



**SHEPWAY
District Council**

Ross House.
Ross Way.
Folkestone.
Kent CT20 3UP.

Telephone: (0303) 850388
Fax: (0303) 58854

Your Ref. DSE R209/353/PWH
Our Ref. Mr. J. S. Goulette/ER
Ext. 445

13th January, 1989

Department of Transport,
South East Regional Office,
Federated House,
London Road,
Dorking,
Surrey.

Dear Sir,

**A259 TRUNK ROAD, SANDGATE
RESIDENTIAL DEVELOPMENT OF LAND BETWEEN
SANDGATE HILL AND ENBROOK HOUSE**

I refer to your letter dated 22nd December, 1988 and the subsequent telephone conversation between Messrs. Harwood and Goulette and would agree that considerable details still need to be resolved.

The Council's Planning and Development Committee at its meeting on 10th January, considered the application, and whilst concerned at the probable loss of parking and restricted loading times, approved the application subject to a number of conditions and that all matters are resolved to the satisfaction of your Department.

The consent notice will not be issued until these items are resolved.

I can confirm that the area of land outside the highway will be the subject of a report to the appropriate Committee on 18th January with a view to entering negotiations for the sale to the developer. I shall, of course, inform you of the outcome.

I can also confirm that the existing eastern access will only be used by emergency vehicles.

In order that this matter may progress it maybe that another meeting is required with the developer and I should be grateful if you could contact Mr. Goulette to discuss the proposal.

Yours faithfully,

J. S. Goulette

for Controller of Technical
and Planning Services

73

DEPT. OF TRANSPORT SOUTH EAST REGIONAL OFFICE
JAN 1989
FILE NO.

BRIEF CHRONOLOGY AND QUOTATIONS DIRECTLY RELEVANT TO EVENTS LEADING TO THIS INQUIRY

19.11.91
LR-M

14 July 1987 LR-M to Shepway Planning Authority and Councillors: inter-alia It (the new access) would fall between a bus stop and a Church on North side and be opposite a Public Library, a Hotel (late Royal Norfolk) and Lachlan Way which is a convenient access road to Castle Road and the Castle itself.

Utilising the present ingress road from Sandgate Hill, I would suggest a two lane road retaining hydrangeas as a central reservation. This road with feeders, could serve the development (SH/87/0776) or roundabout at the present junction near the Enbrook carpark. This would allow congregants and funeral vehicles to reach the church as now. The present exit road from Enbrook House could be retained. It has been adequate all these years for Saga staff.

14 December 1988 P.C.Kirby (Shepway) to Dept of Transport, Dorking I enclose for your consideration the proposed access arrangements from the A 259 for the residential development of this site. The consultation (my underline) is in accordance with the provisions of Article 18 of the Town and Country Planning Development Order 1988 and seeks advice only.

I intend to report the application to the meeting of the Development Control Committee on 10 January 1989, and I would appreciate your comments in time for presentation to the meeting.

16 December 1988 Folkestone Herald Planning Application published 88/1535.SH reads:

Residential development comprising 103 houses and flats including roads and associated parking (duplicate application) at land situated between Enbrook House and No 24 Sandgate Hill, Sandgate

NO MENTION OF SOLE ACCESS to estate

Objections within 21 days of this notice. Note no regard to Xmas Boxing Day, New Year etc. leaving 17 days in all

22 December 1988 P.W.Harwood to P.C.Kirby. (Dorking to Shepway). inter alia: We would also be grateful for clarification as to whether the two existing accesses to the trunk road are to be fully stopped up or whether a residual use will remain....

NOTE The application is being submitted to the Development Committee for a decision WHILE the matter of access is still under negotiation and consultation.

6 January 1989 LR-M to Controller Technical and Planning Shepway, registering strong objection at the timing of notice at busiest time of year etc. 'Turning to Plan S5/M/203 C which shows ALL SITE ACCESS RE-ROUTED TO SANDGATE HIGH STREET and the blocking off with bollards of Sandgate Hill access. 'I find this plan appalling and totally unacceptable' This proposed new access road to Sandgate High Street is most injurious 1. To traffic safety 2. to pedestrian safety 3. to a conservation area and 4. to the general amenity of the neighbourhood.

See also plan left-hand corner showing S5/M/203 C 'All site access rerouted to Sandgate High Street, dated 29 Nov 1988.'

10 January 1989 Development Control Committee approve planning application including sole access on to Sandgate High Street.

13 January 1989 Goulette (Shepway) to Dept of Transport, Dorking: Letter agrees that considerable details still need to be resolved. Reports that 'the Council's Planning and Development Committee at

its meeting on 10th January, considered the application, and whilst concerned at the probable loss of parking and restricted loading times, approved the application subject to a number of conditions and that all matters are resolved to the satisfaction of your Department.

... I can confirm that the existing eastern access will only be used by emergency vehicles (i.e. on Sandgate Hill)

13 January 1989 Controller of Technical and Planning Services to Mrs L.René-Martin: The closure of the entrance to Sandgate Hill was included at the behest of the Department of Transport.

17 January 1989 L.René-Martin to Controller of Technical and Planning Services, Shepway:

'I deplore that Plan S5/M/203 C showed the site access in virtual isolation from the surrounding road system, not to mention the present bus stop and the amenity area around the War Memorial.

... I repeat that my main concern was with the 'sole access to site' and its implications for residents, traders and traffic in Sandgate etc.

...The public notice was so poorly worded -- indeed the expression 'including roads' is a mystification of such non-chalance as to put anyone off the scent..... I reiterate the last paragraph of my letter of 6 January and request that there should be more public consultation between the Ministry of Transport and those directly affected in this Conservation Area.

19 January 1989 Controller Technical and Planning Services, Shepway to Mrs L.René-Martin:

On your second point, the Department of Transport are being consulted on the principles and details of the proposed highway arrangements, ~~and~~ and, as technical consultees, they are making a technical input to the decision making process and they would not normally enter into correspondence with third parties.

24 January 1989 L.René-Martin to Controller of Technical and Planning Services

... Of course I noted an inset illustrating the site (i.e. access from High St.) This is the inset with which, among other things, I take issue. In other words, this sole access to site (the main plan shows bollards at Sandgate Hill former entrance) is illustrated in virtual isolation and would convey nothing except to those whose lives and trade will be disrupted.

2 May 1989 Dept of Environment and Transport to P.C.Kirby, Shepway includes recommendations for imposing following conditions on any planning permission with special reference to safety and free flow of trunk road traffic

Late September 1991 Mrs René-Martin takes up matter of dangerous intersection with Michael Howard (Military Road / Castle Road / Trunk Road intersection) and urgently requests traffic lights. Howard replies that the accident rate is not high enough to justify traffic lights to the satisfaction of Min of Transport. Query: how many more deaths and injuries do we need before Minister takes notice.

7 November 1991 Michael Howard MP to L.René-Martin encloses reply from Christopher Chope.... indicates that the Department is not planning to introduce traffic lights at the junction in question.



Departments of the Environment and Transport

South East Regional Office

Federated House London Road Dorking Surrey RH4 1SZ

Telephone Dorking (0306) 885922 Ext. 541
GTN 3624

Controller of Technical and Planning Services,
Shepway District Council,
Ross House,
Ross Way,
FOLKESTONE,
Kent. CT20 3UP

Your reference
Mr. P.C. Kirby/AW/
Enforcement
Our reference
DSE R209/353/PWH

Date 2 May 1989

For the attention of: A.R. Hughes?
Mrs Yates

Dear Sir,

A259 TRUNK ROAD
PROPOSED RESIDENTIAL DEVELOPMENT OF LAND BETWEEN
ENBROOK HOUSE AND 24 SANDGATE HILL SANDGATE

I refer to my letter of 17 March. The Department has now prepared a fair drawing of the proposed alterations to the A259. Some points of detail remain to be resolved but the principle is as previously agreed.

We recommend that you should impose the following condition on any planning permission:-

" No other part of the development shall be commenced until the completion of works to the A259 Trunk Road generally as shown on drawing number 101,1814/1 Rev. A dated April 1989 to the satisfaction of the local planning authority in consultation with the highway authority for the A259."

We consider that this condition is required in order to maintain the safety and free flow of trunk road traffic by providing adequate visibility of and from the proposed access and by facilitating right turns off the trunk road.

I attach a copy of the drawing referred to. You will note that the wall to the north of the A259, which we understand may be listed, has been repositioned in order to provide a 3 metre width of footway at the repositioned bus stop. This is the width suggested in the publication 'Roads and Traffic in Urban Areas' for such a location and is a marginal increase in the width available at the existing bus stop. I would be grateful for any comments which you may wish to make in respect of this detail.

Yours Faithfully,

P.W. Harwood

P.W. HARWOOD

Encl.

cc County Surveyor
Wimpey Homes



Department of Transport

A259 FOLKESTONE-HONITON TRUNK ROAD

ROAD TRAFFIC REGULATION ACT 1984

PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)

(FOLKESTONE AND SANDGATE)

(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

REBUTTAL TO OBJECTION NO. 56

BY: Mr B J Andrews, Mr R Lloyd, Mr A Barnes, Mr A Mirless
The Sandgate Society

1. The Department acknowledge that the original statement of reasons for the Order were not comprehensive. An Expanded Statement of Reasons has been provided at Inquiry Document 8.
2. Condition 12 of the planning permission granted by Shepway District Council, copy a Inquiry Document 13, prevents Wimpey Homes Holdings Limited from carrying out any development of the site in advance of the provision of the right hand turning lanes to the new access and Military Road. Only the Department can carry out works on a trunk road. The Department's position is set out in paragraph 4.1 of Inquiry Document 10.
3. An alternative access arrangement to the site would need to be the subject of a new planning application by Wimpey Homes Holdings Limited. The Department would be prepared to discuss alternative access arrangements should the current proposals which have planning permission not proceed. Access to the site from Sandgate Hill would require Road Traffic Regulation Orders.
4. The need for the additional waiting restrictions at this location is covered in the Department's statement at Inquiry Document 10 paragraphs 3.1 and 3.2.
5. The concern for the speed of traffic is covered in the Department's statement at Inquiry Document 10 paragraph 1.2.
6. The general concern for the loss of parking is covered in the Department's statement at Inquiry Document 10 paragraphs 2.2 and 2.3.
7. Loading and unloading would still be permitted as at present outside the shops with the proposed Order.
8. The location and provision of pedestrian crossings and bus stops is not a matter for this Inquiry. The Department is, however, considering the provision of additional pedestrian crossing points in Sandgate High Street.



Department of Transport
A259 FOLKESTONE-HONITON TRUNK ROAD
ROAD TRAFFIC REGULATION ACT 1984

PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

REBUTTAL TO OBJECTION NO. 27

BY: Mr M R Lloyd Freeman and Lloyd 44 Sandgate High Street

1. The general concern for the loss of parking is covered in the Department's statement at Inquiry Document 10 paragraphs 2.2 and 2.3.
2. The concern for the speed of traffic is covered in the Department's statement at Inquiry Document 10 paragraph 1.2.
3. The no waiting restrictions are required from 11.3 metres south west of Granville Road East to 45 metres north east of Lachlan Way for the reasons set out in the Department's statement at Inquiry Document 10 paragraph 3.2.
4. Schedule 2 of the proposed Order for Sandgate High Street would replace the third part of Sandgate High Street Schedule 2 of the existing Order. There are therefore no new restrictions between 11.3 metres S.W. of Glanville Road East and 11 metres N.E. of Parade Road.



