

65 & 67 Folkestone Road

Dover's new 'gap'. Having investigated they had demolition consent! Council favour new flats. Access and parking implications. Owner says he has no intention of doing anything at present. No action can be taken by DDC except to insist demolition is properly completed on safety grounds. 11

Dualling of A2

Consider proposed route is wrong and suggest a better solution. Written to Highways Agency, KCC, DDC and David Shaw asking for a fresh appraisal of whole issue. However a change of route looks unlikely at this late stage.

White Cliffs Business Park,  
Phase II

In favour of use for business, general industrial and warehousing but strongly opposed to any further retail outlets. The so-called 'factory outlet shopping centre' is, we believe, a ruse to circumvent recently published planning guide lines to stop the further erosion of our town centres by further 'out of town' shopping centres.

Girls' Grammar School  
New Music and Drama Dept.

Rather dull but harmless. No comment sent.

New Pub at Guston

Ye olde English style – pure Disneyland! this is the first English building that millions of visitors will see, what a shame it is not a good example of good modern design.

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## DOVER'S BID FOR MILLENNIUM MONEY

*Readers of the Newsletter will have followed, in these pages, the progress of our Millennium plans since the Dover Society called a public meeting on 12 May 1994.*

*Following that meeting a Steering Committee was set up to discuss and plan Dover's application to the Millennium Commission. One member of the Dover Society, Lawrence Gage, who had instigated the public meeting, became a member of this Steering Committee, and subsequently its chairman: the other members of the Steering Committee are Ian Gill, General Manager, East Kent Initiative; John Moir, Chief Executive, Dover District Council; David Shaw, MP for Dover and Jonathan Sloggett, Managing Director, Dover Harbour Board.*

*Now, almost a year later, after numerous meetings and discussions, the proposal for a grant towards a project in Dover has been submitted to the Millennium Commission.*

*In view of the importance of this issue, the full letter of application is included here.*

# ***Dover Millennium Project***

preparation for a  
momentous occasion

## **STEERING COMMITTEE**

9 Castle Street  
Dover, Kent CT161PT

The Rt.Hon. Stephen Dorrell MP.  
Chairman, The Millennium Commission,  
2 Little Street,  
London SW1P 3DH

February 20, 1995

Dear Sir,

### **A Celebration of the Sea!**

On behalf of the Dover Millennium Project Steering Committee, I have pleasure in submitting a proposal for a grant towards a project of national importance in Dover to mark the millennium.

As a seafaring nation, maritime excellence will continue to be fundamental to Britain's well being and prosperity in the next millennium. Despite the advances that have taken place in other areas of human activity over the last thousand years, the sea possesses untold possibilities for the future. Our project looks forward to this untapped potential as well as celebrating past maritime achievements.

The project consists of a number of interrelated elements – the major components being:

- **The National Maritime Museum at Dover:** a new home for the National Boat Collection. Supported by the Greenwich Maritime Museum, the museum will be a major landmark for Dover and include outstanding exhibits from the Bronze Age to modern times.
- **Institute for Maritime Development:** a facility for education, research and development that will put Britain at the leading edge of developments in Marine Transport, Science and Technology. Supported by Greenwich University.
- **New Millennium Pharos:** a welcoming symbol of the new millennium to partner Dover's Roman Pharos across the town – to regenerate the Western Heights.
- **Cruise Terminal:** to convert part of the listed but recently closed Marine Station into a modern international passenger facility encouraging new trade in the area.
- **Trade and Cultural Centre:** with exhibition and conference facilities and a showcase for EU partners.
- **Visitor facilities:** including a new 'Welcome to Britain' national tourist information centre and new attractions for the existing 'White Cliffs Experience' and Dover Museum.
- **Sea Training and Activity Centre:** a regional/national facility, to host international events.

