were committed to reorganisation including regional authorities.

*The Dover Society should be involved and present an agreed recommendation to the Commission. It would be more impressive if there were consensus with District and County Councils as the Commission Chairman, Sir John Banham, has stressed, and we should explore this possibility. If it were certain that the two-tier status quo, unitary district and unitary county were all excluded, we should concentrate on possible district mergers and emphasise the need for adequate strategic safeguards. The best option for historic communities like Dover appears to be parishing.*

*We must press for representation at the impending briefing session with the Commission. Please let me have your views, at 1066, Green Lane, Temple Ewell, Dover C16 3AR*

#### *Editor's Note:*

About sixty members attended the meeting on 25 October. In view of the importance of the subject and the fact that the Government Commission is visiting Kent early in 1994, it has been decided to alter the programme for 1994. The talks planned for January will now take place in March and the January Meeting will be a follow-up to the October discussion, with another speaker on local government and then small discussion groups for members to talk about the issues involved. As our Chairman explains in his article the timing of the meeting is crucial if the Dover Society is to be represented at the briefing session with the Commission.

# IMPACT

ACTION IN LOCAL IMPROVEMENT

## A CHALLENGING FIRST YEAR

A YEAR AGO, the Dover and Deal programme was just getting under way, and I looked forward in this newsletter to a challenging but rewarding partnership. 1993 has lived up to expectations in both respects. The latest in a series of environmental improvement projects, targeted on Kent's economic priority areas, IMPACT in Dover is playing its part in improving the image and "marketability" of the area.

### THE CHALLENGE

The County and District Councils have joined forces to create the IMPACT project; they have committed substantial resources to create a programme which will make not just visual improvements but also make the towns work better, and help to attract investment. In my view, just asking the question "how would you spend the money?" is wide of the mark; the challenge as we see it is to put together a coherent programme which builds on what has gone before, reflects current needs and aspirations, and is capable of being achieved.

The Dover Society has played a strong rôle from the outset. I found the "workshop" meeting we had with you in March especially stimulating and valuable. It was an important stage in setting up priorities for action, and contributed a whole list of ideas which we have since tested in similar sessions with other groups. What came through particularly strongly was the need to respond to the changes brought about by the A20 works, to strengthen the links between various parts of the town centre, and to improve points of arrival such as the station and car parks.

Similar brainstorming sessions with a forum of Dover organisations (in parallel with a Deal Forum) are helping us to piece together next year's programme. In the meantime the challenge has been to respond quickly to things that were already happening in the two towns, and get projects on the ground.

### THINGS ARE HAPPENING

The A20 - No-one will need reminding of the highway works that have been going on. Whether you regard the new A20 as a lifeline or as an obstacle, it certainly presents a challenge. This new "front door" to the town and to Britain is a major focus of the IMPACT programme. The local authorities had fought hard to get the road, and to mitigate some of its worst effects; our job has become that of looking for minor modifications to the design which wouldn't further slow down its progress, and for opportunities for improving adjacent sites and buildings.

We soon came to the conclusion that some of the main opportunities - and much of the pressing need - came in the Snargate Street area. IMPACT has helped design and

134 fund changes to the treatment of this historic street – granite curbs instead of concrete, different paving and traditional lights – which will help at least to give it its own sense of place. At the same time, our architect is working with the residents and traders associations on a face-lift scheme for the buildings and on a number of individual building/shopfront improvements.

After carrying out a landscape appraisal of the whole urban stretch of the A20, we have started negotiations on a number of individual schemes, all of which would contribute to that all improvement first impression that people get of the town. Amongst these are the improvements at the foot of the Grand Shaft, the leisure centre car park and Army Careers Office.

**Bench Street** – The re-paving of Bench Street, now nearly complete, was an **IMPACT** scheme, added on to the A20 works and, to avoid further disruption, matching the high quality materials used around the subway. We see this as an important ingredient in a package of measures to strengthen the links, as best one can, between the town centre and seafront. It is likely to be followed by similar attention to the New Bridge area. Bench Street is another area which we have targeted for special attention, working closely with building owners to encourage upgrading. Jay's Wine Bar is an example of this, where we grant-aided an improved shop front scheme designed by our architect to take the place of a more mundane proposal.

**London Road** – Again, a highway scheme was going to happen anyway. Our contributions have been in the form of a package of additional landscaping and boundary wall, to try to hold on to as much of the street quality as possible. It included the retention of the granite curbs which are such a strong feature of Dover's streetscape (supplemented by new ones), the construction of a new flint wall, the installation of a substantial planter and tree planting.

**DEAL** – The first major scheme delivered by **IMPACT** was the first phase of the Middle Street Car Park and alleyways, a major upgrading of this important central space. We are now looking at the repaving, in traditional materials, of the area of High Street in front of St. George's Church and the Town Hall.

### WHAT NEXT?

Within this year's programme, there's much more to come:

**River Dour** – Taking the Dover Society's proposals as a starting point, we've carried out our own appraisal of this important corridor, and highlighted four areas for early attention – Mill Lane, Stembrook, South Kent College and Ladywell. Proposals for the first two are now being finalised for discussion.

**Dover Seafront** – Working with the Dover Harbour Board's architects, we have been concentrating first on the important stretch of the promenade in front of Waterloo Crescent, and hope to include a public art element in this.

**Dover Priory Station** – British Rail's architects have responded enthusiastically to ideas of upgrading this key area, and are keen to look at a phased approach.



**Future Programme** – Work on organising future priorities is now the main focus of our discussions with local groups. The Dover Society is a key member of the local forum which involves, amongst others, the Chambers of Commerce, hotel and tourist organisations and residents groups.

### MONEY FROM EUROPE!

One of the best pieces of news this year was that our bid for EC “Transfrontier” funding had been improved “in principle”. Much of our programme this year therefore becomes eligible for 50% funding from the EC, provided we can get it all contractually committed before the end of 1993. The bid was a joint one with a similar proposal by Calais, which is also seeking to improve the quality of the public spaces and attract investment.

### IDEAS FROM AMERICA

And still on the international theme, I was fortunate enough this year to take part (at their expense) in the US National “Main Street” conference in Milwaukee, and (at mine) to visit the “Main Street” projects in Dover’s namesake town in Kent County, Delaware. We hope to welcome a delegation from Dover next year, and have much to learn from the way in which locally private-sector-led groups are going about the revitalisation of a network of 800 small American towns.

### CLOSER TO HOME

After some frustrating delays, **IMPACT** moved its design team into the former Martin Walter’s showroom at 69 Castle Street in August. If you haven’t been there already, come and see us. Ideas are always welcome. It’s your project as much as it is ours and we will always *try* to make someone available to talk to you. I’m proud to lead a talented and committed team of landscape architects and planners and they will be proud to serve Dover.

JULIAN OWEN

## Late Copy

The Editor has had a reply to her questionnaire from David Shaw, M.P. who answered Question A as follows:

“The new road is fundamental to securing the future of our ferry industry and is helping Dover to develop further its tourism and leisure potential. The road will be of tremendous help in enabling the development of the Wellington and Western Docks. As a result, the road will help to secure existing employment and act as a catalyst to expanding employment opportunities in the future.”

### AND EVEN LATER . . .

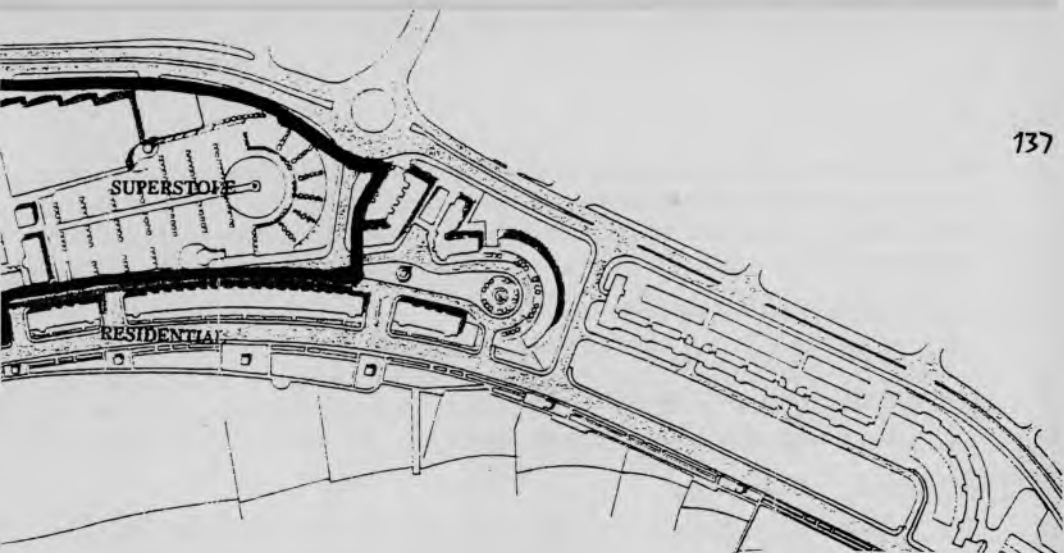
On 25 November the *Dover Express* reported Mr Mike Battle, Liaison Officer for Mott MacDonald as admitting that the opening of the second and final section of the A20 . . . “could be after Christmas” . . . “It all depends on safety audits that have to be carried out on roads and structures.”



## MASTERPLAN PLAN 2

For illustrative purposes only

HALLIDAY MEECHAM, *Architects*



*The Dover Harbour Board and Pearce Developments Limited  
present a précis of the Outline Planning Application for  
the metamorphosis of the Western Docks*

## DOVER WESTERN DOCKS OUTLINE PLANNING APPLICATION

For the past nine months Dover Harbour Board and Pearce Developments Limited have had a team of consultants working to compile and assemble the supporting information necessary for their planning application for the Western Docks.

The application was submitted on 1 November and is based on proposals which were displayed in the Town Hall on 15 and 16 March 1993 and presented to the Dover Society AGM on 26 April 1993. The supporting information runs to five volumes and addresses the following points:

### THE NEED FOR CHANGE

In recent years, the use of the Western Docks as a commercial port has declined. The constrained layout and size of the Docks now gives insufficient scope for expansion to meet the demands of shipping companies, whether for cargo or passengers.

Modernisation similar to that carried out in the Eastern Docks is not feasible. This leaves the Western Docks under-utilised and in need of regeneration to bring life back to this important waterfront setting.