Departments of the Environment and Transport

South East Regional Office

Federated House London Road Dorking Surrey RH4 1SZ

Telephone Dorking (0306) 885922 Ext. 541
GTN 3624

Controller of Technical and Planning Services,
Shepway District Council,
Ross House,
Ross Way,
FOLKESTONE,
Kent. CT20 3UP

Your reference

Mr P C Kirby/AW/88/1535/SH

Our reference

DSE R209/353/PWH

Date

27 December 1988

Dear Sir,

A259 TRUNK ROAD SANDGATE
RESIDENTIAL DEVELOPMENT OF LAND BETWEEN SANDGATE HILL
AND ENBROOK HOUSE

Thank you for your consultation dated 14 December.

The applicant's proposals for works on the A259 are as discussed in principle between his Mr. Nuttall, your Mr. Goulette and myself. I explained at the time that in an urban situation of this nature there were likely to be a large number of points of detail to consider. I have requested comments on detail from the County Surveyor but I understand that, due to staff sickness, he may not be able to provide these comments in time for the Department to advise you fully before the meeting of your Development Control Committee on 10 January 1989. It may also be that any highway alterations will affect some of the local roads in which case the consent of the County Council will be required.

Our preliminary views are that the applicant's proposals will require careful consideration of detail in order to establish whether an acceptable layout is possible. We shall wish to consider whether the existing bus stops will need to be relocated and whether suitable alternative locations exist. It is likely that additional waiting restrictions will be required over the length of any improvement and we shall need to consider the implications for parking, loading and unloading. In this context we would be pleased to receive any comments from your Council.

We would also be grateful for clarification as to whether the two existing accesses to the trunk road are to be fully stopped up or whether a residual use will remain.

At the meeting referred to above Mr. Goulette advised that the area of land outside the highway immediately to the north west of the junction was in the ownership of your Council. It appears that some of this land will be required in order to carry out the improvement proposed by the applicant. I would be grateful if you would advise me whether the applicant has any agreement with your Council to transfer land to the highway, and if not whether your Council are agreeable to this in principle.

Yours Faithfully,

P.W. HARWOOD

cc County Surveyor



Department of Transport
A259 FOLKESTONE-HONITON TRUNK ROAD
ROAD TRAFFIC REGULATION ACT 1984

PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

REBUTTAL TO OBJECTION NO. 1

BY: Mr Lloyd 44 Sandgate High Street

1. The general concern for the loss of parking is covered in the Department's statement at Inquiry Document 10 paragraphs 2.2 and 2.3.



Department of Transport
A259 FOLKESTONE-HONITON TRUNK ROAD
ROAD TRAFFIC REGULATION ACT 1984

PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

REBUTTAL TO LETTER - 7 NOVEMBER 1991

BY: The Sandgate Society

1. The Department apologises to the Sandgate Society for not having replied in detail to their letter of 1 August 1991. A copy of the Department's interim reply is attached.
2. The concern for the loss of parking is covered in the Department's statement at Inquiry Document 10 paragraphs 2.2 and 2.3.



THE DEPARTMENT
OF TRANSPORT

SOUTH EAST NETWORK
MANAGEMENT DIVISION
FEDERATED HOUSE, LONDON ROAD
DORKING, SURREY, RH4 1SZ

FAX (0306) 741648
TELEX (0306) 859355
GTN 3624
TELEPHONE DORKING (0306) 885922

ext 325

Mr B J Andrews
The Sandgate Society
"Blossoms"
96 Sandgate High Street
Sandgate
FOLKESTONE
Kent CT20 2BY

20 September 1990

Our ref: RSE 5062/A259/0/41/5/5

Dear Mr Andrews

THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 199

Thank you for your letter of 1 August about traffic regulation proposals in Sandgate, and most particularly the proposal to further prohibit parking along part of the A259. I am sorry for the delay in replying.

We are considering the points you have made, and I note that you are pursuing some of them with Shepway District Council as well. Once the decision has been taken on how we are to proceed I will let you have a fully reply. Should it be decided to proceed with the proposals we will consider holding a public inquiry at which all objectors will have an opportunity to put their cases before an independent Inspector.

Yours sincerely

G F FLIGHT



SHEPWAY
District Council

Ross House,
Ross Way,
Folkestone,
Kent CT20 3UP.

Telephone: (0303) 850388
Fax: (0303) 58854

Your Ref. DSE R209/353/PWH
Our Ref. Mr. J. S. Goulette/ER
Ext. 445

13th January, 1989

Department of Transport,
South East Regional Office,
Federated House,
London Road,
Dorking,
Surrey.

Dear Sir,

A259 TRUNK ROAD, SANDGATE
RESIDENTIAL DEVELOPMENT OF LAND BETWEEN
SANDGATE HILL AND ENBROOK HOUSE

I refer to your letter dated 22nd December, 1988 and the subsequent telephone conversation between Messrs. Harwood and Goulette and would agree that considerable details still need to be resolved.

The Council's Planning and Development Committee at its meeting on 10th January, considered the application, and whilst concerned at the probable loss of parking and restricted loading times, approved the application subject to a number of conditions and that all matters are resolved to the satisfaction of your Department.

The consent notice will not be issued until these items are resolved.

I can confirm that the area of land outside the highway will be the subject of a report to the appropriate Committee on 18th January with a view to entering negotiations for the sale to the developer. I shall, of course, inform you of the outcome.

I can also confirm that the existing eastern access will only be used by emergency vehicles.

In order that this matter may progress it maybe that another meeting is required with the developer and I should be grateful if you could contact Mr. Goulette to discuss the proposal.

Yours faithfully,

J.S. Goulette

for Controller of Technical
and Planning Services

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DEPT. OF TRANSPORT
SENT (DATE AND TIME)
13 JAN 1989
FILE NO.



2 MARSHAM STREET
LONDON SW1P 3EB
071-276 3000

T J Upsall Esq
President
The Housebuilders Federation
82 New Cavendish Street
LONDON
W1M 8AD

My ref:

Your ref:

25 September 1991

T J Upsall

You wrote to the Prime Minister and a number of my Cabinet colleagues about the future pattern of development in the South East and elsewhere. I am replying as the member of the Cabinet with responsibility for these matters.

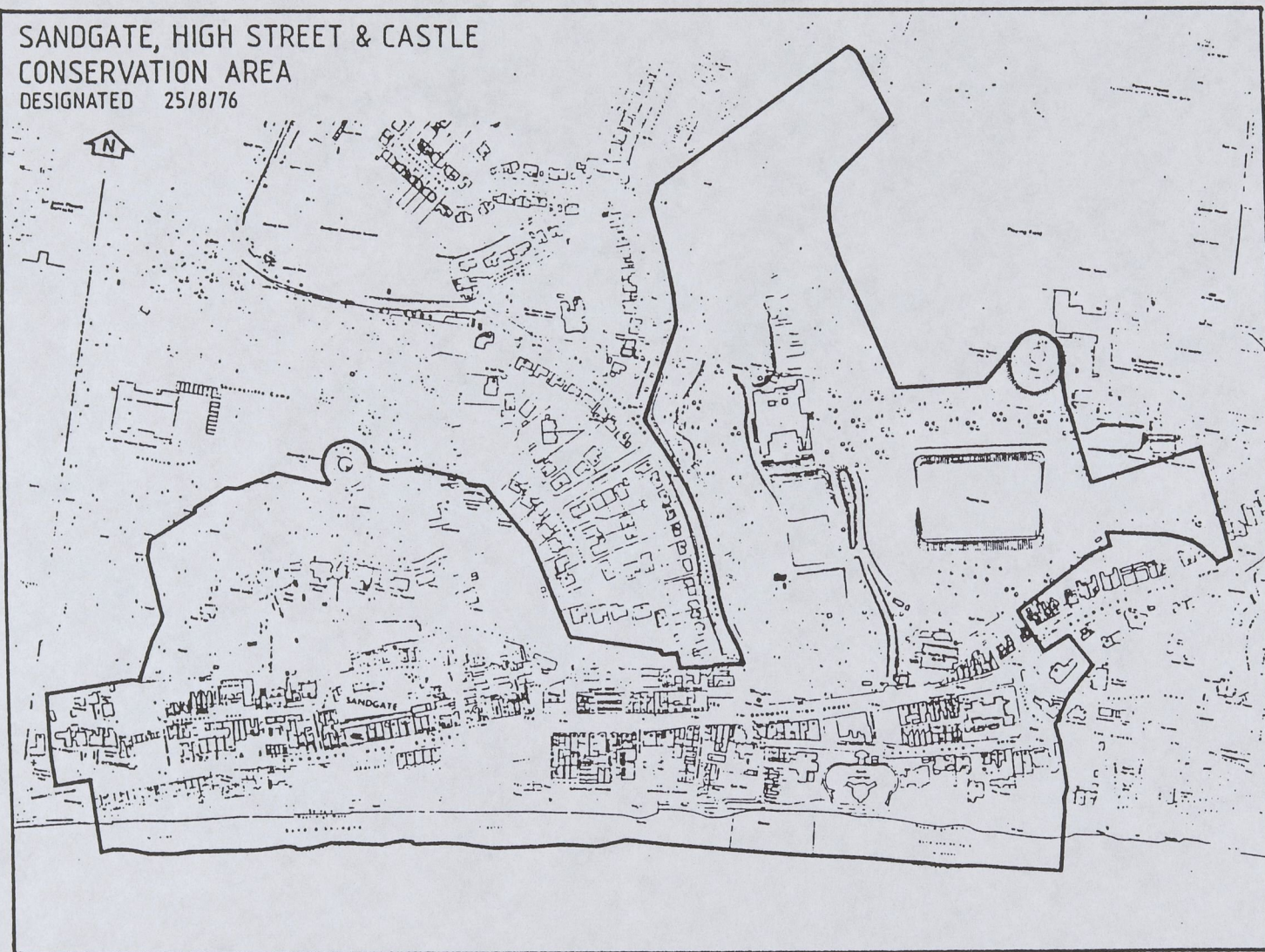
As you know, we are in the process of considering the issues. No decisions have yet been made, and we will ensure that there is full consultation, including with the Housebuilders Federation and business and industrial interests, before our regional planning guidance for the South East is finalised. There has been extensive consultation and debate already, including the conference which we held in March of this year, to which your Federation contributed. I am happy to treat the views in your letter of 9 September as a further contribution to the debate.

I cannot respond in detail to your points at this formative stage, but your letter raises some general issues on which it may be helpful if I comment. First, my colleagues and I are in no doubt that markets and private enterprise are the essential engine of economic growth and prosperity. The planning system is one of the policy instruments for reconciling that growth with our duty to ensure proper care for the environment, and to give support to those areas in need of development and regeneration. The Government has to address all these needs and form a blend of policies which will deliver the required results.

We have welcomed the efforts of housebuilders to participate in making a success of urban regeneration, and I am glad to see that you endorse the idea of taking up the opportunities in East London. I look forward to a constructive response when we are ready to consult on our proposals.

