

REGENERATION: Masterplan details ambitious vision to transform Dover into

Town centre and waterfront dream would transform town

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A HUGE and detailed masterplan focusing on the prospective transformation of the waterfront area and town centre shows how different Dover could look in two decades.

The documents, which were released in May 2017, include incredible artist's impressions detailing how the face of Dover could change forever in the wake of potential redevelopment at Wellington Dock, the marina and the town centre.

The vision as stated in the masterplan is that: "By 2037 Dover will be transformed from a transit town to a prosperous and modern day seaside destination in the south east that makes the most of its heritage, port and the world class waterfront area that are all connected together by exciting and creative public realm improvements."

Ambitious

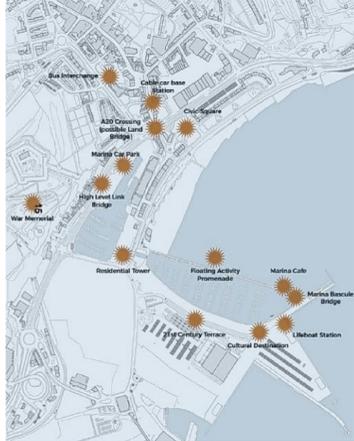
Highlights of the ambitious plans include a cable car connecting the waterfront area and Dover Castle, a Sky View Tower, boutique retail and food and beverage offerings at several locations and a new land bridge to improve pedestrian connectivity between the town and the waterfront area.

It also included a proposal for Spanish-designed steps in Granville Gardens, a lido and a funicular railway – much like Folkestone's Leas Lift – which would take visitors to the apex of the Drop Redoubt, providing a much-needed link between the town, a proposed Commonwealth Memorial and a new hotel.

A new flagship retail store and four star hotel are suggested for the junction between York Street and A20.

The plan aims to provide a minimum of 300 new homes, although figures looked set to exceed 400 when discussed by councillors at a meeting of the Dover Town Centre and Waterfront Project Advisory Group on May 23 last year.

The Dover Western Docks Revival is incorporated as part of the wider waterfront development and will include a transformed marina with a new pier and curve to attract a host of shops, bars, cafés and



Some of the features of the masterplan

restaurants. Around 65 units are proposed in the marina curve. These will include a mix of commercial spaces along the ground floor such as marina-based retail, studios, workshops, restaurants and bars.

Residential units, thought to be flats, on the first and second floors are expected to attract a premium price for their views of the seaford.

Other plans for the new marina include an RNLI lifeboat station and a Sky View Tower at the end of the curve, creating a new visitor attraction which offers views back towards the White Cliffs east and west of the town.

Also put forward in the plans are pop-up units in a new "Clock Tower Square" which could also house a "good quality" hotel.

A new maritime hub for leisure craft in the waterfront is also outlined, offering an additional 250 berths to Wellington Dock.

According to the plans, there is an opportunity to create a public building in Clock Tower Square with cafés and restaurants opening out into a new public plaza space that could be used for town events.

The masterplan also aims to introduce a new floating activity promenade with enclosed lido, diving boards and changing facilities along marina pier.

The plan aims to introduce a mixed-use development with boutique retail and food and beverage offer, lining the edge of Wellington Dock. It also proposes new flats at the dock, with external amenity spaces sitting above the ground floor.

A new residential tower block at the southern end of Wellington Dock, aiming to provide "premium rate flats" with "breathtaking views over the harbour", is outlined.

The plan proposes the introduction of a cable car connection between the waterfront area and Dover Castle, which it states will boost the economic benefits and footfall across the town.

The cable car, it states, would be a key component of the project, with De Bradelei Wharf or Camden Crescent shortlisted by the council as potential sites for the base station, with Granville Gardens the preferred drop-off site for operators, the other being Wellington Dock.

For these plans to take place, the demolition of De Bradelei Wharf is suggested, with a mixed-used development taking its place in the event the cable

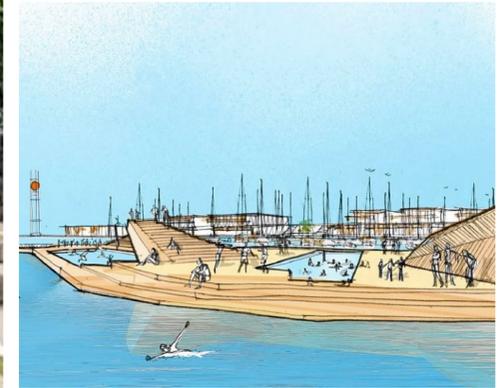


The plans include a new fountain in Market Square

a thriving seaside destination town within 20 years



Granville Gardens could gain Spanish-style steps



The proposed floating activity promenade



York Street would become a lot greener

car is not deemed viable.

The plans detail hopes of a new land bridge to improve pedestrian connectivity between the town and the waterfront area, in addition to the subway which already exists at Bench Street.

Temporary trader kiosks providing commercial activity are also suggested for the bridge itself. The meeting heard the land bridge could cost approximately £10 million to build, but this "could easily rise to £20 million".

In addition to the land bridge, a high level link bridge and a funicular railway up to the Drop Redoubt plans to open up a new pedestrian link between the waterfront area and Western Heights.

Buffer

As well as this, a 200-space multi-storey car park, providing a physical buffer to the A20, is heralded as a way to lower noise and pollution.

This, it is hoped, would link part-way with the high level bridge across the A20.

The masterplan identifies Bench Street as a site "prime for a complete redevelopment", aiming to transform it to an enclosed garden square, with shops.

An upgrade of the underpass to create a "subterranean garden" is suggested as a short-term solution to aid in the connectivity between the town centre and the seaford.

It is implied that this would happen some time into development, as part of an expansion of the Bench Street gardens.

Bench Street is also earmarked as the beginning of the town side of the land bridge, connecting to Granville Gardens where proposed amphitheatre seating promises to bring in a host of nighttime events.

A suggested opening below the land bridge could create a new pedestrian link between Bench Street Gardens and the St James Development over the River Dour.

Dover MP Charlie Elphicke said the plans represented a step forward in unlocking the town's potential.

He said: "It's great to see the district council being ambitious and forward-thinking with its plans for Dover."

"Our town has so much potential. We are on the road to unlocking it, with the St James scheme about to open and a major seaford regeneration on the way."

"We've been getting a lot more investment into our area in recent years, I'm going to keep fighting for more so Dover gets the bright future it deserves."

In May's meeting, it was advised that the next stage in the masterplan process was to test the proposals with statutory consultees in respect of air quality, transport and other issues including amount of public space included in the plans.



The Bench Street underpass would become an underground garden

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