

From: Charles Bruford [mailto:]
Sent: 03 October 2021 16:13
To: NATIONALCASEWORK <NATIONALCASEWORK@dft.gov.uk>
Subject: Ref NATTRAN/SE/S247/3254

Dear Mr Crass

I am writing to you to raise my objections to the stopping up order of Princes Parade in Hythe.

1, There are only two routes between Hythe and Sandgate. Princes Parade and the Seabrook Road. The loss of one will have a direct impact by increasing weight of traffic travelling on the other with direct consequences for:

a) Emergency services access

Police

Ambulances

Fire brigade

Coast guard

Border Force

b) School traffic/safety

Seabrook school is already a bottle neck area with residential parking on both sides and so limited parking or waiting space on a main road for school traffic. A bus stop opposite adds to the congestion as well as both Horn Street and Hospital Hill junctions being in the vicinity. It is already a pinch point, increased traffic will worsen this, lessen road safety and increase pollution outside the school.

c) Traffic congestion in other parts of Hythe.

Residential areas sandwiched between St Leonard's Road to the west, the Royal Military canal to the north and Twiss Road to the east currently by choice use Princes Parade as their route to Sandgate/Folkestone. If this road is stopped up they have three other options:

i, From St Leonard's Road go up to Military Avenue and head west the long way around the one way system at Scanlons Bridge. Already heavily congested due to traffic from A259 Dymchurch Road and a complicated traffic light system. Increasing this congestion, pollution and reducing road safety.

ii, Go up Stade Street and Attempt to turn right onto Prospect Road (A259). Already a bottle neck due to (often double/blue badge) parking outside the Oakland's Health Centre and a very difficult junction to turn right on to a busy road next to a pelican crossing and a priority filter system from the A259 into Stade Street. This will impact congestion, road safety outside the health centre and pollution.

iii, Go up Twiss Road to join the A259. Already doubled parked and congested. This is a left turn only junction, so cars will have to double back along East Street (A259) at the roundabout, adding to traffic weight, congestion, pollution and reduced road safety.

d) Bus route. The main bus route will be adversely affected by increased traffic. As already mentioned there are bus stops outside the Seabrook school, but also on the roundabout mentioned in point c)iii above.

Both potential bottlenecks and adversely affected by the stopping up order. Should the new swimming pool be built as planned on Princes Parade by the FHDC there will be additional school busses taking the Seabrook Road route to the pool.

e) Bottlenecks.

i, There is a bottleneck just east of The Bell Pub. This is due to double residential parking. Increased traffic will cause significant congestion here as well as potential for more accidents.

ii, There is a bottleneck where Cliff Road joins the A259 in Seabrook where residential parking begins on the south side of the road.

iii, There is a bottleneck outside the Seabrook School. As mentioned above due to double residential parking, a bus stop, junctions with Hospital Hill and Horn Street and school traffic.

These will all worsen with increase traffic due to stopping up Princes Parade road, together with swimming pool traffic and additional residential traffic to the proposed Princes Parade development.

2, Direct access to the beach. Currently, beach users can park along the length of Princes Parade and so spread along its whole length. This is a huge attraction particularly for families, fishermen, the elderly and the disabled who may have equipment etc to carry or limited range. If they are forced to park at either end it will congest the beach in certain areas and reduce the accessibility. Particularly for the disabled and the elderly.

3, Environmental impact. Princes Parade is an integral part of the sea wall and sea defences. Together with the band of wilder area to the north acts as a flood barrier. Prior to the annual re-shingleing of the beach here the road was regularly flooded. Indeed shingle is still often washed on to it. To stop this road up for development is exposing the site to future sea rise problems and detrimental to the protection of existing property along the north side of the canal adjacent.

The stopping up order is accompanied by a rerouted road through the proposed residential development. This is a naturally re-wilded area, home to a complete ecosystem. No mitigation can possibly compensate for the ecological damage that will be suffered. It is home to invertebrates, insects, reptiles, birds, bats, foxes and badgers. The disturbance caused by stopping up Princes Parade and rerouting with a residential development and street lighting is an environmental disaster.

4, Historical impact. The tram shelter on Princes Parade is an iconic landmark and historic building and should be protected. It links the tram stop in Red Lion Square Hythe and the tram stop buildings along Sandgate Esplanade and is a lasting remnant of the Victorian seafront. (It has also featured in a Michael Caine movie.) More significantly, the proposed reroute runs beside the Royal Military Canal, one of the most important historical monuments

in the south coast where this structure is still accessible in its near original state. A retaining wall with a road towering above it would be the worst defacing of this structure anywhere along its length.

5, Emotional impact. I, together with many thousands of others have benefited from the peace and tranquillity of Princes Parade. There is no street lights at night, so very little light pollution, there is wildlife to one side and the Channel to the other. It is a unique and special place that should be retained, cherished and improved for the many who currently use it.

To stop up this road will impact the whole of Hythe, Horn Street, Seabrook and Sandgate, traffic flow through residential areas will increase and be slower, access reduced for emergency services, interfere with bus flow, increase pollution, adversely affect wildlife and be instrumental in the defacing of an ancient monument.

I beg you to see sense and reject this application.

Kind regards

Charles Bruford PGCert HE, BSc (Ost) Hons., DO. Registered Osteopath.

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