Michael Heseltine
MICHAEL HESELTINE

SANDGATE, HIGH STREET & CASTLE
CONSERVATION AREA
DESIGNATED 25/8/76



Department of Transport
A259 FOLKESTONE-HONITON TRUNK ROAD
ROAD TRAFFIC REGULATION ACT 1984
PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

Closing Statement by Department of Transport

1. The Department would be prepared to accept any recommendations made by the Inspector to modify the proposed Order west of Military Road to enable parking after 6.00pm in Sandgate High Street.
2. The provision of any additional pedestrian crossings in Sandgate High Street may require the modification of the current Traffic Regulation Order. The Department would not be prepared to promote another Traffic Regulation Order until the outcome of this inquiry is known and the proposed Order, which is the subject of this inquiry, has either been made or withdrawn.
3. The Department of Transport has promoted the draft Traffic Regulation Order to enable Wimpey Homes Holdings Limited to implement the planning permission granted by Shepway District Council for development of land situate at Enbrook House, Sandgate Hill. The Order restricting waiting is required in connection with the provision of an improvement of the access into the development site and Military Road from the A259 trunk road. The need for the Order has been set out in the Department's Statement at Inquiry, Document 10, paragraph 3.1 and 3.2.
4. The Department has prepared a response to every letter that has been sent to the Department either objecting or making representations about the draft Order. These responses have been presented to the Inquiry.
5. The Secretary of State for Transport will consider all objections which have not been withdrawn and the report and recommendations of the Inspector holding this public inquiry before deciding whether to make the Order.
6. If the Secretary of State decides to make the Order the Department will carry out the improvements to the A259 trunk road, as shown in Drawing No 101,1814/1 Inquiry document 15, subject to the necessary legal agreement under Section 278 of the Highway Act being in place between the Department and Wimpey Homes Holdings Limited.

PUBLIC INQUIRY INTO A259 WAITING RESTRICTIONS AT SANDGATE
CHANNEL SUITE
LEAS CLIFF HALL FOLKESTONE

PROVISIONAL PROGRAMME

Day 2 - Wednesday, 20th November 1991

Mr S Goulette representing Shepway District Council

Mrs L E Rene-Martin who will also represent
Mrs M Collishaw

Mr D M Lancefield

Department of Transport Mr Norton

Site Visit

Programming Officer : Mr Ian James
Tel: 0306 748011 (from 15.11.91)
0303 54695 (from noon on 18.11.91)

It is up to each individual to keep themselves informed of the daily programme as it is subject to change at short notice.

ADDITIONAL OBJECTION Min of Transport Public Inquiry 19 November

On a point of principle and just to underline my concern I would like to add Mr Inspector, whether it is relevant or not, that this whole subject of SOLE ACCESS to a 27 acre housing estate, was a monumental error ^{of judgement} or a deliberate wangle, in which Shepway Council was a willing accomplice.

I described the published Planning Application (dated 16 Dec 1988) as 'a mystification of such nonchalance as to put anyone off the scent'. It was only a last minute instinct which prompted me to wade through a pile of plans in order to discover what lay behind the application.

I demanded that the Notice be reworded (i.e. sole access onto Sandgate High St) and that the public should be given a full 21 days to submit their objections and alert their councillors. In fact we were granted a mere five days extension. No councillor without a magnifying glass would have noticed any deviation from the original Enbrook plans, and that bollards would now block off the long-standing access onto Sandgate Hill.

The Shepway Chief Technical and Planning Officer informed me that the change of plan was at the behest of the Ministry of Transport. (13 Jan 1989) I believe I am right in saying that the undertaking was 'subject to a final view of the Ministry of Transport.' Perhaps Mr Inspector you can confirm this

L.Rene-Martin



105 Wear Bay Road

Folkestone

Kent. CT 19 6PR

16.11.91

Dear Mrs. Rene Martin

I would be most grateful if you would present my objections to plan

MSE 5062/A259/O/61/2/2

I am not well and shall be unable to attend the Public Enquiry, of which I have just received notice.

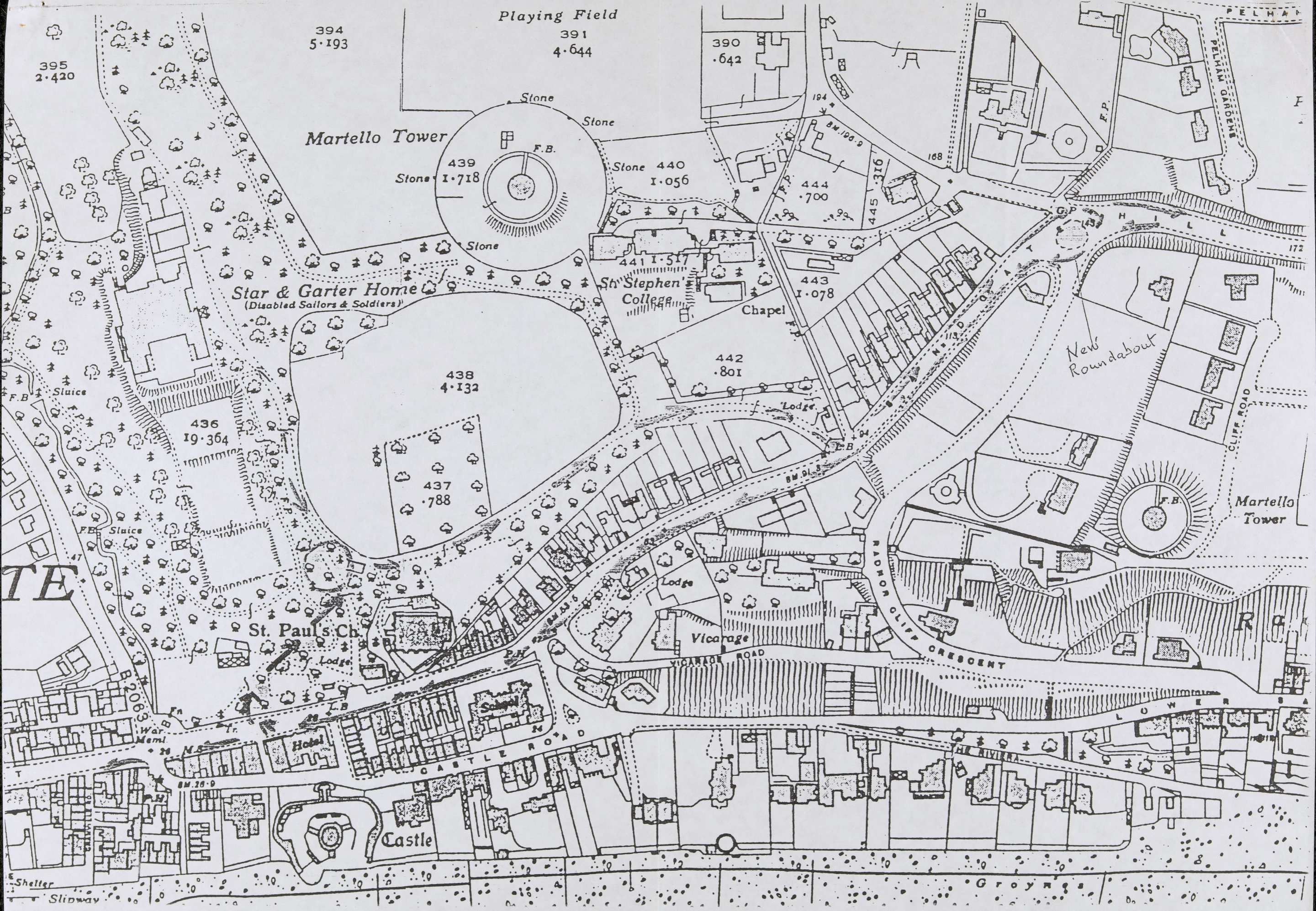
My husband and I visit Sandgate frequently. We find the shops, especially the (now rare) Ironmonger, small and friendly. We like the Pubs for meals, and the excellent restaurants, to which we have proudly taken visitors from Canada and Middleburg. In the evenings the F.H.O.D.S has given us years of pleasure. and we have been glad to be able to park on the main road nearby...if we were early enough!

It would be devastating if I, and people like me, were to be deprived of adequate parking space and the chance to enjoy all the facilities that Sandgate has to offer; indeed, the FHODS is the only live theatre in Shepway. Without the use of the main road, patrons would often be unable to attend this very much loved Little Theatre. Apart from one car park there is a dearth of parking spaces, and traders and Public alike cannot afford to loose any.

Sandgate is very much a living village of people who live and work there. All of us who drive to it from Folkestone know that we have to be very wary as we reach the bottom of the hills, as the congestion there needs careful driving. To have one access road to a new estate, and an estate where everyone will need transport to reach their homes, seems very wrong. If ^{permission} planning is to be given for development, then it should be in character with the place and enhance, not detract, from its value.

Signed *Mary Collishaw*

Mrs. E.M. Collishaw, B.A (OU)



Playing Field

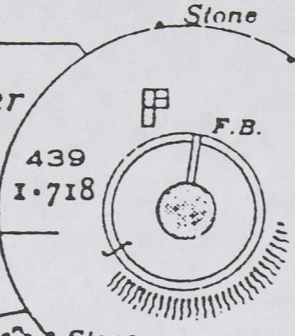
394
5.193

391
4.644

390
.642

395
2.420

Martello Tower



439
Stone 1.718

Stone 440
1.056

Star & Garter Home
(Disabled Sailors & Soldiers)

St. Stephen's
College

Chapel

New
Roundabout

438
4.132

442
.801

443
1.078

436
19.364

437
.788

St. Paul's Ch

Vicarage

Martello
Tower

TE

R

Castle

Shelter

Slipway

Groyne

LOWER



REF

10

Department of Transport

A259 FOLKESTONE-HONITON TRUNK ROAD

ROAD TRAFFIC REGULATION ACT 1984

PUBLIC INQUIRY INTO THE TRUNK ROAD (A259) (FOLKESTONE
AND SANDGATE) (PROHIBITION AND RESTRICTION OF
WAITING) ORDER 19

1. The Draft Traffic Regulation Order

- 1.1 On 1st June 1990 the Department of Transport published a draft Order under the Road Traffic Regulation Act 1984 which would revoke the existing Trunk Road (A259) (Folkestone) (Prohibition and Restriction of Waiting) Order 1982 and re-enact the provisions of that Order with amendments affecting Sandgate High Street. Inquiry Documents 3 and 5 are copies of the proposed and existing Orders respectively, and Inquiry Document 4 is a plan showing the effect of the existing Order and the alterations proposed. The associated highway improvements are shown on Drawing No 101,1814/1B, Inquiry Document 15.
- 1.2 The comments of the police who would be responsible for enforcing the waiting restrictions proposed in the draft Order are at Appendix 'A'. The police are responsible for enforcing the existing 30 mph speed limit.
- 1.3 The Department received one representation and 56 letters of objection to the draft Order. The Secretary of State has decided to hold a public inquiry in view of the large number of objections to the proposed Order from people living and trading close to the site.



2. Planning Permission Leading to the Traffic Regulation Order
- 2.1 Conditional outline planning permission was granted by Shepway District Council for planning application SH/87/1187 on 31 March 1988 to develop land situate at Enbrook House, Sandgate Hill which included for a leisure centre, 18 flats and 148 residential units. The access to the site was to be via an improved access on Sandgate Hill, the details of which were reserved for future approval (copy of permission at Appendix 'B'). The Department of Transport was not consulted about this application although works were required to the A259 trunk road which only the Department can carry out.
- 2.2 Following discussions with Shepway District Council and the applicant, Wimpey Homes Holdings Limited, in which the Department pointed out the deficiencies in the layout of the proposed access arrangement at Sandgate Hill, duplicate planning applications were made on 9 September 1988 (applications 88/1298/SH and 88/1535/SH) for similar development but with access to the site via Sandgate High Street. The Department were consulted under Article 18 of the General Development Order about the applications. The Department recommended to Shepway District Council that a condition be imposed on any planning permission to tie the development to the provision of the access improvement. In addition the Department pointed out to the local planning authority, who are responsible for the provision of car parking, the likely need for additional waiting restrictions on the trunk road in the vicinity of the proposed access. Wimpey Homes Limited were also informed that the Department 'must not do anything that prejudices or may appear to prejudice the Secretary of State's decision as to whether Traffic Regulation Order should be made.' Copy correspondence is attached at Appendix 'C'.