## 138 THE PROPOSAL

The Council's outline approval is now sought so that a detailed building programme can be prepared. The application is framed for maximum flexibility and is supported by an illustrative proposal. This divides the site into zones and allows for development as follows:

Food supermarket – 60,000 sq ft

Other retail – 83,000 sq ft

Office and business use – 246,000 sq ft

Commercial, leisure/recreation – 177,500 sq ft

Residential – 210 dwellings

The proposal would incorporate the Wellington and Granville Docks and the existing Marina, together with the re-use of notable buildings and dockside features. New buildings will be designed to complement the history of the Docks and the adjoining Regency buildings.

### THE ISSUES

The proposed development raises several issues:-

#### Traffic

A detailed study has been carried out in conjunction with the Department of Transport, Kent County Council and Dover District Council and an impact assessment submitted to demonstrate how generated traffic would be accommodated within the local highway network. The proposal would work well with added emphasis placed on providing for both public transport and pedestrians. Ample car parking within the site would also be provided.

#### Retail Impact

Provision has been made for a foodstore and other substantial retail facilities within the proposal. These outlets would prove an attraction in their own right and would also complement Dover's existing stores. As a result the retail provision in the town centre would be reinforced. A retail impact assessment has been submitted which anticipates a benefit to the vitality and viability of the town as a whole.

#### Archæology

The Western Docks contains potentially valuable archæological resources and an implications study has been undertaken by Canterbury Archæological Trust and submitted with the application. This initial analysis details the complex history of the area and evaluates the remains which investigations might reveal. Detailed excavations would be made prior to each part of the site being developed.

## Design

A high quality design will be necessary for all parts of the site. This would reflect the character of the adjoining Waterloo Crescent Conservation Area and the numerous listed buildings within and close to the site. It would also be vital in attracting occupiers and visitors to the site and in establishing it as one of the principal focal points of Dover.

## Planning Policy

The redevelopment of the Western Docks would be in accordance with the objectives of planning policy at national, strategic and district levels. It would return to fully active use an under-utilised urban site. It would play a significant rôle in boosting Dover's economy and would also benefit in the regeneration of East Kent generally.

## THE OPPORTUNITY

Redevelopment would offer several opportunities.

1. To extend the focus of Dover town centre to the waterfront. Vehicular links and pedestrian connections would be provided and a balanced retail, commercial, leisure and residential development created to the benefit of the town as a whole.
2. To attract people to the area. This is not only vital to the project's success but necessary for the rejuvenation of the waterfront as a whole. The area was an attractive place to work and live. The new facilities and expansion of the existing Marina would also boost tourism.
3. Links with the highway system. The upgraded A20 will give landmark prominence to the site. The opportunity now exists to provide for the Western Docks' future development with suitable links to the national motorway network and to integrate the Docks with the town centre.
4. Job creation. When the Channel Tunnel opens in 1994, there is likely to be a severe detrimental effect on trade and employment in Dover, especially the ferry and hovercraft operators. The Western Docks proposal would allow Dover to strike back against this adverse impact and could provide over 3,000 permanent jobs for local people.

## THE FUTURE

When planning permission is granted, the development of the site would take place in stages and in response to market interest. It is likely that full implementation may take in the order of ten years to achieve.

However, a successful start to the development would act as a catalyst for the revitalisation of the waterfront and a major contributor to an improved local economy. This will enable Dover to retain its historic position as the national gateway to the Continent.

## 140 CONSULTATION

The planning application and its explanatory text is available for inspection both at the offices of Dover District Council, White Cliffs Business Park, Honeywood Road, Whitfield and at the Dover Harbour Board, Harbour House, Waterloo Crescent, Dover. If you wish to comment on the application, you should write to the Director of Planning and Technical Services at Dover District Council. If you require further information please contact Bill Fawcus of the Dover Harbour Board on (00304) 240400 or Lawrence Clark of Pearce Developments on (0272) 236262.

### CONSULTANTS

Planing Consultants – DTZ Debenham Thorpe

Architects – Halliday Meecham

Engineers – Mouchel

Quantity Surveyors – Gardiner Theobald

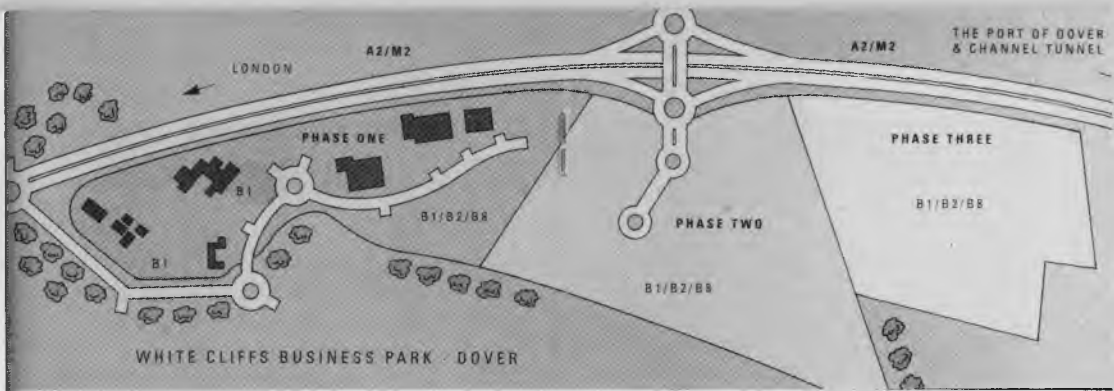
Marketing Agents – DTZ Debenham Thorpe

Archaeological Consultants – Canterbury Archaeological Trust

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THE NEW A20 CROSSES THE RAILWAY BY THE REBUILT AND WIDENED LIMEKILN STREET BRIDGE





The three phases of development

# THE WHITE CLIFFS BUSINESS PARK

A REPORT BY KEN WELSH ON BEHALF OF DOVER DISTRICT COUNCIL

**T**HE WHITE CLIFFS BUSINESS PARK, covering more than seventy-eight hectares of prime industrial land at Whitfield, bears testimony to Dover District Council's commitment to economic growth. With the closure of the East Kent Coalfield, the decline of seaside resorts as a holiday destination, the opening of the Channel Tunnel and the completion of the Single European Market the area has had to brace itself against growing job losses. Dover District Council set about tackling this problem within an economic development strategy that embraced industrial growth and the development and promotion of tourism.

In an effort to attract new business – and new jobs – to the area, Dover District Council identified land for industrial development and the White Cliffs Business Park is now Dover's principal site for potential employment. Located next to the A2/M2 London Road on the northern edge of the town it offers businesses a strategic location in the closest English-speaking region to the heart of the Single Market. Planning permission is in place for office, light industrial, general industrial, storage and warehouse distribution uses.

Phase I of the WCBP already accommodates two large retail units, a 20,000 square feet light engineering unit and a number of business start-up workshops.

Close to the retail units is a two-hectare site for prime office development. This part of the WCBP contains the headquarters of Dover District Council, a Kent County Council transfer station and offices of British Telecom.

Development of Phases II and III of WCBP is dependent on the completion of the proposed Whitfield bypass and a new junction from the A2 which will link directly to



An aerial view of the white site

the site. The granting of Assisted Area status to East Kent by the Department of Trade and Industry in July this year will serve to enhance White Cliffs Business Park's prominence as a strategic location for potential businesses.

Dover and Deal were granted Intermediate status on the Government's review of Assisted Areas which will bring numerous incentives to any company which locates here.

As Inward Investment Manager for the new East Kent Enterprise office in Dover I said, "The White Cliffs Business Park in Dover is one of several strategically placed flagship sites around East Kent of interest to potential

investors. Phase I of the site is in multi-ownership and well developed; there are only some eight hectares remaining. An advance production unit of 20,000 square feet is currently available and this can be divided into two units of 10,000 square feet, if required. The developer of Phases II and III(?) of the site is Fairclough Homes, part of the large AMEC Group. They have outline consent for B1, B2 and B8 use."

The whole site runs parallel with the A2 road from the Whitfield roundabout, north of Dover, past the old Roman road route to Guston, not quite reaching the disused railway line and the Duke of York's Military School.

Dover District Council changed its form of address recently in line with the new title of the business park – it was previously known either as Whitfield Business Park or Honeywood Business Park. Large new signs have been erected to help identify the site and each sign bears the new logo for the business park. The logo is pyramid-shaped, which denotes strength but is also in the form of an industrial building if you allow your eye to close the strategic gaps in the design. Finally, its colours denote the blue sea, the white of the White Cliffs, the green of the land and the orange sky, all a continuation of the White Country theme.

The White Cliffs Business Park is a major plank in Dover District's plan to create thousands of new jobs in the District during the coming years.

It is one of the most strategically located sites in the UK for European Trade.



## Monthly Report on the work of the Planning Sub-Committee

by LAWRENCE GAGE, *Chairman*

### SUMMARY OF RECENT PLANNING ISSUES

**Western Docks redevelopment.** (Proposed multi-million pound scheme for Superstore, shops, enlarged Marina, new housing and commercial buildings).

We understand that Dover Harbour Board are revising their earlier plans to take into account the views of various parties involved, including the Department of Transport and the Superstore operators. Members may recall that the Dover Society, although welcoming the proposals in principle, was critical of many detailed aspects of the scheme proposed by Pearce Developments. It is to be hoped that the revised plans will also take into account our concerns. We expect a formal planning application will be made in the near future and the Society will take a keen interest in the proposals and will comment appropriately.

The Planning sub-Committee considers that the future of Marine Station is crucial to the whole scheme.

#### White Cliffs Hotel

We are very sad to note that the Hotel is to close at Christmas.

The owners, Dover Harbour Board, have confirmed that they "... *do wish to establish a quality venue in the existing building to reflect the sentiments which you (The Dover Society) expressed in March*".

Our sentiments are that the existing building should be totally refurbished in order to re-establish itself as an internationally famous luxury hotel. It might be possible to extend the hotel across Cambridge Road so that the new hotel can relate to both the promenade and any new development in Wellington Dock. Such an hotel in such a superb position could attract new people, new money and new opportunities for Dover.

We consider it vital that the hotel in its new form opens as soon as possible. Nothing could be worse for the image of tourism in the town than a boarded up hotel!

#### Marine Court

The residents have been given notice to vacate in five years' time and the Harbour Board have confirmed to us that "*the future of Marine Court has yet to be resolved. You will have seen from the press that no change is proposed for five years.*" Undoubtedly the site could be put to a more lucrative use – but at what cost to the residents and to Dover sea front? If it is to be redeveloped, the Dover Society will press for an appropriate use and quality design on this very important site.

