

**From:** Nick Savage [mailto: [REDACTED]]  
**Sent:** 23 May 2018 12:34  
**To:** NATIONALCASEWORK <NATIONALCASEWORK@dft.gov.uk>  
**Subject:** NATTRAN/SE/S247/3254 Stopping up order for Princes Parade

Dear DFT,

**Please note my objections to the "Stopping up" of Princes Parade  
(NATTRAN/SE/S247/3254)**

**Why Princes Parade should remain open:**

- Princes Parade has iconic status in the history of the area. It is part of the dna of Hythe. From its opening in 1890 by the then Prince of Wales it has formed a vital link between Hythe and Sandgate - not just in transport terms but as part of a shared heritage which included the Folkestone, Sandgate and Hythe Tramways. The Tram Shelter that remains on Princes Parade is a much-loved reminder of that history. I can't see it surviving the re-routing of the road.
- It serves a unique area of open space with views from the sea to the hills beyond Hythe, Sandgate and Seabrook.
- It provides parking easy access to relatively unspoilt coastal amenity for young and old, for those with disabilities or limited mobility.
- It provides parking easy access to the beach for fishing, swimming, watersports and general recreation.
- It provides parking easy access to the Royal Military Canal for nature lovers, walkers and fishing and canoeing.
- It provides an alternative route for emergency vehicles when the A259 is congested or blocked due to roadworks or accident. [On May 20 2018 FHDC posted this on Twitter: *"A259 Seabrook Road will be closed from Tuesday for up to 11 nights, between 7.30pm and 5am for resurfacing. Closures will not be in place at weekends or on the Bank Holiday Monday."* Princes Parade is the alternative route.]

**Why the road should not be re-routed:**

- A new road which is routed close to the Royal Military Canal would significantly harm the setting of the canal and impact on the wildlife it supports.
- The Environment Agency asked for a buffer zone of 25 metres in width between the canal and any development. When this could not be provided the EA relented and said that where necessary it would accept a 20m buffer zone. The buffer zone must be free from built development including lighting, domestic gardens and formal landscaping. The plan supplied with the application appears to show the road far closer to the canal than 20m at the western end.
- The construction of the road and its foundations will have a serious impact on the land it sits on far beyond the road's actual dimensions. The canal bank is well below the level of the road on the seafront.

- If planning permission is granted for development on the land between Princes Parade and the Royal Military Canal the existing road could be used. It is not necessary to stop up Princes Parade, nor re-route the road closer to the canal.

- In their application FHDC say: *“By relocating the road to the rear of the site we can generate a vehicle free link from the proposed leisure centre and housing development to the beach and existing promenade”*. Most visitors to the leisure centre will arrive by motor vehicles purely to use the leisure centre and in any case I don’t think they should take up space in the leisure centre car park for their visit to the seaside. So I think by moving the road FHDC are actually offering the “vehicle free link” mainly to the housing development; in effect giving the development what amounts to its own private beach. In moving the road they are certainly curtailing public access to the beach. This “vehicle free link” is meaningless for those who have to drive and use one of the proposed new car parks. At present there is easy parking adjacent to the promenade for the entire length of Princes Parade - which until May this year was free! The very unpopular measure of introducing parking charges has resulted in far fewer people enjoying the beauty of that stretch of coastline.

**Stopping up Princes Parade and creating a new road away from the seafront is not necessary but is the option that would create the greatest disruption for the longest period of time for the community and for those who rely on the road links between Folkestone and Hythe. It would permanently adversely affect the heritage value, the leisure amenity, the ecology and the visual aspect of this important area.**

Yours,

Nick Savage

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