2.3

Shepway District Council subsequently granted detailed planning permission for application 88/1535/SH to Wimpey Homes Holdings Limited on 10 May 1989 for development of land situate at Enbrook House and No 14 Sandgate Hill, Sandgate comprising residential development totalling 103 houses and flats. They confirmed that their members had taken into account the probable loss of parking when considering the applications. A copy of the permission is attached at Inquiry Document 13. Condition 12 of the permission imposes the following condition:

'Development shall not begin until details of the road improvements to the A259 to include right hand turning lanes to the new access and Military Road junction have been submitted and approved by the Local Planning Authority. The approved scheme shall be implemented as the first operation in the development of this site'.

The reason given for this condition is:

'The A259 and its junction with Military Road are inadequate to deal with the increased traffic flows generated by the development and therefore requires improvement of highway safety'.

3. Need for the Traffic Regulation Order

3.1

The provision of the right turn lane on the A259 for access into the site and to Military Road is required because of the additional traffic which would be generated by the proposed development. This improvement would prevent congestion on the trunk road occurring when vehicles turn right into the site, and would make the turning movements



safer both to and from the trunk road. This is consistent with the Department's Advice Note TA20/84 'The Layout of Major/Minor Junctions' which states that upgrading from a simple junction to a ghost island junction should always be considered where the access road flow exceeds 500 vehicles per day. It is anticipated that this development would generate in excess of 800 vehicles per day.

3.2

If vehicles are permitted to park, as at present, in the vicinity of the junction the benefit deriving from the improvement would be negated since through traffic would be forced into the middle of the road and into the right turning lane. This would be likely to lead to congestion and road traffic accidents. The Department's Advice Note TA 20/84 explains in paragraph 4.3 that the safety of major/minor junctions can be enhanced by:

'The installation of a ghost island on single carriageway roads to shelter right turning traffic and discourage overtaking. A recent study of 114 rural T-junctions each with a major road input of 8000 vpd (AADT) or more has shown that the presence of a ghost island reduces the accident rate by 35% (significant at the 1% level).

The major road flow in this case is 15,500 vpd. This is based on a 12 hour count carried out in May 1991 which recorded 13,277 vehicles.



4. Conclusion

4.1

The Department has published the draft Traffic Regulation Order for additional waiting restrictions which are necessary as part of physical alterations to the trunk road. These physical alterations are required to be carried out in advance of the start of the development permitted by the planning permission granted to Wimpey Homes Holdings Limited by Shepway District Council. Should the Order not be made, the Department would not be willing to carry out the physical alterations to the trunk road without which the development would be unable to proceed in accordance with the planning permission.

4.2

The Secretary of State will consider all objections which have not been withdrawn and the report and recommendations of the Inspector holding this public inquiry before deciding whether to make the Order.

A. L. Norton

A L NORTON, B.Sc., C.Eng., M.I.C.E

17th October 1991



KENT COUNTY CONSTABULARY

'D' DIVISION HEADQUARTERS
Police Station Tufton Street Ashford Kent TN23 1BT

telephone Ashford 625789 telex 96132

Mr. P.T. Broady,
Kent County Council,
Highways & Transportation,
East Kent Area Office,
Canterbury.
Kent CT1 2NN

tel ext 319

our ref DAH/GAS

your ref 2ePTB/Shepway

date 20th July, 1989.

Dear Sir,

Sandgate High Street - Waiting Restrictions

I refer to your letter 2ePTB/Shepway dated 18th July, 1989 and your Management proposals for the A259 Sandgate High Street in the vicinity of the Old Police District Training Centre.

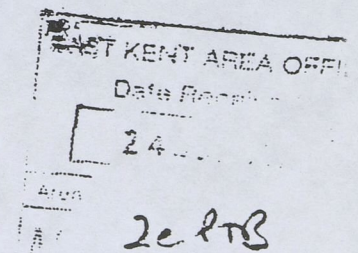
The Police support these proposals which should ease congestion in the area.

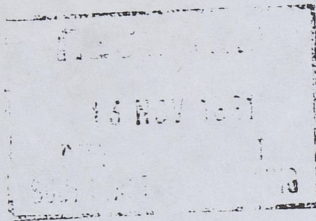
However, on the 16th January 1989 I attended a management meeting called by Mr. BULPITT, Kent County Council and attended by staff from Shepway District Council. At the meeting, it was agreed the double white line system imposed on the A259 at Sandgate Hill be replaced by a central cross hatching and double yellow lines indicating a total prohibition. The restrictions were to apply from the area mentioned in Schedule 1 of your correspondence (i.e. mouth of Lachlin Way) and extending to the top of Sandgate Hill.

If these proposals are to be adopted, it may be prudent to implement them with the waiting restrictions outlined in your letter.

Yours faithfully,

D. HARDING, Inspector
Traffic Management.





FREEMAN & LLOYD

Member of the British Antique Dealers Association Ltd

44 SANDGATE HIGH STREET FOLKESTONE KENT CT20 3AP TEL 0303 48986

Mrs. C. Jennings,
South East Network,
Department of Transport,
Dorking,
Surrey.

13th November 1991.

Dear Mrs. Jennings, The Trunk Road (A259) Folkestone and Sandgate
(Prohibition and Restriction of Waiting)

I enclose a petition of 343 signatories objecting to the
above Order which I request be handed to the Inspector for
his consideration before the Public Inquiry.

Any additional signatories will be shown to the Inspector at
the Public Inquiry.

Yours sincerely,

Robin Lloyd.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
J. Lawrence	3 Rodney Gr. Prospect Sandgate.
Ph. Maurian	117 A Sandgate High St.
Whipp.	90 SANDGATE HIGH ST. (FOLK.)
J. Williams	14 Castle Road Sandgate.
S. W. Parker	8 GRANVILLE ROAD EAST SANDGATE
P. Simmons	2 Winston House Cooling Lane
E. A. Murnan	MILITARY RD
Mr. Porey	Homevale House
N. Matthews	" "
A. S. Thompson	5 Riviera Court
R. K. Bancroft	Rodney Cliff Sandgate
R. S. Samuel	17. Sandgate High Street.
Moat.	170 Sandgate Rd Folkestone
H. B. Burke	4 Riviera Court Sandgate
Chickin	20 BYBROOK FIELD SANDGATE
A. J. Williams	Homevale House Sandgate
East	7. St Marys Menon W. J. J. W.
Slingsby	130 High St. Sandgate
S. Baker	4 Willow Ct. Sandgate
D. L. Jones	2 Undercliff Cottages Sandgate
F. A. Miller	Brewer's Hill - SANDGATE
F. E. Tappin	56. Sandgate Hill
W. M. J. J.	17 Bybrook field Sandgate - Folkestone

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
J. J. Clarkson	Kingswell House Sandgate
P. A. [unclear]	74 Sandgate Blvd. Folkestone
T. GORMAN	74 Sandgate Hill Folkestone
J. A. BARBER	PHAISWORTH COTTAGE SANDGATE.
A. Duller	GREENOATS' SONNYSIDE RD SANDGATE
J. M. Ford	5. Seymour Villas Sandgate
J. WALTERS	110 SANDGATE ^{HIGH} ROAD ^{ST.}
S. NORTHAM	95A SANDGATE HIGH STREET
A. COE	97 SANDGATE HIGH STREET.
P. Butler	5 DARNLEY CLOSE SANDGATE
SPAVES	Beachcombers Parade.
M. Turner	"
H. Barnes	Britannia news Sandgate
J. [unclear]	93. Sandgate High St.
L. Bushell	8, WHITE CT. GOUGH RD.
N. Spencer	12, whitby rd, Cherton.
M. G. Leslie	32 The Esplanade.
H. K. Fish	1107 Sandgate High St.
B. Banks	5 Bybrook Way SANDGATE
M. B. [unclear]	23 WILBERFORCE RD SANDGATE
S. Randall	Flat 3 Southover Ct Wilberforce Rd
W. Randall	Flat 3 Southover Ct Wilberforce Rd
M. [unclear]	32A Breconfield Rd