## 144 Listed Buildings, Western Docks

In association with Dover District Council, the Dover Society has applied for the listing of further buildings in this area (i.e. the Clock Tower, the Old Custom House and the Harbour Station).

### Waste Water Treatment Scheme for Dover and Folkestone

The Planning sub-Committee is worried about the economic and engineering viability of the proposed Scheme. Prefer Shakespeare platform site. Objected to Planning application. Negotiations continue.

### Russell Street Multi Storey Car Park.

(Renewal of expired permission)

The Society objected – but permission given.

The Society is also very concerned at the lack of a clear policy for the whole area townwards of Townwall Street to the rear of Castle Street, from the Leisure Centre to the Market Square.

Our views were expressed in our representation to the Council on the current planning application to continue permission for a multi-storey car park on the Russell Street site.

Mr Clayton has indicated to us that he sees the future of the whole area as being determined by market forces and that car parking is essential to woo potential developers. We believe the development of this important area should not be determined by the intentions (or lack of them) of the land owners and developers.

We would like to see a major feasibility study of this whole area carried out. Such a study would need to cover social, economic and commercial factors as well as urban design and architectural considerations, and would result in a strategic masterplan *for the benefit of Dover*. Perhaps this will also be included in the forthcoming review of the Local Plan.

### Proposed Market, adjacent to Charlton Centre

Permission given despite Societies reservations (see separate report)

### Housing for 24 Dwellings – Kearsney Nursery Site.

Objected on the grounds of inadequate access (off Chilton Way)

### Illuminated sign – Bus shelter in front of East Cliff

Objected

### IMPACT (environmental improvement for Dover)

The IMPACT team are now very active in the town and we were represented on their successful first Forum held at their headquarters in Castle Street on 15 September.

Many ideas were suggested for possible projects – more than can be achieved within three years and priorities need to be identified. As a result of the Dover Society Workshop held in March we intend to press for the following:-

- General improvements around Queen Street and New Street and the environs of the York Street roundabout – it is the first impression that visitors will receive of the Town Centre when approaching on the new A20 – at present the prospect is bleak).
- Improvements to areas adjacent to Townwall Street, between the leisure centre and Russell Street, including St. James's Street Car Park. (The most likely place that visitors will be tempted, or otherwise, to stop off in the Town but currently this area is uninviting, to say the least.
- Riverside improvements generally.
- Improvements to buildings opposite the Town Hall. Renovation and use of upper floors.
- Ex Co-op and B&Q sites. Encourage new uses or quality redevelopment.
- Folkestone Road – help establish a revised rôle for the road when new A20 opens.
- Rationalise and improve signposting generally and improve links between car parks and the town and between tourist attractions.

Projects already under way or in the pipeline include improvements to Snargate Street, Bench Street and Priory Station.

#### Farthingloe Valley – a precious green belt between Dover and Folkestone?

The Planning sub-Committee is concerned that the ex -Eurotunnel Village site will not be reinstated to its original use now that it is no longer required for tunnel workers. The District Council, on the other hand, wish to see the site further developed as a commercial area and hope that its recent decision to allow temporary office and training facilities to occupy some of the existing portable buildings will encourage the building of permanent office blocks in the area. We consider this site in the Farthingloe Valley is unsuitable for such commercial development, not simply on visual and environmental grounds but because it will not relate directly to the trunk road network. It is our belief that modern commerce and industry prefer to have direct access to the main arteries and if another commercial site is needed it should be directly accessible to the new A20 or A2.

#### National Trust Visitors Centre, Langdon Cliffs

After receiving national publicity on this issue, members of the Planning sub-Committee met the Regional Director of the National Trust, Mr Peter Griffiths, and two of his colleagues, to find out what is being proposed.

A limited architectural competition is under way for the design of a visitors centre in the vicinity of the existing café on Langdon Cliffs. The brief includes a shop, an exhibition area, an education room, internal and external self-service refreshment areas, toilets and stores, etc., together with houses and workshops for two resident wardens. We were assured that the building (or buildings) will be sympathetic to the unique nature of the site. It is clear that if anything is built on the Cliffs it will be designed as well as possible, but the crucial question still remains – **do we really want or need anything at all on the Cliffs?**

146 A planning application is expected in February 1994, based on the winning design competition entry and the Dover Society will have the opportunity to comment again then.

*If any members or readers have any comments on the above or any other planning matters, please contact Lawrence Gage, (Chairman of the Planning sub-Committee) on (0304)242749 or call at his office at 9 Castle Street.*

EDITOR'S NOTE:

Several members have commented on the fact that some items are reported in the local press as opinions or decisions of "The Dover Society" when the total membership has not been canvassed on a particular issue. Any decisions thus reported have, however, been debated in committee meetings and the committee urges members who feel strongly about any issue at any time to write to the Secretary, Leo Wright, or to the Chairman of the Planning sub-Committee, Lawrence Gage, in time for the next committee meeting, held on the second Thursday in each month (excepting August).

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## Membership Notes ————— SHEILA COPE

At this time of year our numbers are reduced because some members, in spite of reminders, have forgotten to renew their annual subscription. They usually become aware of this when the *Newsletter* fails to arrive. The standing order scheme prevents such mishaps and is a very convenient method of paying subscriptions. Unlike a direct debit the amount taken from your bank account cannot be varied without your specific instruction in advance.

Please ask for an application form

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## **Deadline** for CONTRIBUTIONS

The Editor welcomes contributions and illustrations, particularly line drawings. Coloured photographs can be accepted where the contrast and sharpness meet the standards the printing process requires.

The deadline for issue No. 19 – for publication on 1 April 1994 – is 28 February. The producer would prefer "copy" to be typed, but in any case, it should be double-spaced. Single spacing, especially in manuscript, is a very frequent source of typesetting error.

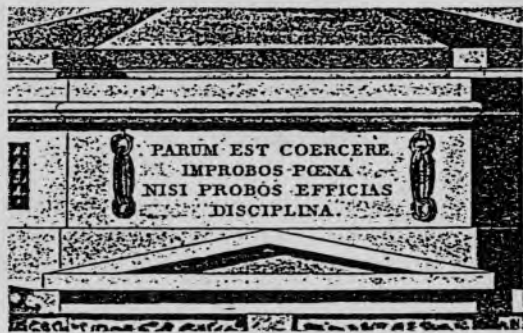
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# CONUNDRUMS and CONVIVIALITY

PHILOMENA KENNEDY

IN THE AUGUST ISSUE (No. 17) of the *Newsletter* some questions and answers from previous events were printed together with an introduction to this light-hearted quiz. By the time you read this we hope to have entertained many members and their guests to the third 'Conundrums & Conviviality' at Dover Museum. Here are a few more questions (answers elsewhere in this *Newsletter*) from previous events for you to test your knowledge.

1. Who wrote "My dear Mary, you do scant justice to Dover. It is not quite a place to my taste, being too bandy (I mean musical, no reference to its legs) and infinitely genteel!"
2. Where and when were 170 Anglo-Saxon graves excavated locally?
3. Where was the café in Dover where Bond stopped for breakfast in one of Fleming's novels?
4. What is Thomas Tallis's connection with Dover?
5. Which King embarked at Dover on his way to take part in the Third Crusade?
6. (a) Who was the first man to fly across the Channel both ways in a single flight?  
(b) On what day, month and year?
7. Between which years was the telephone exchange, now on view in 'Hell-fire Corner', in operation?
8. Give the number of the shop in Castle Street which has 'Gothic' glazing, the top panes being pointed, with an elaborate machiolated cornice over the window.
9. Who, in 1829-30, painted *Coast from Folkestone Harbour to Dover* which, in the foreground, shows a coastguard officer recovering contraband goods?
10. On what date was the Dover Hippodrome finally closed?
11. Exactly how long did this swim take?
12. On what building did this inscription appear?



# THE A20

MERRIL LILLEY

## The Great Highway Hold-up

IN JUNE 1991 work began on the A20 highway to link the M20 to Dover Eastern Docks. It was expected that the road would be opened in the summer of 1993 and this issue of the Newsletter could have been celebrating its completion! Instead it is far from finished and the completion date is still not available. However the contractors state that "strenuous efforts are being made by all parties to secure the earliest possible completion of the contract".

When it became evident that the work would not be completed on schedule there was an outcry in Dover, from the town in general, but in particular from residents and businesses along the route, who had already suffered disruption and inconvenience for



LOWER SNARGATE STREET (The AA building on the right)

two years and had hoped to see an end to this by the summer of 1993. Shops, restaurants and hotels had already applied for compensation for loss of revenue and were now faced with more disruption for an unspecified period. It seemed to the people of Dover that the contractors were giving low priority to the completion of the work in the town as compared to other sections



THE SUBWAY AT BENCH STREET UNDER CONSTRUCTION

Observers reported absence of labour from sites for days at a time, sections started and left unfinished, numerous examples of half-hearted efforts and half-finished curbs, walls and pavements, sometimes dangerous to pedestrians, sections having to be re-built, relaid or rectified; little overtime, it appeared, in the long summer evenings; little week-end work and only small groups of workmen doing small amounts of work.

By summer protests led to a public meeting in August and, following this, Mott MacDonald issued monthly Newsletters to residents and businesses along the route of the A20 in the town and described their schedules for a phased completion of the various sections of the road.

The September Newsletter indicated that the first section to be completed would be from Wellesley Road to Marine Parade in October, followed by further sections in

Snargate Street, York Street and East Cliff soon afterwards and the "final, most critical sections at Bench Street and Archcliffe being completed in late Autumn".

Following this Newsletter the pace of activity on the roadworks in the town increased substantially in October. By the end of the month this accelerated, with work taking place on all sections from York Street to Jubilee Way simultaneously, with men working on surfacing, paving, brickwork, central reserve barriers and street lighting all along the route. Once again observers, amazed at this frenzied activity, were inclined to conclude that, had this pace of work been undertaken throughout the summer months, the road might have been completed to schedule.

Outside the town large sections of the road are finished but the Dover Express on 28th October reported that the roads minister could still give no date for the final opening of the road, saying that some parts of the highway were not ready for the safe passage of traffic. However, the contractor's Newsletter, distributed in Dover at the end of October, suggested that in the town they expected that many sections would be virtually complete by the end of November, with only finishing-off work to be done. Certainly, by the beginning of 1994 we can expect completion. We asked Dover Society members to give their views on what they think the opening of the road will mean for Dover.

