

From: CT [mailto:]
Sent: 01 October 2021 13:02
To: Programme Officer <Programme.Officer@folkestone-hythe.gov.uk>
Subject: Ref: NATTRAN/SE/S247/3254

Stopping up of Princes Parade - NATTRAN/SE/S247/3254

Further to my objections submitted in June 2018, I would like to register the additional objections below which have become more relevant over the last few years:

1. It has become apparent from the various published plans for the development that there will be significantly less parking spaces available on PP following the Road relocation. This is a major disadvantage to local users and will result in a loss of tourism to the area. PP is a major income asset to the area through its draw for fishing, water sport, beach relaxation/bathing and just the pleasure of walking the promenade with beautiful views on both sides and the stopping up of the road will result in a significant reduction in usage of the seaside location.
2. Currently, PP acts as an alternative west/east bypass to the A259. Owing to the increase in house building on the west side of Hythe, traffic has reached a critical point whereby any major event in the town causes logjam. The Stopping up of PP and hence diversion of traffic from South East Hythe will force cars to access the A259 down Stade Street or Twiss Road. Both of these routes have very poor junction functionality. The Stade Street exit has no priority and there is no traffic control to assist exit. Twiss Road exits to the main road on a blind corner and forces the driver to turn west to the roundabout prior to being able to travel east.
3. The huge increase in population from new house build at the top of Horn Street and Hospital Hill has increased the traffic emerging onto the A259 from both roads. Horn street emerges at an exit which is blind to traffic coming from the east and Hospital Hill emerges opposite Seabrook School causing difficulty and danger at school start and finish times. Increased traffic diverted from PP will increase airborne pollution at the primary school and the danger to road users and the school.
4. The proposed sharp corners for the re-routed PP road will make it less safe than the current straight road and will require barriers (design as yet undefined) which will add to the unsightly visual impact of the road on the ancient monument. This will impact on the visual beauty of the Historic Monument (RMC) as seen from the canal tow path, in addition to the noise, light and air quality effects from the proximity of the new road.
5. The construction of the road will require major stabilisation of the bank leading down to the Royal Military Canal. This is as yet undefined, but will undoubtedly need to be sited within the 25m buffer zone required by the Environment Agency and currently shown on the plans as reduced to 13.22m at some points. Its construction will certainly destroy all of the current ecology in the buffer zone.
6. The unnecessary relocation of the road significantly reduces the green space of the site and hence has a profound adverse effect on the flora/fauna and ecological richness of the site. At a time when most of the world is trying to wild/re-wild areas and increase green spaces which can support a rich ecology and provide mental and physical respite for us all, unnecessarily moving a road and thereby reducing open green space is totally unacceptable.

Yours sincerely

Christopher Turnbull