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
G. Arncliffe	13 Meadowbrook Sandgate.
H.M. Coase	9 The Crescent -u-
E. Day	White Gates, The Riviera Sandgate
C. GREENE	80 SANDGATE HIGH ST. SANDGATE.
Dougherty	125 Sandgate High St
M. Tunhay	5 GRANVILLE RD. East sandgate
B.M.G. Abel	6 Beach Marine, Sandgate
C. Hill	74 SANDGATE HIGH ST
J. BRIND	3 GRANVILLE PLACE SANDGATE
J.M. Rudeman.	8 Wicarage Rd. Sandgate
G. Lawless	1 SUNNYSIDE ROAD SANDGATE.
D.J. Lawless	1 SUNNYSIDE RD SANDGATE.
B. Jordan	3 ENCOMBE SANDGATE
H. Day	48 ^B High St Sandgate
P. J. Deane	3/14 Sandgate Hill
BRYANT L.	137. SANDGATE HIGH ST.
T.H. LEFF	GOUGH ROAD SANDGATE
H.C. Millman	62 North Road Hythe, Kent.
S. BAKER	FLAT 1 3 THE CRESCENT SANDGATE
M. Henning	86B Sandgate High Folkestone
E. J. Hunt	3 Curlew Bay Sandgate
M. Branch	1 Rose Cottage, Sandgate -
D. STOWLER	56 HIGH STREET SANDGATE.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
M. Olsr	58 St Michaels Street, Folkestone
A. Humber	12 Radnor Lodge 12 Radnor Cliff, Folkestone
C. Barrett	9 EARLE AVE FOLKESTONE.
F. Winkler	17 The Crescent.
J. Carter	Lower Flat, 3 Wellington Ter., Sandgate
F. Anderson	3. The New Terrace.
W. J. ...	THE GRACE HSE THE RIVERA, SANDGATE.
P. K. Toyler	5 North Lane
J. Stabe	14 Wilberforce Rd Sandgate
A. McCallum	Flat C, 7, The Esplanade Sandgate
B. ...	55 ^A Sandgate High St Folkestone
Jan A. ...	5 ENCOMBE, SANDGATE
W. Newton	35 THE ESPLANADE Sandgate
DRA NEWTON	" " "
A. B. Shove	SEACREW Hse The Parade Sandgate
H. B. TUGMAN	4. MARTELLO TERRACE, SANDGATE
P. M. Kay	SUNNYSIDE RD
P. W. Warrick	43, MILITARY RD, SANDGATE,
Warrick	Wellington Terrace Sandgate.
J. ...	3, Greenhills Ketcher Wharf Crosscut, Sandgate
W. H. ...	1 Meadowbrook Sandgate.
F. ...	15, Wilberforce Rd Sandgate.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
Mrs. J. Dawes	85 HERITON HIGH STREET FOLKESTONE
Mr. M. D. DEARBORN	16 HILL ROAD FOLKESTONE
D. J. [unclear]	16 HILL RD FOLKESTONE.
J. C. [unclear]	3 GRANVILLE PLACE
S. HUI	16 RIVERSIDE RD WEL FOLKESTONE
R. Goss	2 MAADUNBROOK COURT ANBROOK RD SANDGATE
E. McShane	22 Dunnett Road Folkestone
J. P. HICKMAN	219, SHERNCLIFFERD, FOLKESTONE
A. F. BARNELL.	2 Herdson Rd Folkestone.
A. R. HICKMAN	219 SHERNCLIFFE RD.
M. WILKINSON	19 MILITARY RD
J. GRIFFIN	[unclear]
Z. GRIFFIN	2 [unclear]
V. J. PADE	BRANDON DENSOLE LANE DENSOLE
D. J. FIVERS	123 NEWDOVER ROAD CAPE-LE-FELNE.
G. R. GRIMES.	1 LANGDON RD FOLKESTONE.
J. PHILLIPS	J. PHILLIPS 37 CHESTER RD SANDGATE FOLK
J. PHILLIPS	27 CHESTER RD SANDGATE FOLK
D. M. BIRD	2 CHALCROFT ROAD FOLKESTONE
T. ROBERTSON.	26 GERRARD ^{valley} RD. folkestone
J. BEELEY.	6 VARNER ROAD FOLKESTONE.
E. SMITH.	9 STANTON RD CHILTON.
G. WRIGHT	9 THE CLOSE SANDGATE.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
J W LATCHFORD	PROVIDENCE INNE SANDGATE HIGH ST SANDGATE FOLKESTONE
C. Latchford	PROVIDENCE INNE SANDGATE HIGH ST.
J LATCHFORD	107 Sandgate High St.
JIM WALLER	10 WILKINSON TERRACE SANDGATE
MRS J GODFREY	10 WILKINSON TERRACE SANDGATE
E.W. SMITH	12, MANOR ROAD, SANDGATE HILL FOLKESTONE
J. Stone	25, Pemberton Court, Hospital Hill, Sandhurst.
DAVID WRIGHT	14 GORDON ROAD CHERITON FOLKESTONE
W Surridge	70 Sandgate Hill Folkestone Kent
J Surridge	70 Sandgate Hill Folkestone Kent
Mr M Hanna	29 Clifton Gdns Folkestone Kent
S Davidson.	Visitor
P Goss	77, CHERITON High Street. CHERITON
B Clayton	77 Downs Road F/Str
E J Smith	F2/35 Sandgate Hill. Folkestone
John Read	1, Connaught Rd Folkestone
Peter LESTER	'Sundown' Radnor Cliff Gns, F/Stone
Martina Quinn	47 Shorncliffe Cres, Folkestone
Gary Neave	14 Ainsdale Close, Folkestone
Dick Andrews	24 THE STAGE FOLKESTONE
Mich Jones	6 HARBOUR WAY FOLKESTONE
C Turner	FLAT 6 RICHMOND HOUSE FOLKESTONE
TR DAWES	85 CHERITON HIGH STREET FOLKESTONE

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
[Signature]	97 SANDGATE HIGH ST.
[Signature]	34 Homevale House High St.
M. E. Warwick.	43. Military Rd. Sandgate
W. J. M. Rose	19 The Riviera, Sandgate
Sheila Osborne	The Hair Studio Sandgate
[Signature]	61 Sandgate High Street
[Signature]	KARMA 36 Valley Rd. Sandgate.
[Signature]	30, THE CRESCENT SANDGATE KENT
R. Rowley	2 JAMES MORRIS COURT ^{sandg}
J. HART	30 SIR JOHN MOORE CRT S/GATE
[Signature]	7 CHICHESTER RD
M. Hess -	The White Lodge 10. Castle Rd Sandgate -
B. Hess	The white lodge 10 Castle Rd Sandgate
S. Hess	The white lodge
C. Reed	24 CROWN RD Sandgate
[Signature]	27, Sandgate High St.
[Signature]	63 Racine Cliff Sandgate
W. Surrage	Apt. 1. Homevale House High St Sandgate
[Signature]	20. RIVIERA COURT S/GATE
[Signature]	20, WILBERFORCE ROAD SANDGATE
[Signature]	90 WOOD AVE FOLKESTONE
A. Allen	27 SANDGATE HIGH ST (1st Floor Flat)
G. C. AIRRIESS	4. PARKFIELD ROAD Sandgate

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
L. Kettle	38 Annerdale House
Jean Thompson	33 Bybrook Field.
B. Beattie	31 ESPLANADE
K. Couch	48 Military Road
E. Gough.	48 Military Road
R. B. King R. B. King	9 The Crescent Sandgate
E. M. King	32 Brunswick Sq Hemekey Kent
S. C. R. King	Ruth Road Bressa Hill
A. P. King	Rodney House Sandgate
A. P. King	- THE COTTAGE S GATE.
A. L. King	30 Sandgate Hill Folkestone
End O. King	Flat 2, Castle Close Sandgate
Mrs. V. C. King	40, Sandgate High Street, Sandgate.
J. L. King	22 Riviere Court Sandgate
P. King	52A Sandgate High St
F. King	13 TRIMBERTH ROAD FOLKESTONE
A. King	142 Sandgate High St Folkestone Kent
J. King	188 Sealrook Road.
J. King	35. PEMBERTON COURT, HOSPITAL HILL.
M. King	36, Bartholomew Lane SALTWOOD
J. King	1 SANDGATE ROAD FOLKESTONE
J. King	52C CHERTON ROAD FOLKESTONE.
J. King	24 Wilberforce Rd Sandgate

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
Ellenderson	3 Garden Cottages Wilberforce Rd Sandgate
M. Wheaton	2 Looking Lane Folkestone
R. [unclear]	31A Dymchurch Rd Hythe
P. [unclear]	28 RA/NOR CLIFF SANDGATE
M. Philip	11 Sandgate Hill St.
T.A. Morgan	23 Endwood Rd F/Stone
M. [unclear]	76 Sandgate High Street
L.J. Alderman	3 Sunnyside Rd Sandgate
E. Tombee	54B Sandgate High St.
M. Theadewald	Comwallen Ave. F/Stone
[unclear]	9 White Court Gough Rd.
[unclear]	10 White Ct, Sunnyside, SANDGATE
J. [unclear]	122A Sandgate High St.
B.A. Rowlandson	76, Sandgate High St. CT 203BX
10 Riviera Court	
Eve Wilson	10 Riviera Court CT20 3BP
P.D. Holmes	Flat 2, Cananore G. Coplands
G.D.B. [unclear]	3 RIVIERA CT SANDGATE
D.R. [unclear]	90 Sandgate High St.
H. Babener	1. Baldric Road F/Stone
Ka Gite	7 Chichester Rd SANDGATE
F.E. VAUGHAN	6. SUNNYSIDE RD SANDGATE
J. Sunridge	70 Sandgate Hill

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
Patricia Jennings	Sandgate Antiques Centre
MATHEW JOHNSON	119A Sandgate High St.
MARY K ELMORE	7 ZARENA CT, THE RIVIERA
G RESTELL	ZARENA CT THE RIVIERA SANDGATE.
A Powell	Neale Cottage Sandgate Hill
S. WHIPPIN LICHNESS	THE SHIP INN HIGH ST. SANDGATE.
J.S. WHIPPIN	" " " " " " " "
A. WHIPPIN	" " " " " " " "
E. Griffiths	W C Hammond Ltd 91 Sandgate High St Folkestone
J. P. S. H.	18 Cliff House, Radnor Cliff.
A. Green	93 High St Sandgate Kent
Mary Ann	95 Sandgate High St + The Crescent
A. S.	94 Sandgate High St. Folke
A. L. Yell	Old Euphr. P.O. 100 Sandgate Hill
J. Foreman	96 Sandgate High St Sandgate
A. G. Hays	Cromwell House, 32 Sandgate High St.
R. W. H. H.	86 Sandgate High St.
G. M. Richardson	48 Cooling Lane, Folkestone, Kent.
M. P. ADES ACC 2	82A SANDGATE RD LADYVICS CHARITIES ACCOUNTS FOLKESTONE KENT
W. C. M. (BALHONS) RAT	
H. B. W. H.	100 High St, 22 Sandgate High St
J. L. H. H.	54 KING'S WAY FOLKESTONE
F. T. Moore	72 Sandgate High St Folkestone.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
M. Hall	1 NORTH LARK SANDGATE.
Greenwell	63, Sandgate High Street, Sandgate.
A. Dukes	42 Sandgate High St Sandgate
S. P. Field	3 N. Medina Rd Seabrook Hythe
R. D. D. D.	39. MILITARY ROAD SANDGATE.
M. D. D.	30, Sandgate High St.
Hilary Pollard	26-28 Sandgate High Street
R. P. D.	6, CASH ROAD SANDGATE
Sauloups	HAWKINS FISHBAR 6 CASH RD SANDGATE
E. M. D.	21 Sandgate High St.
P. Nilson	17. High St. Sandgate.
B. Nilson	- - - - -
1. D. D. D.	HOLCOMBE, CLIFF ROAD, HYTHE, KENT (CT21 5XX)
Johanna Feyer	40 Sandgate Hill. - Sandgate.
Jenny Fido	13 Sandgate Rd. Sandgate.
Lee Hookins	1-3 SANDGATE HIGH ST SANDGATE
Valai & Wat.	2, St. Pauls Way, Sandgate.
D. B. D.	21A SANDGATE HIGH ST., SANDGATE.
R. K. D.	Sandgate Centre.
M. L. D.	41. WARK HIGH STREET SANDGATE
D. D. D.	Sandgate Hardware.
D. D. D.	61 SANDGATE HIGH STREET.
D. D. D.	TOP FLAT
D. D. D.	61 st SANDGATE HIGH STREET.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
ALAN FROST	52 ^A SANDGATE HIGH STREET.
John Williams	14 Cattle Road Sandgate
Miss Chapman	19 Sandgate High Street Sandgate.
B. Hames.	131 Sandgate High St.
A D Block	8 Grenville Road EAST - Sandgate
G L Gutter	7 " " "
V. Chloue	Gally Quay Sunnyside Rd
S. Redford.	Lower Cottage, Prospect Rd, Sandgate.
A. H. Dods	26 ST JOHN STREET, FOLKESTONE
M. Clements	11, HUNTER G. HYTHE.
W. Cole	199 New Down Rd Chapel & Green
W. B. Block	43 Sandgate High St Folkestone, Kent
Pheney	Grafton Cottage Sandgate Expt
Joe Bate	29 SANDGATE HIGH ST, SANDGATE.
Peter Ludden	66 Sandgate Hill, Sandgate
J K Ormrod.	Homevale House.
S Hart	30 Sir John Moore Ct SANDGATE
ANDR SCHATONOWSKI	97 Sandgate High Street.
Ronie MORRIS	40A Sandgate high street.
A. Holder	25 SIR JOHN MOORE CT
John	35 Homevale House Sandgate
L Reed.	32 Homevale House Sandgate
M. May	8, White Court, Sandgate


PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
K. E. Farmer	82, Sweedgate, Broad oak.
300 TRUCKEY	1, BEACH STREET, DEAL
NICKI DAVEY	22, STARTSHILL ROAD, ORPINGTON
John Hadley	2 Mill Hamlet Wickhambray, Cant
John Pender	16, SANDLES ROAD, DEAL
W. Pender	Field and Trek, Canterbury
J. V. Baker.	35A. DEANSWAY. STURRY.
MAFF FODEN	121 Southhill Rd - Bromley Kent.
S ISTEAD	12 FRARS CLOSE TANKERTON WHITSTABLE
P ISTEAD	" " " "
P Hadley	2 Mill Hamlet Wickhambray
Anna Patten	6 Knoll place - Walmer Deal
Brian Piller	1, Sandgate Rd - Deal
Victoria Madden	2, Pondfield Road, Orpington
Kate + Paul Fowler	61, RAVENSBORNE ROAD, BROMLEY
NICK MILES	10, Johnsons Rd, Badgers Mount, Sevenoaks
G. GALILEE	STONE HOUSE - WITCHURCH RD - NEWBOWNE
K. SHARP -	ROSEHOUSE LYMPNE -
P COLL.	40 WEARTON AVENUE - FOLKESTONE
F. BEECHER.	Kilgate, Fernhill Lane Lympne -
R. Mallett.	Merridale - dental street Hythe
P. Mallett.	" " " "
C. HUGHES	74 SEABROOK RD - HYTHE.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
Jane Fuller	WISS Rd Hythe.
Corbin Pine	35, Freemans Way - Deal
Clare Brogden	73, Victoria Rd - Deal
S. Avery	Dark Road Hythe -
C. Daniels.	Harold N. Folkestone -
D. Finch.	Saltwood. Hythe -
MR R. ALLEN	9, ST. DAVIDS AVE DOVER. 
Frank Hughes	Seabrook Road Hythe Kent.
Dick Hughes	Seabrook Road Hythe.
Mark England	stone St Lympne Hythe Kent
Peter Malan	Mindel, Dental St Hythe.
L. James	74, Harbour Way folkestone
D.P. Swire	51 Coombe Road Folkestone
RP JAMES	74, Harbour Way, folkestone
Becca Eastwood	20, Cherry Garden Ave, folkestone
Man Rose	1, Wellington Terrace Sandgate.
Kobya Malan	Mindel, Dental St, Hythe.
J. Wilmon	1a wayland. Swanley Kent.
N. WILLETT	20 ROAD Five SEA BONE.
A. WILLETT	20. The Makers corner. Sandgate.
I. Barnes	2. Darby Rd Folk.
C. BOOTH	FLAT 4 20/22 Marine Parade Hythe

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
Edna + ... MB	3. DEACTINARINE
Linden Kingsland.	Harrowbarrow leornwall. ^{Regular Visitor}
John ...	41 Tamers Hill gdus, Hythe. ^{Regular}
... ..	" " ^{use of High St}
Valerie Earl	Silverwood, Westenhamer Hythe
J. Russell	32 Sandgate High St. Sandgate
F. D. Battye	Turnpike Hill Hythe
Beth F. Battye	61 Turnpike Hill, Hythe
Mr. Dukes	42 Sandgate High St
E. E. Parrott	13 Coach Rd ACRISE ^{USE HIGH ST} REGULARLY ..
Joan Crussell	11 James Court, Folkestone Kent ^{Regular}
McBensell ^{VAER}
L. D. Bowles	73 Dordans Rd, Folkestone
E. G. Lambell	21 Church Hill ^{COULING LANE} FOLKESTONE
P. C. Kaye	Harrings Lane, Sellinidge.
.....	Sandgate Folkestone
Geoffrey D. Payne	1 Wellington Place Sandgate
.....	92 Canterbury Rd Hawkinge Kent.

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
B. Diebold	1 Eubrook Rd Sandgate
Linda René Martin	Coast Cottage, 149 Sandgate High Street
E Peppercorn	Sandgate High St
D.A. Peppercorn	" " "
M.A. Stevin	7419 Rivera Court.
A. J. Jell	116 Loose, Broad Hill, S/GATE
D.J. Miller	63 Chichester Rd. Sandgate
Muriel Judd	129 Sandgate High Street
Irma M. Liley	129 Sandgate High St.
M.B. NAYLOR	26. CHICHESTER ROAD SANDGATE,
R.S.G. NAYLOR	26. CHICHESTER ROAD SANDGATE
H. S. J. P.	63 HONEYPINE HOUSE & YARD
R. J. J.	HOMERALE HOUSE SANDGATE HIGH STREET.
L.A. Jell	9 Granville Rd East Sandgate
Wharney	Grafton Cottage, Sandgate Espl.
S. J.	3 Scotte Rd. Sandgate
J. Crampin	3 James Morris Court Sandgate
L. Beck	2 The Crescent Sandgate
M. J. J.	4 West Lawn Adu Sandgate
C. J. J.	Spanish House Esplanade
A. Birchett	30 Homedale House Sandgate
J. J. J.	36 Homedale House Sandgate
H. J. J.	112, Sandgate High St
N. J. J.	1.1 Sandgate High St

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
D. M. M. L.	119 Sandgate High Street, Folkestone.
G. Goody	19 THE CRESCENT SANDGATE
W. Goody	19 THE CRESCENT SANDGATE
A. Russell	Hylwards, The Eastwood,
D. B. B. B.	5 Park Road Way SANDGATE.
A. Roberts	Sarvon, The Crescent, Sandgate
S. Dilworth	1 Seymour Villas Sandgate
P. SHANNON	18, RIVIERA COURT SANDGATE
M. M. M.	2 West Lane, The Esplanade, Sandgate
A. P. Parker	Home Studio SANDGATE
Mr A. Monte	5 ENCOMBE SANDGATE
Phyllis L. L.	122 SANDGATE HILL
J. M. M.	Sussex Cottage
Residence, L. L.	Sussex House.
M. R. Gullett	7, JAMES MORRIS COURT SANDGATE
G. Mallick	Cinella Radnor Cliff Cres
D. Blain	Sandgate
J. Herbert	Sandgate
D. Gage	19 Castle Bay Sandgate
E. M. M.	1 Garden Cottages, Wilberforce Rd Sandgate.
G. M. M.	Little Oakad, Brewers Hill
R. Showler	114 High St. Sandgate
L. Kettle	38 Abbevale Thrus. High St. Sandgate

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
 FOLKESTONE AND SANDGATE
 (PROHIBITION AND RESTRICTION OF WAITING) Order 199

We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals.

NAME	ADDRESS
Georgette Bradley	Sin John Moore Court.
SARAH TRIFITTI	Shorncliffe Rd.
D Barnes	Bodenham Road.
D Canoe	CASTLE RD.
Isabel Morton	Eggs Avenue.
J Baker	Warren Road Folkestone.
JC Mudders.	Sandgate Hill - 2/F.
P. Wharton	St. Stephen Way Sandgate
Dillon Gomersy	10 North Road West Hythe
R. Ginnion	40 Shorncliffe Close Folkestone
T. Elliott	2 Ty Sew RD. Folkestone.
MRS N Surridge	70 Sandgate Kent
P. G. G. G. G.	Saffins Sunnyside Rd.
P. Blum	SANDGATE MOTELS, 90 SANDGATE HIGH ST. SANDGATE.
G. Knight	MILITARY ROAD SANDGATE.
S. Oliver	2 FITCOMBE SANDGATE
A. Page	30. Blenheim Rd S/Gate
B Smith	52 Sandgate Hill Sandgate
D.J. Wilson	Flt 2, 37 Sandgate High Street
TA WILSON	" " " " "
T. Blum	146 SANDGATE HIGH STREET
Joe Tarrant	3 Wellington Tce. Sandgate.
A Whitman	4 James Morris Court

NAME

ADDRESS

M. Gear	19, Honorable House, Sandgate High St
Kello	10, Sandgate Hill.
V. Dawson	118 SANDGATE HIGH ST. SANDGATE
B. Abel	6 Beach Marine, The Riverside, Sgat
J. SHOWER	SEAVIEW HOUSE, THE PARK, SANDGATE
Chudman	9 Meadowbrook, Sandgate.
T. Young	25 Sandgate High St Forlinton Kei
J. Bunder	1 The Esplanade, Sandgate
Walter Holden	The latter. 1 Esplanade, Sandgate
C. Simon	17 Quarry Walk Seabrook
M. Price	3. Lecher Road, Forlinton
K.A.S. 100	18. Radnor Cliff, Forlinton.
U.G. Wilson	46 DAWSON Rd Forlinton
M. Dorey	3, Sandgate High St SANDGATE.
W. P. O.	17 Valley Road Sandgate
E. Hobbs	559 Sandgate High St Sandgate.



DEPARTMENT OF TRANSPORT

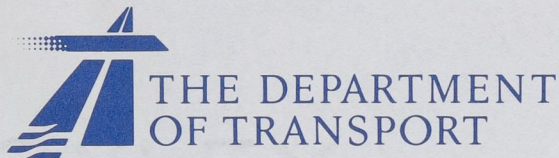
PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 199

DOCUMENT LIST

1. Road Traffic Regulation Act 1984.
2. The Secretary of State's Traffic Orders (Procedure) (England and Wales) Regulations 1990.
3. The Trunk Road (A259) (Folkestone and Sandgate) (Prohibition and Restriction of Waiting) Order 19
4. Plan "Sandgate High Street, A259, Folkestone - Proposed Variation of Waiting Restrictions" Drawing No NA.6004/HJ/141.
5. The Trunk Road (A259) (Folkestone) (Prohibition and Restriction of Waiting) Order 1982.
6. Statement of Reasons published with the proposed Order (doc 3).
7. Notice of the Secretary of State's proposal to make an Order (doc 3).
8. Expanded Statement of Reasons for the Order. Deposited with notice of the Inquiry and sent to objectors, this supersedes doc 6.
9. Notice of the public local Inquiry.
10. Statement by the Department of Transport to be presented at the public local Inquiry.
11. Planning Application by Wimpey Homes Holding Ltd to develop land situated Enbrook House and No 14 Sandgate Hill (App No 88/1535/SH).
12. Plan accompanying planning application by Wimpey Homes Ltd (ref S5/M/203E).
13. Planning permission granted by Shepway District Council to develop land situated Enbrook House and No 14 Sandgate Hill. (App No 88/1535/SH).



14. Departmental Advice Note TA 20/84. "Junctions and Accesses: The Layout of Major/Minor Junctions".
15. Drawing 101, 1814/1B: Proposed Right Turn; Enbrook House, Sandgate, Folkestone.



Barry J Andrews
Blossoms, Florist
96 Sandgate High Street
Sandgate
FOLKESTONE
Kent CT20 3BY

SOUTH EAST NETWORK
MANAGEMENT DIVISION
SENET HOUSE
STATION ROAD
DORKING SURREY RH4 1HJ
FAX: (0306) 748099
TELEX: (0306) 858452
GTN:
SWITCHBOARD:
DORKING (0306) 742025
DIRECT LINE: (0306) 748 010

13 October 1991

Our ref: MSE 5062/A259/0/61/2/1

Dear Sir

ROAD TRAFFIC REGULATION ACT 1984

THE SECRETARY OF STATE'S TRAFFIC ORDERS (PROCEDURE)
(ENGLAND AND WALES) REGULATIONS 1990

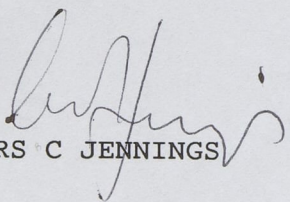
THE TRUNK ROAD (A259) (FOLKESTONE AND SANDGATE) (PROHIBITION AND
RESTRICTION OF WAITING) ORDER 199

I refer to my previous letters regarding the local public inquiry
into this proposed Order.