- The new pedestrian underpass at King Street/New Bridge will prove to be a planning disaster. Pedestrians will be loth to use it except at busy periods. It is likely to become a sleeping place for tramps and to be mis-used by late-night revellers –
- the underpass *may* turn out to be as reasonably user-friendly as the New Dover Road underpass in Canterbury, but the town of Dover will still be cut off from the seafront as North Wales and Devon towns are by the GWR –
- A dual carriageway (especially if the reported 40mph is allowed) in this urban location with very limited crossing points has serious implications for the safe movement of pedestrians, both residents and visitors alike



EAST CLIFF, approaching the Eastern Docks – service road at left

While many members were worried that there would be more fast-moving traffic others felt that with the number of roundabouts, pedestrian crossings and lights to be negotiated it would scarcely be faster than before.

Another aspect considered was whether the opening of the road would encourage travellers to stop in the town. There were various opinions, for and against, the general consensus being that travellers would have to be persuaded to stop.

- I do not think this road will improve the prosperity of Dover – only encourage travellers to speed by – even more so if shipping declines –
- I cannot see that people in cars rushing up and down are going to stop and enter the town and I've tried to work out (unsuccessfully) how they would get easily to park and patronise our shops, such as they are – one hopes for an improvement! –



- The road goes through the town and makes us more available to tourists
- if landscaping and refurbishing of the approaches are successful motorists *may* be encouraged to stop in the town –
- The new road will become the main approach to Dover from the West. Traffic to and from the Eastern Docks will virtually miss the town unless it is persuaded that the place is worth a visit. Some of the persuasion can be written (advance publicity as it were) but I think the most effective will be visual. Those driving along the A20 to or from the docks must like what they see and be persuaded to stop –
- When the M25 and the Dartford Bridge were completed it was believed that motorists would find the journey to Dover easier, and that they would flock to Dover. They did, but merely took earlier ferries without staying the night. Trade from such travellers did in fact drop. A similar situation could now occur with the opening of the A20 – traffic slipping into the port without any desire to stop in Dover town, UNLESS, by some corporate genius we create methods to arouse the excitement and interest of the traveller –

There was optimism as well as pessimism:- Many members listed ways in which the opening of the road would benefit the town, as follows:

- Provide better access to the docks to keep cross-Channel ferries as a viable alternative to the tunnel –
- Makes the development of the Western Docks possible –
- Facilitate two-way commuting with East Kent towns –
- Provide dual carriageway all the way from Dover to Carmarthen!
- Improve conditions for residents in the Folkestone Road as traffic will be much reduced –
- Improve conditions for Capel residents –
- Improve traffic flow in the town centre once the new traffic lights are in operation at the Queen Street/York Street junction –
- Remove heavy traffic from the town centre –
- Create a fine panoramic approach to Dover from the west which must make a favourable first impression on visitors –
- Improve the approach from Eastern Docks with new promenade and sea wall at East Cliff –
- Make the journey to Dover easier for day trippers who are not travelling on the ferries, but coming to spend a day in the town –

All members who returned the questionnaire sheets in time for the publication of *Newsletter* No 18 are thanked for their co-operation. Answers to question A have been used in this summary.

EDITOR'S NOTE: The section of the A20 from the M20 to Court Wood was opened on Friday, 5 November and it is surprisingly scenic in the rural section.

# *The New Dover Road*

ON A QUIET SUNDAY in October we walked, in the afternoon, along the A20 from Dover towards Folkestone until we had left Dover behind and could no longer see anything of the town. It was an eerie feeling to walk on the great sweep of the four-lane highway, where in future no pedestrian will ever tread. Past the far end of the Aycliffe estate we turned and walked back towards the town, trying to see the approach as a stranger might, motoring into Dover for the first time.

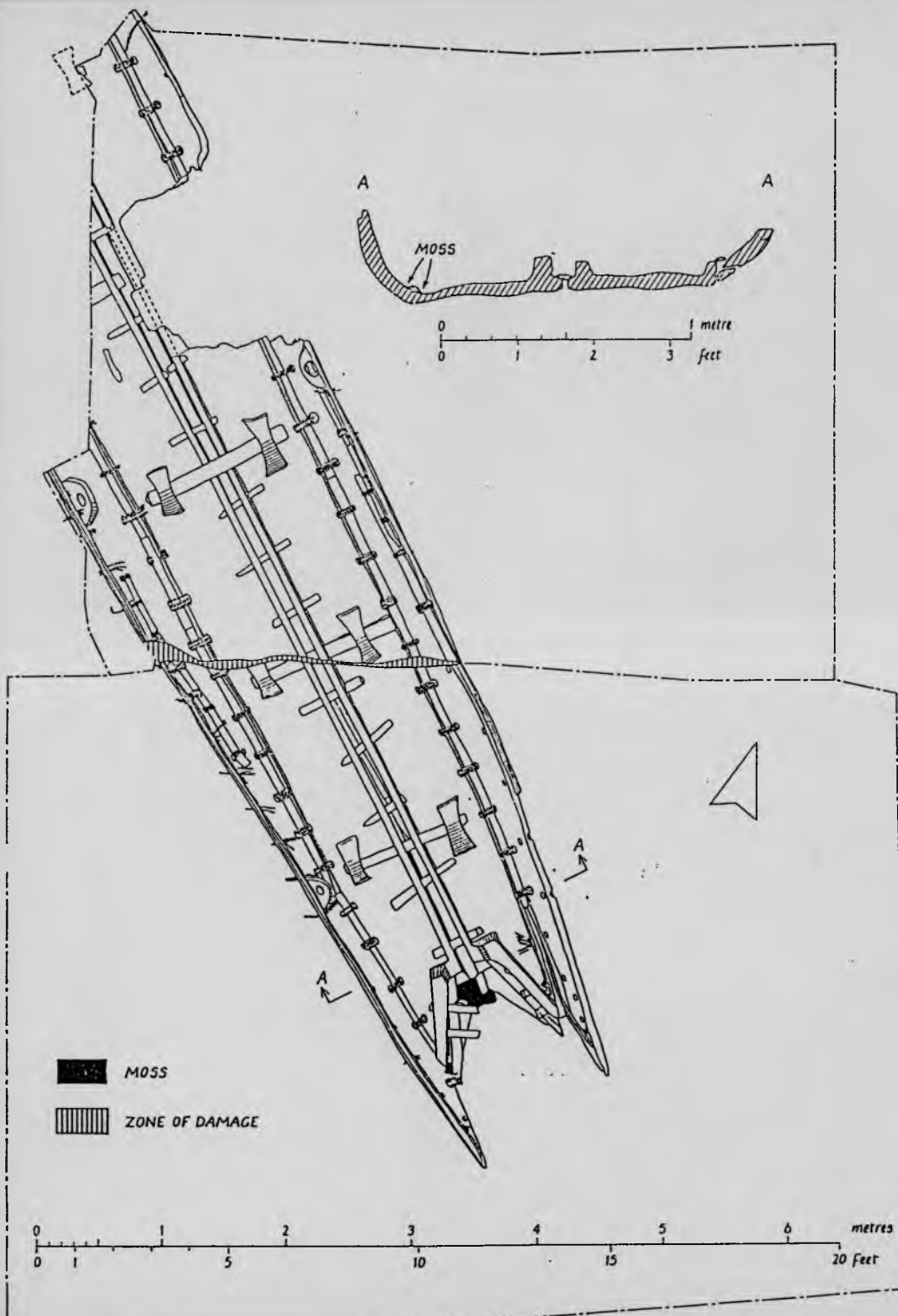
*Pictures by Merrill and Bruce Lilley*





1. A GLIMPSE OF SNARGATE STREET, NOW A SERVICE ROAD AT THE SIDE OF THE A20.
2. THE FIRST VIEW OF DOVER. THE AYCLIFFE ESTATE ON THE LEFT, SOUTHERN HOUSE, (THE LORD WARDEN HOTEL TO OLDER DOVORIANS), AT CENTRE, ABOVE IT A CROSS-CHANNEL FERRY.
3. COMMENCING THE DESCENT TO SEA LEVEL. ARCHCLIFFE FORT ON RIGHT.
4. A SECTION OF THE A20, PARALLEL WITH SNARGATE STREET, NEARLY COMPLETED.





- MOSS
- ZONE OF DAMAGE

0 1 2 3 4 5 6 metres  
 0 1 5 10 15 20 feet

# *Dover's Bronze Age Boat: a Progress Report*

KEITH PARFITT, *Canterbury Archæological Trust*

IT IS just over a year since the dramatic discovery and excavation of the prehistoric boat took place deep below Dover's Townwall Street. Teams from Canterbury Archæological Trust, Dover Museum, English Heritage and London University worked long hours in cold wet conditions to successfully raise more than nine metres of a very well preserved wooden vessel provisionally dated to the Bronze Age, around 1300 BC. Indeed, the boat's recovery really represented the culmination of over a year's archæological field-work on the line of the new A20 being built through the town. Once lifted, the water-logged remains were immediately taken for storage in two large water tanks provided at short notice by Dover Harbour Board in one of its store buildings adjacent to the Wellington Dock.

With the recovery phase over the exhausted excavation team took a few days well earned rest before returning to carry out a more detailed consideration of just what had been found and the significance of it all. An open day was held for the country's leading experts in prehistoric and maritime studies and by the end of that day it was abundantly clear to all that a crucial find of international importance had been recovered. It soon became obvious to the excavators that the safe recovery of the vessel represented not so much the successful conclusion of the large-scale A20 project as the start of a massive study in prehistoric nautical archæology. A detailed programme of research had to be devised and its funding agreed with English Heritage. Such an important find is naturally worthy of display but the stabilization of water-logged wood is a notoriously long and difficult undertaking, thus a scheme for the treatment of the timbers and their eventual display to the public had to be considered. The full extent of the Dover Boat Project thus became all too clear.

Before anything could be done about conservation and display, however, a detailed study of the recovered timbers was required in case they started to deteriorate and this has been our main task over the last nine months. Based in the Harbour Board's store building with its two water tanks, a team of specialists has spent many hours examining and recording every detail of the boat's structure. Led by Mrs Valerie Fenwick, one of the country's leading nautical archæologists, experts have examined the ancient wood for tool marks, details of the construction techniques and evidence for later repairs. Detailed full-size drawings of the remains have been prepared and numerous photographs taken.

