

Roads and traffic
 swirling around like a whirlwind
 in the dark.
 Car shadows on the pavement.
 The sea and the beach
 have purple sunset upon them.
 Visitors staying in seafront hotels.
 Cliffs gloating over the sunset.
 Shop windows reflecting from the
 car light.
 Streets are bare, gradually it comes
 silent except for the sea
 Sucking on the pebbles and the
 humming of the rocks.

*By Alison Hawkins, Age 10,
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Following objections to DHB's plans for a petrol station next to Marine Court, it was withdrawn. DHB was, however, back in the good books with assistance given in the recovery of the Bronze Age Boat when it provided a large mobile crane to lift the pieces, storage facilities in Cambridge Terrace and a 7000 gallon water tank.

The Society submitted a scheme for improved access to the River Dour and an extension of the riverside walk.

Another litter clearance was organised during Environment Week when cadets invited by the Society cleared rubbish from behind Pencester Road shops.

1993

At the 1993 AGM Brigadier Atherton was elected President following the death of the Countess of Guilford. Lawrence Gage became Planning Committee Chairman; after 5 years as Treasurer Ken Berry stepped down and was replaced by Jennifer Gerrard whilst Jenny Olpin became Press and Publicity Officer and Bruce Lilley Advertising Manager. Having resigned from the

Executive, Philomena Kennedy was made a Vice President. Issues considered during the year were submissions to the new Local Plan, the future of Marine Station and Dover Patrol Memorial, Royal Victoria Hospital Housing Scheme, architecture of the new Co-op in Biggin St., quality of shop fronts and problems with the proposed Whitfield village by-pass to Sandwich (A256).

The proposed sewage treatment facility at Broomfield Bank - Eurotunnel's vacated car park site off Folkestone Road - proved controversial. The Society preferred the Shakespeare Cliff platform site which, however, proved impractical. The new facility would be a massive underground box which would be landscaped and unseen apart from an access road. It would discharge into the sea via a 2.5 km long outfall from Shakespeare Beach, meeting EC regulations but with primary treatment only. The project would take three 3 years and cost £24m.



During 1993 Environment Week restoration of Dover's 'leopard bollards' by the Society began in various parts of the town. St. Mary's School pupils assisted a team of four in removing old paint down to the bare metal, priming and painting the bollards black and finally gilding the leopards' heads and bollard tops. After sessions every Saturday from March to May the job was finished and Joe Harman's dream realised. The annual

clean-up assisted by cadets concentrated on litter in the South Kent College area.



The Society reached a new milestone by August 1993 when membership topped 400.

Members Budge Adams and David Atwood initiated a campaign to move the Charles Rolls statue away from the seafront toilets to a more dignified location in The Gateway gardens close to its pre-war site. It was eventually moved and rededicated in June 1995.

1994

The topic for the January 1994 meeting was the future of local government with the options of the status quo or replacement of KCC by district councils combining into larger unitary authorities. After presentations by KCC, DDC, University of Kent at Canterbury, Kent Association of Local Councils and the MP, the opinions of the five discussion groups informed the Society's submission to the Local Government Commissioner. This was in favour of the status quo albeit with some improvements. The eventual outcome was not welcomed - retention of KCC but with the Medway Towns becoming a separate unitary authority.

At the 1994 AGM Terry Sutton, already a Vice President and having been co-opted onto the Executive during the year, was

formally elected and became Press Secretary. Jeremy Cope became a co-Vice Chairman with John Gerrard.

Members were asked via a questionnaire in the Newsletter about their vision for the future of Dover. The conclusions made interesting reading at the time and perhaps even more so now in the light of what has happened since! Whilst the Impact improvements, White Cliffs Business Park and Western Dock development were welcomed, a town master plan was said to be needed, rather than ad hoc planning approvals site by site - in other words a proactive approach by DDC. The Russell Street area in particular needed to be redeveloped as a whole, including the removal of the bus garage. Public car parks should be used to attract customers rather than raise revenue (in order to compete with free out of town parking), lorries banned from the town centre unless delivering, a new use for the redundant telephone exchange, the buildings demolished in front of the St. Martin le Grand ruins to create a park and a plea for the demolition of Burlington House! Also on the wish list were better shopping facilities, more people living in the town centre, streets to be cleaner and more attractive, new attractions such as a bowling alley, skating rink, a decent theatre, a facelift for Connaught Park as well as a maritime museum and cruise liner terminal. Finally, Dover with its many heritage assets should be promoted as a tourist town and not only as a port. Urged also was a review of the town centre one way system designed originally to help accommodate the freight vehicles to and from the docks (overtaken later by the A2/Jubilee Way bypass and the A20/Townwall Street). The Society included the need for a Russell Street masterplan in its submission regarding the new Local Plan.