A document list of items to be presented by the Department at the
Inquiry has been prepared and a copy is attached for your
information. These documents will be available for inspection by
the public at all reasonable hours at the offices of Kent County
Council, County Hall, Maidstone and at those of Shepway District
Council, Civic Centre, Castle Hill Avenue, Folkestone, prior to the
inquiry.

These documents and a copy of any objection you made have been
passed to the Inspector holding the inquiry.

Yours faithfully


MRS C JENNINGS

Enc

ghw



newsnieuwsnewsnieuwsnewsnieuwsnewsnieuwsnewsnieuws

From: Tony TALIAN. COUNTY COUNCILLOR
FOLKESTONE SOUTH.

To THE RESIDERS OF SANDGATE.

I'm SORRY THAT I'm NOT ABLE TO BE
WITH YOU THIS EVENING. BUT I HAVE
A PRIOR ENGAGEMENT.

LET ME ASSURE YOU THAT I SHALL
ADDRESS THE SITING OF DOUBLE YELLOW
LINES IN THE TOWN OF SANDGATE.

SHOULD ANY ONE WISH TO SPEAK TO
ME ON THE PROBLEM PLEASE WRITE
OR TELEPHONE ME AT HOME.

Kind regards

Tony Talian
9/7/90.

WIMPEY HOMES

Wimpey Homes Holdings Limited

Planning Department

Hammersmith Grove London W6 7EN Telephone 081-748 2000 Telex 25666/22436 Fax 081-741 1962

Mrs. C. Jennings
The Department of Transport
Southeast Network Management Division
Senet House,
Station Road,
Dorking,
Surrey.
RH4 1HJ

Your reference MSE/5062/A259/
0/61/2/1

Our reference

Direct Tel. line 081-846

12th November, 1991.

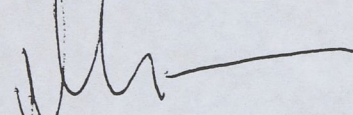
Dear Mrs. Jennings,

RE: THE TRUNK ROAD (A259) FOLKESTONE & SANDGATE
(PROHIBITION AND RESTRICTION OF WEIGHT) ORDER 199

With reference to recent discussions with Mr. Norton and yourself, with regard to the forthcoming Public Inquiry, I enclose herewith two copies of the Proofs of Evidence to be presented by Wimpey Homes.

I would be grateful if you could arrange for one copy to be forwarded to the Inspector Mr. D. B. Wood in advance of the Inquiry so that he can have the opportunity of considering issues and evidence to be presented.

Yours, sincerely,



P. Garber
Chief Planner

Note. Evidence from M. Webster being delivered direct on 14.11.91



WIMPEY HOMES HOLDINGS LIMITED

ENBROOK PARK, SANDGATE

DRAFT ROAD TRAFFIC
REGULATION ORDERS FOR

A259 TRUNK ROAD AT

SANDGATE, KENT

PROOF OF EVIDENCE OF PAUL GARBER, CHIEF PLANNER,
FOR WIMPEY HOMES HOLDINGS LIMITED.

1

QUALIFICATIONS

1.1

I hold the Diploma in Town Planning of the Polytechnic of Central London. I am the Chief Planner of the appellant company, by whom I have been employed since 1968. In that capacity I have a national responsibility for planning and architecturally associated matters. I was a member of the Department of the Environment Working Party monitoring "the design quality of the Built Environment".

1.2

Prior to my appointment with Wimpey my experience included employment with the London and Surrey County Councils, a London Borough and an overseas appointment with the Ministry for Overseas Development. I was also appointed in 1986 by the Sports Council to be a Member of the Working Party revising Recreational and Playing Fields Strategy for Greater London, and I am an advisor to the National Playing Fields Association. In that capacity I was a Member of the Advisory Team which drafted the new N.P.F.A. "Recommendation on Outdoor Play Space" and I am currently a Member of the Standards Working Party reviewing the Space Standards for Outdoor Recreational Space.

2

EVIDENCE

2.1 My evidence will address the following matters which are relevant issues to be considered by the Inspector in assessing the requirement to confirm the proposed Order.

2.2 I will describe the History of Development at Enbrook Park since 1987. I will indicate that should the Order be confirmed it will have no effect on the people trading in close proximity to Enbrook Park and that their allegation that the imposition of the Order to their detriment is unfounded. I will also demonstrate that the Planning Issues associated with the implementation of the housing development have been resolved and that delays in the implementation of development are contrary to Government advice.

3

HISTORY OF DEVELOPMENT

3.1 The Enbrook Park Development site falls within the Sandgate Conservation Area. Enbrook House is a Grade 2 Listed Building and together with Kent House stands in approximately 18.36 acres (7.61 ha) of woodland, open space and grounds which have the benefit of Planning Permission for Residential Development.

3.2 In October 1987 Outline Application (Ref No SH/87/0770) for the Conversion of Enbrook House to an hotel was

granted Planning Permission, a parallel application (No. 87/0771) to demolish Kent House and part of the wall fronting Sandgate High Street was also granted consent.

3.3 Consent was also granted (Application Ref 87/0772) for the conversion of Enbrook House to 31 plots together with the demolition of Kent House and the erection of a three storey building containing 18 flats on the site of Kent House.

3.4 Planning Permission was also granted in outline on 31st March 1988 for the conversion of Enbrook House to a Leisure Centre and 18 flats; and the erection of 14 residential units. The permission was granted subject to the appellants entering into a Planning Agreement under Section 52 of the Town & Country Planning Act, 1971.

3.5 During 1988 further permission was granted by Shepway Council involving amendments to earlier approvals and changes of use.

3.6 On 9th September 1988 Wimpey Homes submitted a detailed Planning Application to Shepway Council for a development comprising 103 houses and plots including roads and associated parking. The Application 88/1535/SH was granted Conditional Consent on 10th May 1989.

3.7 Twelve Conditions were attached to the Permission which I now produce as Appendix 'A' of my evidence together with the approved Layout Plan.

Condition 12 of the Planning Permission state:-

"Development shall not begin until details of the road improvements to the A259 to include right hand turning lanes to the new access and military road junction have been submitted and approved by the Local Planning Authority. The approved scheme shall be implemented as the first operation in the development of this site."

3.8 Having obtained detailed consent for the refurbishment of Enbrook House and Kent House, and this includes consent for a 'simple' junction off Sandgate High Street which as the Inspector will note is already constructed, further development will require a protected right turning lane.

3.9 The Department of Transport have stated that before the housing development can be implemented, and before a protected right turn lane can be constructed, it will be necessary to obtain a Traffic Order prohibiting on street parking near the junction so that the flow of through traffic is not impeded.

3.10 The District Council in granting Planning Permission for the Wimpey Development did consider the need for the imposition of a Traffic Order. The letter from Shepway District Council is appended to the DTp

evidence.

3.11 In our evidence to resolve the unsatisfactory planning position which prevents the implementation of the housing development approved in 1989 a meeting was held between representatives of the District Council and Wimpey it was agreed to pursue a further application for residential development, the Department of Transport's position being protected by the willingness of the applicants, Wimpey Homes to enter into a Section 106 Agreement, indicating the design proposals that would be implemented should the Department of Transport Order be confirmed within an agreed timescale.

3.12 The duplicate Applications Ref No. SY/91/0725/26/SH were submitted on the 21st August 1991 and is to be considered by the Council's Planning Committee at their meeting on 19 November 1991.

3.13 I now produce as Appendix 'B' a copy of the Application, Layout and the Section 106 1990 Act (Section 52 1971 Act) Agreement which has been signed and sealed by the Company.

3.14 At a meeting on 4th November 1991 with the Chief Planning Officer minor amendments to the submitted design were agreed. These minor changes were unrelated to highways and traffic.

PLANNING CONSIDERATIONS

4.1 It is clear from its history of negotiation the District Council support and wish to see the implementation of the Wimpey development proposal. In development control terms there are no objections, the sole constraint to implementation being access. All planning issues having already been considered including the fact that an Order would have to be made.

4.2 The provision of housing is a key component of Local Plan Policies. Planning Policy Guidance Note 3 States at Paragraph 16 with regard to adequate land availability that:

"It is essential that sufficient land is genuinely available in practical terms to enable the policies and proposals in approved structure plans and adopted local plans to be carried forward."

The Planning Permission granted by Shepway District Council for the development of Enbrook Park is significant in its contribution to the Council's housing targets which require development to proceed on a regular basis - that objective in respect of the large site is frustrated on this one point.

The Wimpey proposals are capable of being implemented free from "Planning, physical and ownership constraints", the site is "where potential buyers want to live" and is providing "the wide range of housing

types which the house market requires.

4.3 While I accept confirmation of the Order will cause the prevention of parking outside the shops at the entrance to the site on the High Street, this change is limited in its effect on the shops (as is explained by Mr Webster); furthermore as Mr Webster also explains, there will be significant benefits overall.

4.4 I have considered the objections submitted to the Department of Transport and it is clear from their content that the concerns expressed are wholly unfounded. It is accepted the confirmation of the Order will bring some change, it will be a change which may well benefit the shops close to the site entrance the majority of which sell antiques.

4.5 At a recent meeting of the Sandgate Society I indicated to them that there would be no restriction on the loading and unloading of goods from the antique shops. This is important as I understand that the major level of activity is the interaction between the antique dealers rather than casual trade. As indicated by Mr Webster there would be no restriction.

4.6 The shop owners / occupiers appear to be under a misconception and allege that the confirmation of the Order will be to their detriment. The basis of their

argument is loss of trade and the ability of individuals to shop, casually parking their cars and then browsing around.

- 4.7 Planning is not concerned about the type of shops in an area nor their profitability (Planning Policy Guidance Note 1, Para 22 refers); it is concerned though with the provision of housing and the need to meet Structure Plan targets.

The draft PPG1 (October 91) states at Paragraph 33 that:-

"It is often difficult to distinguish between public and private interests, but this may be necessary on occasion. The basic question is not whether owners and occupiers of neighbouring properties would experience financial or other loss from a particular development, but whether the proposal would unacceptably effect amenities and the existing use of land and buildings which ought to be protected in the public interest."

- 4.8 In planning terms there is no valid ground nor reason to substantiate this third party objection, indeed it is my opinion that the implementation of the Enbrook Park Development will benefit the local commercial and shopping community.

- 4.9 The foundation and cornerstone of the shop owners' objection is their perception of the individual likely to visit their shop. Visitors to antique shops tend to browse, going from shop to shop. In many towns these shops are set in narrow lanes close to town centres

where parking restrictions are a necessary element of traffic management. Those areas nearly always require the users to park their vehicles and walk - their success I believe is stimulated because of the opportunity to wander from shop to shop. The opening hours are commonly after the morning peak period has ended and sometimes incorporates Sunday opening when flows are very light.

4.10 The absence of T.R.O. prevents the development of 150 houses being brought forward into the market. The housing proposals for Enbrook Park will promote a range of housing to meet the wide range of demand in particular the need for properties for first time buyers.

In a letter dated 21st September 1991 to the President of the Housebuilders Federation the Secretary of State for the Environment said:-

"My colleagues and I are in no doubt that markets and private enterprise are the essential engine of economic growth and prosperity. The planning system is one of the policy instruments for reconciling that growth with our duty to ensure proper care for the environment, and to give support to those areas in need of development and regeneration."