In order to recover the remains of the boat it had been necessary to cut it up into manageable sections and although this decision was somewhat reluctantly made, it has made the subsequent handling and examination of the vessel considerably easier. The boat was lifted “‘right way up’; as a consequence no one had ever been able to examine its underside. Another aspect of the work, therefore, has been to prepare special supporting cradles to allow the individual timber sections to be turned over and their underside drawn and examined. Still covered by an inch or two of original undisturbed river sediment, the cleaning of the bottom of the vessel has yielded further samples of the material that was trapped under the boat when it was beached and one of the most interesting finds has been the articulated skeleton of a fish, provisionally identified as a salmon. Special new cradles of fibre-glass have also been constructed to replace the wooden boards used in the original lift. These will support the timbers after their re-inversion.

As all this work begins to draw to a close the next stage of the project – conservation – must be carefully planned. This work is likely to take around eighteen months, which will we hope give us the time to sort out future requirements for public display and allow the specialists to pull together their individual studies to produce a detailed account of every aspect of the boat and its associated prehistoric landscape.

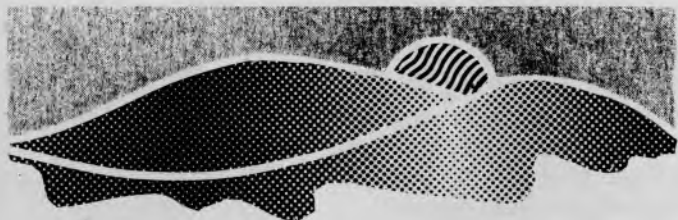
We have thus made a good start on what will be a long and complex programme of work that promises to culminate in the exhibition at Dover of one of the most spectacular displays of prehistoric archæology anywhere in Britain. In the meantime, it is hoped to hold a public open day in early December to allow the public a chance to see the remains of the vessel before the start of the preservation programme. All members of the Dover Society will of course be most welcome at this event.

## THE CIVIC TRUST

### *“Caring for Places where People Live and Work”*

This organisation, to which the Society is affiliated, is rather like a parent to us and to other amenity societies. It offers advice and support. For example, the Trust has provided a financial award which has contributed towards the Lydden Pond Project.

Now the Civic Trust is itself seeking new Friends in order to maintain its work. Under a new scheme the Trust promises to donate £4 to the Dover Society for every new Friend that we recruit for it. Such Friendship costs £15 p.a. In return, one receives a quarterly copy of the magazine “Urban Focus”, use of the Trust’s libraries and entry to excursions and visits it organises. In order to take advantage of the scheme members need to make an application through me, Sheila Cope, *Membership Secretary*, at 0304 211348. I will be pleased to give further details to anyone who is interested.



## WHITE CLIFFS COUNTRYSIDE PROJECT



Melanie Wrigley  
Projects Officer

# The W.C.C. Project is OFFICIALLY EXCELLENT !

**I**T'S OFFICIAL, the White Cliffs Countryside project is excellent. The Project has reached the final three of the 1993 'England for Excellence' Awards, in the Tourism and Environment category. The 'England for Excellence' competition was started in 1989 by the English Tourist Board, to reward and recognise the highest standards of excellence in the English tourism industry. There were twenty-four entries in the Tourism and Environment category, with the White Cliffs Countryside Project selected to compete with Boardmans of Bury, Lancashire and "Ecohull", a joint entry from the British Waterways Board, and the Watford and Alvechurch boat centres, Birmingham.

The White Cliffs Countryside project has recently obtained grant aid from the European Regional Development Fund (ERDF) Transfrontier scheme which is intended to promote joint schemes that aid economic and environmental improvements across the Community borders.

The initial grant aid is £143,970, of which £84,654 (59% of the total) is Dover District Council's share. The grant aid will be spent on a range of environmental improvements mainly to the Western Heights, including floodlighting the Drop Redoubt, repairs to buildings and interpretation at St. Martin's Battery and the Grand Shaft Barracks site. In addition it is hoped to fence the chalk grassland of Whinless Down, Elms Vale, after local consultation, to allow grazing to conserve the rare wildlife and maintain an open space for people.

The White Cliffs Countryside Project was able to bid for Transfrontier grant aid thanks to our innovative twinning with a French countryside project (Caps 1993, now re-named Eden 62) caring for the coast around Calais and Boulogne. Since our official twinning in 1990, the two projects have organised a joint programme of matching environmental and tourism projects, as well as volunteers and staff exchanges. Volunteers from both sides of the Channel have contributed more than 412 days of

160 conservation and footpath work, the equivalent of nearly two full-time staff. Thanks to everyone who helped.

An international walk along both coasts has been promoted in a joint Eurosite leaflet, sponsored by the Countryside Commission, of which the ten thousand printed copies have been distributed in Britain and France. In 1993 a programme of thirteen international guided walks and bike rides has been run. Both projects are producing a range of bi-lingual leaflets and information panels..

Both projects are working together to improve the local environment, through the management of important coastal sites to conserve wildlife and improve access for people. The White Cliffs Countryside Project is using a rare breed of cattle, the Dexter, to graze the chalk grassland of the Western Heights, and the French project is involved in the grazing of chalk grassland at Cap Blanc Nez, and is using local rare breeds to graze at Pointe de la Creche (near Boulogne) and Highland cattle at Platier d'Oye (near Calais).

This September both projects participated in the national Coastwatch survey of beach pollution, with young people from both sides of the Channel taking part, followed by the Great Beach Clean at Lydden Spout and Abbot's Cliff. More than 100 volunteers, including members of the Dover Society, helped to clear more than 200 bags of rubbish from the beach.

A programme of winter guided walks has been organised by the White Cliffs Countryside Project, with fifty-eight walks in the countryside around Dover and Folkestone between October and the end of March and within the programme there are at least thirty-eight new walks. Most of the walks are free and everyone is welcome. A free leaflet containing details of all the walks is available from the White Cliffs Countryside Project at 6 Cambridge Terrace, Dover, Kent. (0304 )241806.

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## CORDEX BINDERS for the *NEWSLETTER*

The time is fast approaching when existing *Newsletter* Binders will be 'bursting at the seams' and will not take a further copy. The Society can supply further binders from its stock of about 20 at the price of £3.50 each – first come, first served.

New, and relatively new members, would find it well worthwhile to have their copies of the *Newsletter* in a dark tan binder which, holding twelve or thirteen, not only preserves them securely but also looks good on a bookshelf.

Orders for Binders, on your notepaper, with cash or cheque, please, to Budge Adams, 24 Castle Avenue, Dover or phone him on Dover 208008. He will deliver within the Dover area but beyond that please include an extra 50p for packing and postage.

Alternatively out-of-town members could collect from Adams, the Printers, Dour Street, provided that the intention to do so is stated on the order. In this case the binders will be available at Dour Street four days from the receipt of an order.





# *Dover Festival is here to stay!*

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THE EDITOR

AT THE END of July 1993, three members of the Dover Society, Ken Wraight, Philomena Kennedy and myself met with three members of the Dover Festival Planning Committee, Donna Sowerby of DDC and Gavin Wright and Maggi Waite of Dover Libraries. The purpose of the meeting was to discuss the Dover Festival and to explore ways of improving it in future years.

The Festival Committee had held their 'post-mortem' in the previous week and were able to report that in the second year of the Festival they had attracted greater numbers than in the first year, had broken even financially and were pleased with the success of the Festival. The educational packages in the Festival had been, as in the first year, the most successful events of the two weeks.

It was evident that the results achieved by the hard-working team of organisers in the first two years, as part of their every day work, almost 'on a shoestring', was remarkable and that, due to their efforts, the Dover Festival may now be regarded as an established annual event. It is here to stay!

Having achieved so much in two years, it is up to the population of Dover to recognise that the Festival is part of the annual calendar and to plan accordingly. Its programme of a wide range of concerts, exhibitions, shows, workshops, talks and walks, are planned to suit all tastes.

There is something for everyone and the organisers, while planning mainly for the local population, aim also to attract people from all over Kent and tourists staying in, or passing through, Dover.

There are many aspects to consider. Key events, like the opening and closing concerts particularly, need to attract larger audiences. Publicity and advertisement are crucial, as is the timing of the appearance of Festival programmes and the opening of a local booking office. The Festival Committee want to continue to provide a varied programme, but they also want to explore every possibility of attracting and involving the local community, suggest different local avenues for events, attract more sponsorship and build on the firm basis established in the first two years.

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THE DATES OF NEXT YEAR'S FESTIVAL ARE 21st to 30th MAY.

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# PROJECTS

UPDATE by JOHN OWEN, Chairman of the Projects Committee

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WITH our highly successful St. Martin's leopards project completed during Environment Week in May and with our autumn schedule not yet begun, a small group of members lent practical Society support to the White Cliffs Countryside Project team's beach cleaning project.

Lydden village pond working sessions recommenced with the autumn tidy-up in October and the installation of the Society's public amenity seat which permits a more relaxed appreciation of the restored pond. With plenty of water being retained and generous attractive cover, there is an abundance of wildlife now in evidence. A veritable treasure chest for the naturalist, its autumn tints and hues can be appreciated by all who pass by. The Dover Society Willow, planted by Chairman Jack Woolford during Environment Week 1991, which suffered some die-back, is now prospering after remedial surgery, albeit without a replacement lead-shoot as yet!

Which leads us to our trees planted in Lousyberry Wood, Temple Ewell. They continue to prosper. Occasional checks throughout the summer indicate that the young trees in the bramble intensive areas are not being dominated but rather are reaching for the sky very effectively and generally are being left with their shelters in situ. Elsewhere, now mostly without shelters, the trees are in good heart. On visiting the project site in September, the District Council Tree Officer commented on both the healthy state of the beech trees planted to ensure a beech wood continuity and the loss in favour of mainly ash, if natural regeneration had been relied upon after the 1987 storm damage. A flanking area of beech woodland similarly devastated has not as yet been replanted and clearly shows this. We are of course pleased that it has all been worthwhile and are also glad that we introduced some maple and cherry while we were at it.

Our third annual wood management weekend will take place on Saturday and Sunday, 4 and 5 December, 10.00 to 12.00, during National Tree Week. You are welcome to join us (bring secateurs and/or sickle for clearance work).

The Dover Society will again support the Dover Pageant in Connaught Park on 2 May, 1994 and we hope also to repeat the hospitality tent which was so successful previously, Volunteers, please, for this project a.s.a.p.