- **Transport Links:** imaginative use of traditional and futuristic transport to move visitors between the different elements of the project and involve them in the maritime theme.
- **As well as:** A major 'happening' on the night of 31 December 1999 and events throughout 2000.

### **Public Support, Partnership and Funding**

The Dover Millennium Project was initiated two years ago by an enterprising local amenity group, the Dover Society, and the proposal evolved from extensive consultation in the community. Subsequently, a deliberately small Steering Committee has been established, with representatives from Dover District Council, Dover Harbour Board, East Kent Initiative, the Dover Society and Dover's MP to ensure both commerce and the towns-people are well represented as the plans are developed. If successful, a non profit making company will be established to administer the proposals

The Project has substantial support from numerous national and local companies and organisations, both public and private sector (see 4d of proposal form). Potential partners include Dover District Council, Dover Harbour Board, English Heritage, the National Maritime Museum, the University of Greenwich, the shipping and ferry industry, national and local businesses as well as Kent County Council. It is anticipated that 50% of the total funding will be raised through such partnerships and the project overall is expected to be largely self-financing once established.

Outline planning approval already exists for many of the elements and with appropriate funding the project should be substantially completed by the end of the decade.

### **Significance for Future Generations**

The town already preserves unrivalled national monuments that encapsulate Britain's maritime history in each of the three previous millennia. The Bronze Age Boat (3000 years), thought to have made the first trade links with mainland Europe and recently discovered in Dover; the Pharos (2000 years), the tallest surviving Roman building in the country; and Dover Castle (1000 years) which has successfully maintained Britain's authority over the Channel throughout the current millennium. Whilst the preservation of Dover's heritage will be fundamental to the project, the proposed facilities for education and research will espouse environmentally friendly proposals to conserve resources for the future. Not only will the project focus on the achievements of past millennia but it will provide the impetus for sustainable developments in the next.

### **Why Dover?**

Dover has held a pivotal position in Britain's history over the past three thousand years. It saw the landing of the Roman Legions, the re-establishment of the Monarchy with the return of Charles II and more recently the first flight across the Channel by Bleriot, to mention just three milestones. Dover, overlooking the busiest shipping lane in the world, is the sole remaining Cinque Port which is still active. The White Cliffs of Dover are a timeless natural monument and remain a potent and enduring symbol of Britain – and a first impression to the millions of visitors travelling through Britain's busiest port each year.

## 14 Benefits

In recent years the area has been through a period of social and economic upheaval – a situation reflected in the designation of Assisted Area Status by the EU. In particular, Dover's employment base has been eroded by the Channel Tunnel and the relaxation of Customs controls within Europe. The town has risen to the challenge with a number of projects such as the award winning 'White Cliffs Experience' visitor centre. Drawing on its heritage, its unique geographical position and its sophisticated maritime operations, the potential for Dover to become a destination in itself rather than a conduit has been clearly identified. As a result, valuable new initiatives have emerged from different interests within the community, but at present plans are frustrated only by an inability to raise all the necessary capital to fully achieve the desired transformation.

Today Dover stands at a cross-roads of opportunity and we believe the proposed Millennium Project will bring together the various initiatives into a coherent force for change that is greater than the sum of its parts. In short, if our application is successful, the Dover Millennium Project will not only have a lasting impact on the social and economic development of the town and district, but Britain will once again be able to boast a "European Gateway" of which it can justly be proud.

We look forward to having the opportunity to explain our project more fully in due course.

Yours faithfully,

LAWRENCE A. GAGE, D.Arch(Kin) RIBA

*Chairman.*

Dover Millennium Project Steering Committee.

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## Deadline FOR CONTRIBUTORS

The Editor welcomes contributions and illustrations. Interesting line drawings are particularly welcome as are text discs formatted on D.C.A. The deadline for issue No. 23 – for publication on 1 August is Thursday, 1 July 1995. Please remember to type your "copy" with double spacing and if your "copy" can only be in manuscript form, please leave plenty of space between lines.

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