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## *Dover Society Project Support Group*

Members are invited to join our small and select core group on the ground. Our aim is to ensure that our projects are successful. It gets us out for a couple of hours now and again and we experience things others never do!

Contact John Owen on (0304) 202 207

Bruce Lilley, Ken Wraight, Jeremy Cope,  
Merril Lilley, John Owen

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## THE GREAT BEACH CLEAN



MEMBERS of the Dover Society thoroughly enjoyed working alongside over 100 volunteers who cleaned-up the beach at Lydden Spout in September.

In a part of Kent's Heritage Coast, the project was organised by our local White Cliffs Countryside Project team. The area is 'one of the few sections of the Kent coast where there is a genuine feeling of wilderness' and is close to the channel tunnel platform scheduled for re-instatement as a natural stretch of coastline with public access.

## “FRONTLINE BRITAIN ‘93”

### 50th Anniversary of the End of Frontline Britain

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Monday 26 September 1994 is the 50th anniversary of the last German Shells falling on Dover. This day is planned to be the scene of a major act of commemoration and reconciliation. Negotiations are well advanced for a leading member of the Royal Family to take the Salute at a Parade featuring members of the Armed Forces and thousands of veterans from across the world.

I was very pleased to respond to an invitation to support this venture and represented The Dover Society at a reception in Dover Castle headed by Viscount De L'Isle, M.B.E., Committee Chairman A. Summers, Esq. and Vice-CHAIRMAN MAJOR C.H. PARNHAM, T.D.

There followed the ceremony of Sounding the Retreat by the band and bugles of The Royal Green Jackets (by kind permission of Lt.-Col. C. E. M. Snagge).

The occasion signalled the hard work already in hand leading to this prestigious Dover event in 1994.

J. O.

# Working for

## C.P.R.E.

The Council for the Protection of Rural England

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MARGARET ROBSON

LIKE MOST PEOPLE who enjoy the countryside I felt I should do something relatively positive, such as joining one of the environmental organisations whose leaflets fall like autumn leaves out of every magazine one picks up. After some reflection I settled on the Kent Trust for Nature Conservation, paid my annual subscription and in return received twice yearly its excellent magazine. Each issue contained a list of their voluntary activities, all very worthy, but there was one snag. I live in a very small village and everyone who lives in a small village soon realises that they only exist on the backs of willing villagers. Farmers farm fields but generally care little for hedges and less for woods; village churches are delightful but they need constant repair and churchyards need regular mowing, otherwise those left behind can't find those who have gone! And since no one has any money – well, not for that sort of unprofitable thing – everything that has to be done needs the aforesaid willing villagers to get in and do the job – or raise the essential money in order to get others to do it. You will understand, therefore, that the cries for help from the KTNC went by the board.

At this point, I also joined the Council for the Protection of Rural England (C.P.R.E.), paid my annual subscription and in return received twice yearly its excellent magazine. This passivity might have continued had not a planning application for a house on a cramped plot in the village come up. No-one wanted to see this little green remnant go, no-one needed a house, and in any case the area was not an accepted in-fill site. Out of the blue there came a telephone call from CPRE (Wye), saying they were greatly opposed to the swallowing up of small green plots for purely speculative deals and were prepared to object on our behalf! They did and we did – alas, we lost. But I had learned two things: one, CPRE actually fought at ground level and, two, I needed to know something about local planning. Some months later, when they asked if I'd like to share with Jim Davis the task of looking at local planning applications, I accepted. Now I go weekly to the Whitfield office and inspect such plans as I feel need looking into. It is an absorbing occupation and, despite the iron in my soul over one or two horrors that have been permitted, I find the staff and officers generally are very helpful and it's a good feeling indeed when it seems that CPRE's representations have helped to save some small piece of Kent's heritage.

Here, I'm ashamed to say that until the Dover History Society asked me to talk on CPRE, I had not given much thought to its history. So here's a quick summary:

After World War I the scourge of the twenties and thirties first made its appearance, i.e. ribbon development. Towns began to spider out in all directions and the traditional edges of town and country became blurred. The architect and town planner, Patrick





ATHOL TERRACE 1900

Athol Terrace is a good example of residential houses which have listed building status (Grade II) and their appearance has an immediate impact on visitors to Dover. They form part of the Dover East Cliff Town Scheme and are eligible for grants of up to 50% for work to repair or replace the fabric of the buildings. Although this scheme has been in force for at least ten years there has been little improvement in the appearance of these would-be attractive houses; it could be said some of them have deteriorated through lack of maintenance or decoration. This highlights a problem for anyone who might buy such a property and, in good faith, restore it to its rightful glory only to find that the adjacent houses remain neglected. There are similar Dover Town Schemes which include High Street and London Road, and Castle Street. Castle Street is a shining example of how successful such a scheme can be.

It is stated that in extreme cases, where a building's preservation is threatened by neglect, then the Authority can take formal legal action against the owner to ensure that urgent repairs, essential to retaining the property, are carried out. This could mean that compulsory purchase might be the only answer – an expensive and lengthy procedure that no authority would undertake lightly. This brings into question the long term view when listed status, with its statutory regulations, is conferred on a building.

If one walks through some parts of Dover, whether it be the High Street, Norman Street or even Victoria Crescent, there is not an immediate impression of being in the presence of listed buildings as there is, for example, in parts of Sandwich or, to be extreme, the Nash Terraces in Regents Park!

Since property owners cannot be compelled to accept a grant and spend the additional money required to improve listed properties, the Dover Town Schemes, with the exception of Castle Street, appear, so far, to have had little obvious success. But there are complex problems such as multiple occupation and absentee landlords and, of course, owners who do not care enough at least to maintain exterior decorations.

Perhaps, however, the arrival of IMPACT, with the combined knowledge and resources of the Kent County Council and the Dover District Council, will hasten an improvement since many listed buildings come within the areas for which they have plans. They have shown a genuine desire to obtain views, opinions and, most important, positive suggestions from Dover residents and in return we should make sure we are heard.

There are risks, therefore, unless everyone and everything is checked out beforehand with, for example, the professional or trade associations who can be expected to protect the customers of their members. Because the regulations stipulate what can and cannot be done and what materials must be used, it is quite different from buying an unlisted house and "doing it up" in one's own time and way.

# LISTED BUILDINGS and the V.A.T. REGULATIONS

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CLIVE ALEXANDER

THERE ARE MANY anomalies in our taxation system and one of the most absurd, in my opinion, is the fact that Government continues to maintain its practice of levying VAT on the repair and maintenance of buildings, while allowing works of alteration, reconstruction, or even partial demolition, of listed buildings to be exempt from VAT. Thus the Government is encouraging the alteration of our most important historic buildings, with a tax incentive, but not their repair and maintenance! The general rule is that works that require approval from the local planning authority in the form of 'listed building consent' are exempt from VAT. Listed building consent is required for work on a listed building which would affect its character as a building of special architectural or historic interest, whereas works which would actually serve to maintain that 'special' character, such as repairing the roof with identical materials, repairing walls, windows or the provision of damp proofing do not require listed building consent and are consequently all subject to VAT.

'Sustainability' is one of the latest buzz words used by Government and media alike. For those of us working in conservation, this recent recognition of the importance of this approach to environmental matters seems long overdue. If development is to be sustained at a time when increasing demand for new resources is finally reaching the limits of acceptability, then the obvious starting point for any practical action is to establish how best to sustain the development we already have. In building conservation, the principle of repair rather than replacement has been the natural practical expression of sustainability as applied to historic buildings, since the conservation movement started with the formation of the Society for the Protection of Ancient Buildings in 1877 by William Morris.

The latest guidance on planning and sustainability informs us that the Government "will continue to develop policies consistent with the concept of sustainable development" and that "the sum total of decisions in the planning field, as elsewhere, should not deny future generations the best of today's environment". This all points to making the best use of what we already have in the terms of the built environment. Regrettably, this has not been followed through in its taxation policy, as the current regulations tax repairs which sustain existing buildings, while at the same time allow for relief on certain new work or alterations to our most historic buildings, which in turn increases demand for new resources. The 'policy' and 'implementation' clearly do not equate.

I consider that a review of this absurd system is long overdue, with there being strong and 'sustainable' arguments for reversing the situation. Our historic buildings rank among our most important national assets and it is time we recognised this in our system of taxation.

A leaflet giving full details of the VAT regulations as they apply to listed buildings is available from H.M. Customs and Excise, entitled 'Protected Buildings (Listed Buildings and Scheduled Monuments) No. 708/1/90.

*It should be noted that the views expressed in this article are those of the author and not those of the Dover District Council.*

REFERENCES: Sustaining our Heritage, by Mike Downs, in *Context*, September 1993.  
P.P.G. 12, February 1992

making  
the  
most



## of English Heritage

MERRIL LILLEY

**I**N THE SIX YEARS we have lived in Dover membership of English Heritage has become an economic necessity. We soon discovered that, in a year, if only three lots of visiting friends chose to view one of our local English heritage sites our annual subscription was justified. At any time visitors arrive and wish to be escorted to one of the castles: Dover, Deal, Walmer or Richborough or to the Grand Shaft, and, strangely enough, we never get tired of accompanying them. There is always something new to see and learn, something one missed on a previous visit or something to buy in the souvenir shop.

In August this year we greeted some friends who had not visited Dover for some time, with the usual question, "Now, where would you like to go?"

"Well, we've never been to Dover Castle".

Dutifully we did the guided tour, the church of St. Mary-in-Castro, the Pharos, we climbed to the top of the Keep, saw the current exhibition called "Live and Let's Spy" (very interesting!) and ended with twenty minutes in the souvenir shop, where I bought a Christmas present and some cards at a reasonable price.

All well and good, until three days later another couple arrived and wanted to visit – yes, you guessed right – Dover Castle on the Sunday. Our first reaction was dismay: not Dover Castle again!

We had no need to worry. It was Bank Holiday weekend and time for a great EVENT at the Castle, SOLDIERS THROUGH THE AGES. The sun shone and from noon there was plenty to see, including static displays of various historical periods, the medieval being particularly fascinating. Then, from one o'clock, on the lawn before the Keep, displays, in turn, by Roman soldiers, Medieval soldiers, 1770's Redcoats, the



Napoleonic Association and World War II soldiers. The highlight of the afternoon was a mock battle, lasting forty-five minutes, between English and French troops of Napoleonic times. After many realistic skirmishes with units advancing, fighting, retreating, tending to their wounded and then re-forming, with much applause from the spectators, the battle ended with the French storming, and taking, the Keep. All in the interests of Entente Cordiale!



The pictures illustrating this article show the mock battle between French and English forces in Napoleonic times.

Having provided ourselves with a picnic lunch and a travel rug, we viewed most of the proceedings from a vantage point under the walls of the Keep; a very different day at the castle than the one we had spent earlier in the same week. As we left the grounds, we noticed that the following weekend featured a Longbow Tournament.

NOTE: If you join English Heritage, you get free or reduced price admission to most events and free admission to all properties. A Members' Pack includes a guide, a map and an annual events diary and there are four magazines each year.

## *Sconebrook, Attertune and Copt Hill*

BUDGE ADAMS

These three terms are names of areas in Dover in the 13th, 14th and early 15th centuries and, as one much interested in local history, they intrigue me greatly.

Could "Sconebrook" have any affinity with the present day "Stembrook"? Sconebrook and Attertune are mentioned in a document dated December 1257 as a site or sites that were in the ownership of the "Master and Brethren of the Hospital of the blessed Mary in Dover". "Copt Hill" in my childhood was the name for the hillside forming St. James's Cemetery but there is evidence that some land in the same area, (Castledane) was known as "Cophill" in 1400. If anyone has the slightest crumb of information on these places I would be most grateful to hear from him/her on Dover 208008 or by note to 24 Castle Avenue. CT16 1EZ

# PHILOMENA KENNEDY

mainly paintings



## EXHIBITION at Dover Museum

11 November  
to 12 December 1993

LEO WRIGHT

**A**LLOTTED limited space to review some sixty pictures, large and small, in several media, of most varied subjects, one is tempted to lapse into superlatives! All there is space for is an attempt to give a general impression, to try to convey the pleasure they gave and to voice a few personal, amateur impressions.

The first impression is of variety. Variety of location: near home, St. Margaret's and Dover, Tuscany, New Mexico, New York. Variety of inspiration. Only one or two of these pictures had been seen before – by a few friends, just before they went to Philomena's exhibition in the USA – and there are many essays that we had not previously seen Philomena attempting. The large full-dress version of sky, sea and cornfields (No. 35) echoing the tiny "Cap Gris Nez" (No. 20) of sky, sea and cornfields, in both of which, particularly on the large painting, the simplest structured composition of horizontal lines is made to work. "South Foreland Lighthouse and Cliff Path" (No. 56) uses similar colours but a diametrically different diagonal composition. A beautiful room in beautiful colours ("In the Hartt-Cluett Mansion, New York" No. 51) is boldly bisected by a black stovepipe.

There are quite a lot of the small architectural subject which have been favourites with Philomena, (Nos. 12-19, 26-28, 30-34, 43-46). They are 'realistic' but that does not mean photographic; they are true but not "what this is like" but "what I see it as". The little white houses in Deal, casting strong shadows are especially effective. Sometimes the buildings are under Turner-esque thunderstorm clouds, sometimes they are *faux naïf* (*fausse naïve?*) recalling Le Douanier Rousseau or even Breughel. This quality, treated with humour, greets us at the entrance in the larger picture (No. 55) of Bench Street, Dover, as it might have been in Chaucer's time.

The artist, like the mountain walker, situated at a "viewpoint", sees many things, some near, some far and sometimes with extraordinary perspectives. This succeeds especially in the "Street in Colle di Val d'Elsa" (No. 37) – which deservedly serves as the vignette in the exhibition poster. And dramatically, melodramatically, in the two tiny pictures of the Maison Dieu Clock. (Nos. 13 and 33).

Subjects are greatly varied: Owl, Lily (Nos. 4 and 5), Aries - the Ram, Pisces - the Fish, Leo - the Lion (Nos. 6-8) - these treated heraldically, cat and toad (Nos. 10 and 11).

There are mosaic/tile effects based on Dover doorways (No. 25) or the geology of the Bryce Canyon, Utah (No. 24). Attractive colour panels on the wall from a distance, fascinating in detail seen close-to.

"A Road near Northbourne" arched over with trees (No. 29) leads not to Northbourne but to the Restaurant at the End of the Universe, recalling an earlier painting (not in the exhibition) of Dover Castle, which is no ordinary castle.

There are only a few examples of Philomena's calligraphy: some illuminated quotations and some decorated boxes, with calligraphic lids.

It was evident that many visitors to the exhibition were viewing with the intention of purchasing a picture or two. Prospective buyers must have been spoilt for choice! If I had to take just one to a desert island it would be the "Spiral Stair in Dover Castle" (No. 43).



## MICHAEL BAYLEY

ceramics

JEAN JONES, NDD., ADD., DIP.TH.DES.

**W**E were fortunate indeed to be able to see ceramics of such high calibre as those exhibited by Michael Bayley at the recent exhibition in Dover Museum where his work complemented paintings by Dover Society founder member, Philomena Kennedy.

Trained in London in the 50's at Hornsey College of Art, Michael opened his workshop in Green Lane, Temple Ewell in 1973 and it is from there that he created the splendid collection of pieces seen in the recent exhibition. A Fellow of the Craftsman Potters Association of Great Britain and a member of the Society of Designer Craftsmen, his work has been exhibited in leading galleries both in Britain and abroad and is represented in the collections of a number of European Museums.

It is difficult to categorise Michael's work for although it is pottery, it moves across then boundaries of sculpture, drawing, painting and decoration and there is not a conventional pot to be seen anywhere. All the shapes are made by hand, not on a wheel, and bowls come almost broken from the mould in varying irregularly shaped shallow plaques and free standing slab-like vessels. They are primarily sculptural forms which in turn provide surfaces for an exploration of texture, image and decoration.

Texture and colour play an important part in Michael's work. He does not use glazes as he wants the work to possess the qualities of wood, stone or rock. To achieve this he mixes sand with the clay to give grit and edge when touched. His use of colour is deliberately restricted to warm ochres and browns with the occasional heightening of blue or white. Brighter colours, he feels, would detract from the subtle tonal relationships found in the clay.

The technique used to achieve the visual and tactile richness of the pieces is 'agate' and is an unusual and intriguing process. By pressing and laminating different toned clays, striking designs and effects are achieved as a result of allowing the natural characteristics of the clay to be revealed rather than forcing it to conform to a preconceived design for the finished work. Bold stripes along side broken edges and softly merging clays produce images reminiscent of those found in nature.

Some of the most powerful pieces, such as 'Monolith' and 'Blue and White Plaque' suggest rock strata containing the remains of organic or fossil forms, almost trapped in layers of time,

172 whilst others bring to mind landscape, mountains and seashore. Dense woods seem present in other pieces, as exemplified by 'Large Tree Plaque' where the strong use of striped clay evokes images of tree trunks, bark or gnarled roots. One particularly delightful work, 'Forest Glade', suggests with great delicacy the plants, leaves and flowers found in many English woodlands and hedgerows.

Michael Bayley's ceramics are frequently mysterious, evocative and atmospheric and always visually stimulating – clearly the work of a highly creative craftsman who also has a sensitive and most unusual vision.

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## ASTOR/SPLIT ART EXHIBITION

PHILOMENA KENNEDY

**I**T'S ALWAYS GOOD, the more so for being rare, to hear good news of the former Yugoslavia. On the evening of 21 September I represented The Dover Society at a reception in the Maison Dieu Hall, jointly hosted by the Mayor and Charter Trustees and the Headmaster of Astor School. A most impressive show of art work by members of the Sixth Form and some former students of Astor School was on display.

The exhibition represented about half the number of almost 300 drawings, paintings and photographs which were shown in the summer in the former MUZEJ REVOLUCIJE (Museum of Revolution) in Dover's twin-city, Split.

In both Dover and Split the exhibition was organised and hung by John Horne, Head of Art and Design at Astor – John is a former pupil of the school who obtained his professional qualifications at Canterbury and Bristol – and the members of his department.

Chris Russell, the Headmaster of Astor and the Deputy Headteachers visited Split for the exhibition and associated events. Music, including opera, and poetry were performed in the Museum courtyard during the exhibition and attracted a large number of townspeople and also refugees, many of the latter Muslims from Bosnia.

Astor has forged firm links with staff and students of Grammar School 1 Gimnazija. Life drawing and painting (the study of the nude or clothed human figure directly from the model) underpins Advanced Level Art in the school and results in work which is both rigorous and exciting and is evidence of the students' grasp of drawing as the grammar of art.

I particularly noted, among much that impressed, Hayley Baker's striking self-portrait in oil-paste; and her life paintings; Joanne Cane's painting (inspired by the work of Gustav Klimt) used for the poster, her double self-portrait showing a very subtle feeling for colour and her vigorous oil-pastel of a nude; Nathan Moore's painting of machinery; Zowie Robinson's sensitive study of fish and apples and Andrew Brazier's boldly-organised nude in charcoal. I also admired John Horne's very nicely-observed pencil drawing of Hayley Baker.

It is hoped that a production of 'Oliver' will be performed in Split by members of both Astor School and Grammar School 1 Gimnazija. Another proposal is for the National Theatre of Croatia to perform in Dover early in 1994. The exhibition at the Town Hall was open to the public for a few days. I hope many people saw it.

*POSTSCRIPT: It may be of interest that I was, some years ago, involved in an exchange of art work between Dover Grammar School for Girls and the school in Split. P.K.*



## *A Mid-19th Century View of Dover Seafront*

— IVANGREEN

**T**HERE WAS no built-up front promenade, the beach reaching up to a rough gravel road in front of the newly built houses.

Note the top hatted coachman driving the horse drawn carriage, which would have been owned by a member of a privileged Dover social stratum which Dovorians called “carriage folk”, many of whom lived in Victoria Park after the houses there were built.

The two bath chairs shown were the forerunners of our modern taxis and, like them, had to be inspected and approved in the same way. The bath chair owners had to produce a reference of good behaviour, and were required to be properly dressed at all times. Failure to comply with the conditions resulted in removal of permission to ply for hire.

The low building on the left was the “Bathing Station” and a “Bathing Engine” stands outside it. Bathing was most carefully controlled, and any suggestion of undressing on the beach in the modern manner would have certainly resulted in arrest and prosecution. And of course mixed bathing was completely out of order. They certainly were stuffy days, when an outward show of propriety was by no means matched in private.



DOVER BAY AND ADAMSON'S PEAK : no A20 problems there!

## The long reach of the *Newsletter* :

New Zealand, no less!

BUDGE ADAMS

Mrs Marion Griffin (No. 451), our most distant member, in Nelson, N.Z. received the August *Newsletter* by surface mail in the early part of October. Mrs Griffiths lived and worked in Tasmania from 1986 to 1991 and when she read the "Worldwide Dovers" page in the *Newsletter* immediately gathered together some very interesting information, some brochures and some photographs of a small town in Tasmania which is, curiously enough, the most distant Dover: all of which I received seven days after our journal was delivered! (*Which is exemplary coming from any member, anywhere.*)

I quote from an interesting little publication of the Tasmanian Visitor Corporation which genuinely and without hyperbole describes an area full of interest. It begins, "The Municipality of Esperance is Australia's most southern province, the main towns being Geeveston, Dover and Southport (formerly Hythe) . . . The Municipality also includes Macquarie Island, some 840 nautical miles to the south". After stating that Geeveston, with a population of about 1300, is the administrative centre of the Municipality the brochure goes on to say:-

"Some 20 km further south is the township of Dover. The descent into Dover has an old world atmosphere derived from a seaport village settled in the 1850's.

On entering the town the broad sheltered waters of Port Esperance are revealed. Off the beaches crayfish and abalone fishing boats are moored and on a still day the reflections of these vessels and the spectacular Adamson's Peak would delight any photographer. There are three islands in the bay, Faith, Hope and Charity and beyond these across the southern part of the D'Entrecasteaux Channel \* is Bruny Island.

"Dover has been a popular holiday place since the last century, with fishing and the picturesque scenery being the initial attractions. Now holiday makers can enjoy . . . golf and bushwalk-ing and may also visit the largest Atlantic salmon farm in the Southern Hemisphere. There are a number of scenic drives and day trips out of the town, whilst the many beaches offer unspoilt white sand for strolling, picnickng and swimming . . ."



DOVER, TASMANIA

"Dover shops are the last major stores on the road south. Travellers should fill with petrol and stock up with provisions if they intend lengthy exploration . . . Petrol, oil, tyres and other driving needs are well catered for in the centre of the town. The town has three fish processing factories . . . The Forestry Commission has a large office in Dover . . . and the Commission is proud of its forward planning in forest regeneration."

\* Named after the commander of the first European vessel to explore these waters – in 1792. Recherche Bay, about 30 miles south of Dover, preserves the name of his ship.

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Mrs Griffin was born in Dover. Her mother, an octogenarian Dovorian who maintains a lively interest in the town, lived for many years in Bartholomew Street and is now with her daughter in New Zealand.

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## A LUCKY FIND

Using the *Times Atlas* a few days ago in the course of a search for some information concerning the Near East I came upon a Dover in Israel – something I did not expect to find. It is just south of the border with Lebanon at 33.03N, 35.25E if you care to check.

My search for information to fill in the blanks in the list published in the August *Newsletter* has been most successful. My thanks to Mrs J. Pearce, Miss Philomena Kennedy and her sister in the U.S., Mrs Marion Griffin and Mrs Ruth Curry (remember the Dickens Evening?) who, between them, provided the (almost) final details.

# William Sankey F.R.C.S.

JOE HARMAN

WILLIAM SANKEY, a former Army Surgeon, settled in Dover in 1814. He became a well respected person in the town and supported Canon John Puckle in his efforts to restore St. Mary's Church.

There was very determined opposition to the proposals and the Vestry was only prepared to patch up the building, but



William Sankey's tombstone in the churchyard at East Langdon

Sankey and Puckle were convinced that major work was needed to make the fabric safe. A compromise was reached, £1,600, the product of a church rate was made available and Sankey and Puckle agreed to raise the balance of £3,000.

When the church was stripped out the problem became obvious as it was easily seen that the foundations of the pillars had been undermined by grave-digging. After exhuming the remains of former parishioners the remains of a Roman bath house were discovered at a depth of about four feet. It was realised that the Norman arcades would have to be taken down and rebuilt on a stable foundation and in doing this it became necessary to pour in fifteen feet of concrete. The stones were numbered and replaced as before but there must have been a temptation to make the north and south the same height. The restorers were insistent, in spite of the builder's objections, that the early window in the chancel be replaced. As a guide I often take visitors up there to admire both the window itself and the image of the old "Invicta" ploughing across the channel. Many churches restored in the Victorian era were completely rebuilt, so one must be thankful that here the most interesting parts have been retained.

Sankey's enthusiasm was instrumental in getting the project under way, and his wife Elizabeth, daughter of a former Mayor, organised a bazaar at the Apollonian Hall in Snargate Street and raised £340 towards the £3,000 target. They must have succeeded in getting more than this as it was possible to raise the roof and put in clerestory windows which were not in the original plan. Services were maintained in the Maison Dieu until the reconsecration was completed in 1884.





S.S. Europa, 37,012 N.R.T., Hapag Lloyd, alongside the Eastern Arm, en route Bremerhaven-Genoa

## SHIPPING NEWS ——— BRUCE LILLEY

**W**HILST ON HOLIDAY on the West Coast of America I picked up a copy of the CRUISE INDUSTRY NEWS QUARTERLY, an authoritative magazine for the cruise industry read by everyone concerned with cruising (e.g. shipowners, suppliers and Port Authorities). In the magazine was an ad. for Dover Cruise, inviting cruise liners to use Dover for calls and turn-arounds and stating "Dover is fast becoming a star port on cruise itineraries".

Having seen what the cruise industry can do for ports on the west coast of America, like San Diego, San Francisco and San Pedro, and for small Mexican ports, which have seen cruise liners as a means of earning revenue and using their assets to advantage, it is evident that Dover has so much to offer cruise passengers that this could become big business for Dover. With the opening of the tunnel and the rundown of the ferries, perhaps cruise ships could provide one answer for Dover's future development. Also, as P & O is one of the big cruise ship operators, they could help to promote the port of Dover to their advantage.

Already we have seen fourteen cruise ships put in to the Eastern Docks in 1993. A cruise ship terminal is one of the ideas included in the plans for the Western Docks development. Surely this would be an ideal site for this purpose to attract bigger and better liners to include Dover in their itineraries.

---

ANSWERS to the Questions on page 147

- 1 Charles Dickens • 2 Buckland 1951 • 3 Bench Street
- 4 He was Organ Master for a time at Dover Priory in the 16th century
- 5 Richard Cœur de Lion/Richard I • 6 Charles Stewart Rolls, 2 June 1919
- 7 1942-60 • 8 No. 46 Castle Street • 9 J. M. W. Turner • 10 15 Sept 1944
- 11 21hrs 40mins • 12 The New Gaol



## AN UP TO DATE GUIDE TO ITEMS REQUIRED BY LOCAL CHARITIES

Compiled by Anne Mole

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should phone Anne Mole on Dover 204107

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WASHED BOTTLE TOPS

Oxfam, 41 High Street

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40 High Street

### BEADS

Hospice Shop, 75 London Road

RSPCA, 46 London Road

Sense, 40 High Street

Spastics Shop, 17 Market Square

### BUTTONS

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RSPCA, 46 London Road

Spastic's Shop, 17 Market Square

### CARPETS

Sense, 40 High Street

### DRINKS CANS

KARE (St. Margaret's)

### FOREIGN COINS

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Oxfam, 41 High Street

### GLASS

Camden Crescent Car Park

Leo's Supermarket, Charlton

### Green

Maison Dieu Car Park

Stembrook Car Park

Tesco's Car Park, Whitfield

JEWELLERY: RSPCA, 46 London Rd.

MAGAZINES: RSPCA, 46 London Rd.

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Leo's Supermarket, Charlton Green

Maison Dieu Car Park

Priory Station Car Park

Tesco's Car Park, Whitfield

Whitfield Parish Hall Car Park

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# The Rolls Memorial on the Seafront



Some Dovorians are showing concern and interest in the possible move of the statue of the Hon. Charles Rolls – the first man to fly the Channel both ways non-stop – from its present position in front of a public convenience to a site more dignified and suitable.

Two possibilities are being canvassed – on the lawn in front of the Gateway, where it could be installed within feet of its actual pre-war position and where it would complement the bust of Capt. Webb, or on to the new promenade at East Cliff.

If *you* have a strongly held view as to the most appropriate site, please write to the Editor and say so, or alternatively you could write to Budge Adams at 24 Castle Avenue, Dover CT16 1EZ

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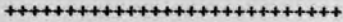
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NAME (Mr/Mrs/Miss/Ms) .....

ADDRESS .....

2nd NAME if Joint Member .....

POSTCODE ..... TELEPHONE .....

I/We agree to abide by the Constitution of the Dover Society.

Signed ..... Date .....

(A copy of the Constitution may be read in the Reference Department of the Dover Public Library.  
It is based on the model constitution published by the Civic Trust)

MEMBERSHIP: Individually - £4 annually. Joint Membership - £6 annually.  
Note: Annual Subscriptions become due on 1st April.

Please make cheques payable to the Dover Society and forward to the Membership Secretary;  
Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

It would help us in our planning if you would fill in some or all of this section.

Special Interests .....

If you belong to other organisations would you note them, please?

Can you offer any expert knowledge or experience? Please state.

If you have changed your address since your last subscription payment please  
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# PROGRAMME

1994

**JANUARY 17**

Monday 7.30

**Members and Guests**

**LOCAL GOVERNMENT FORUM**

Talk and Discussion Groups

St. Mary's Parish Centre

Parking at Stembrook

**FEBRUARY 21**

Monday 7.30

**Members and Guests**

**WINE and WISDOM**

Tables of six. £4 per person

St. Mary's Parish Centre

Booking essential

**MARCH 14**

Monday 7.30

**Members and Guests**

**TALKS by MELANIE WRIGLEY and**

**CLIVE ALEXANDER**

St Mary's Parish Centre

Parking at Stembrook

**APRIL 18**

Monday 7.30

**Members only**

**ANNUAL GENERAL MEETING**

Speaker: R. L. Ratcliffe

**"The Coming of the Railways to Dover"**

St. Mary's Parish Centre

Parking at Stembrook

**MAY 2**

**DOVER PAGEANT at CONNAUGHT PARK**

Dover Society volunteers needed

**MAY 22**

Sunday

**A DOVER QUIZ (Town Trail)**

An Event in the Dover Festival Fortnight

**MAY 28**

Saturday

**A DAY AT THE WELLS**

Coach Trip to Tunbridge Wells

Part of the Dover Festival Fortnight

**JUNE**

Date to be arranged

**A TRIP TO THE GOODWIN SANDS**

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**JULY**

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