4.11 It is quite clear that the Secretary of State endorses the stated objective of bringing this development in to the market place, wholly outweighing the misconstrued third party objection.

4.12 The benefits of the housing development and the frustration of the development by the lack of highway improvements and the T.R.O. are to be balanced against the perceived difficulties of a limited number of shops. I have no doubt having considered the matter the balance must be in Planning and Highway terms in favour of the confirmation of the T.R.O.

5 CONCLUSIONS

5.1 In my opinion on planning grounds confirmation of the Traffic Order will provide substantial benefit to the community enabling the implementation of the housing development and should be confirmed.

5.2 There are no sound reasons why the Order should not be confirmed. As Mr Alec Webster explains, there are further significant traffic and highway reasons for its confirmation.

Department of Transport
A259 FOLKESTONE-HONITON TRUNK ROAD
ROAD TRAFFIC REGULATION ACT 1984
PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

Closing Statement by Department of Transport

1. The Department would be prepared to accept any recommendations made by the Inspector to modify the proposed Order west of Military Road to enable parking after 6.00pm in Sandgate High Street.
2. The provision of any additional pedestrian crossings in Sandgate High Street may require the modification of the current Traffic Regulation Order. The Department would not be prepared to promote another Traffic Regulation Order until the outcome of this inquiry is known and the proposed Order, which is the subject of this inquiry, has either been made or withdrawn.
3. The Department of Transport has promoted the draft Traffic Regulation Order to enable Wimpey Homes Holdings Limited to implement the planning permission granted by Shepway District Council for development of land situate at Enbrook House, Sandgate Hill. The Order restricting waiting is required in connection with the provision of an improvement of the access into the development site and Military Road from the A259 trunk road. The need for the Order has been set out in the Department's Statement at Inquiry, Document 10, paragraph 3.1 and 3.2. The improvements would result in significant safety benefits on the A259 in the vicinity of the access to the site and Military Road.
4. The Department has prepared a response to every letter that has been sent to the Department either objecting or making representations about the draft Order. These responses have been presented to the Inquiry.
5. The Secretary of State for Transport will consider all objections which have not been withdrawn and the report and recommendations of the Inspector holding this public inquiry before deciding whether to make the Order.
6. If the Secretary of State decides to make the Order the Department will carry out the improvements to the A259 trunk road, as shown in Drawing No 101,1814/1 Inquiry document 15, subject to the necessary legal agreement under Section 278 of the Highway Act being in place between the Department and Wimpey Homes Holdings Limited.

6. A scheme for the screening of the boundaries and/or private areas of the land shall be submitted to and approved by the District Planning Authority before the development hereby permitted commences and upon approval such scheme shall be carried out within three months of the substantial completion of the said development and shall thereafter be maintained to the satisfaction of the said Authority.
7. (a) Prior to the commencement of the development hereby permitted the applicant shall obtain a written report from such specialist soil consultant as may be agreed with the District Planning Authority advising on the suitability of the land for the proposed development and if such consultants consider the land suitable therefore the work, if any, necessary, for stabilising the land and adjoining land and properties, reinforcing the foundations and strengthening the proposed building(s) and such other works (including works of drainage) as may be essential to ensure so far as practicable, the stability of the land, building, forecourt and services respectively proposed to be erected, constructed and laid on the land and any neighbouring land and buildings and shall submit the report to the said Authority for their consideration.
(b) The applicant shall carry out such works for maintaining and stabilising the land and adjoining land and properties for reinforcing the foundations and such other works in relation to the land as may be agreed with the District Planning Authority following consideration of the soil consultant's report.
8. Adequate underground ducts shall be installed by the developers to the satisfaction of the District Planning Authority before any of the buildings hereby permitted are occupied, to enable post office telephone services and electricity services to be connected to any premises within the application site without recourse to the erection of distribution poles and overhead lines, and notwithstanding any provision contained in the Town and Country Planning General Development Order 1977 to 1985, no distribution pole or overhead line shall be erected within the site area save with the express consent of the District Planning Authority.
9. No development shall be commenced until the proposed improved access arrangements have been completed to the satisfaction of the District Planning Authority.
10. Details submitted in pursuance of condition 1 above shall provide for the disposal of surface water separate from the foul water sewerage system.
11. No development shall be commenced on this site until:-
 - (1) a survey has been undertaken of the existing culverted watercourse which runs from the site to the sea wall to establish its capacity to serve the proposed development;
 - (2) such additional surface water drainage capacity as may be required to satisfactorily serve the proposed development is provided by means of the repair or enlargement of the outlet or the provision of a new drain to the sea wall.
12. Details of any external alterations to Enbrook House shall be submitted to and approved by the District Planning Authority before the commencement of any works to the building.
13. No development shall take place until a contract has been let for the sale or letting of the whole of Enbrook House for substantial occupation in accordance with a valid planning permission; and a contract has been let for such works as are necessary for the refurbishment/conversion of the building to accommodate such occupation in accordance with any necessary planning permission or listed building consent.

Grounds:


1. No such details have been submitted.
2. & 3. In pursuance of Section 42(2) of the Town and Country Planning Act 1971.
4. Development without adequate garage accommodation is likely to lead to car parking inconvenience to other road users and to be detrimental to amenity.
5. In the interests of visual amenity.
6. In the interests of visual amenity.
7. In the interests of visual amenity.
8. (a) To ensure the best specialist advice is secured in respect of the soil conditions existing on the land as to the possibility of movement of the adjoining land, the suitability of the land for the development proposed and the precautions necessary to ensure stability of the land, the proposed buildings, forecourt and services and the adjoining land and buildings, if the land is suitable for such development.

- (b) To ensure as far as practicable, the permanent stability of the land, the proposed building(s), forecourt and services on the land, and that no damage thereto or to any adjacent property shall occur in case of subsidence or land movement on or adjacent to the land.
9. In the interests of visual amenity.
 - 10 & 11. To ensure that drainage arrangements are satisfactory.
 12. As no such details have been submitted.
 13. The Authority is anxious to secure the future of the listed building and the redevelopment of sections of the ground is acceptable only in pursuance of this objective. Piecemeal development of the area would be contrary to the provisions of the local plan for the area.

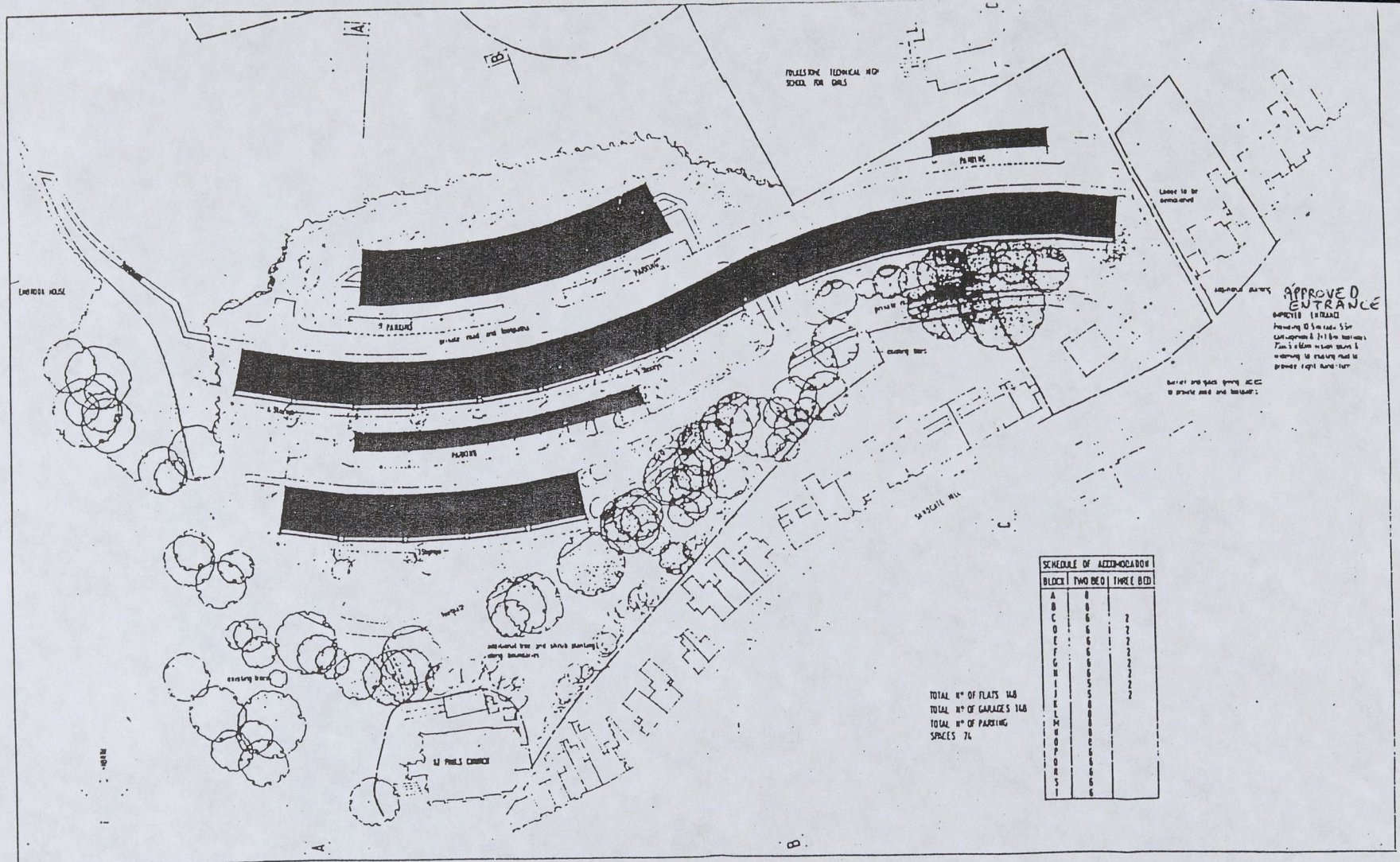
Dated this 31st day of March 1988.

Address:
Ross House, Ross Way,
Shorncliffe, Folkestone.

Signed:



Controller of Technical
and Planning Services.



SCHEDULE OF ACCOMMODATION		
BLOCK	TWO BED	THREE BED
A	8	
B	8	
C	6	2
D	6	2
E	6	2
F	6	2
G	6	2
H	6	2
I	6	2
J	6	2
K	6	2
L	6	2
M	6	2
N	6	2
O	6	2
P	6	2
Q	6	2
R	6	2
S	6	2
T	6	2

TOTAL NO. OF FLATS 148
 TOTAL NO. OF GARAGES 148
 TOTAL NO. OF PARKING SPACES 76

The Proposal for 148 Flats

PUBLIC INQUIRY INTO A259 WAITING RESTRICTIONS AT SANDGATE
CHANNEL SUITE
LEAS CLIFF HALL, FOLKESTONE

PROVISIONAL PROGRAMME

Day 1 - Tuesday 19th November 1991

Mrs L B Raine-Martin ✓

Opening Address by the Inspector, Mr D B Wood CB,
MA, CEng, FI Mech, FRSA *Independent*

Department of Transport Mr A Norton ✓

Wimpey Homes Mr J Steel who will call
Mr P S Garber and a consulting engineer

Department of Transport Mr A Norton ✓

Mr C Barret/Mr H G Elliott/Mr C Hughes representing
Sandgate ward on Shepway District Council

Mr G C Edmunds representing the Sandgate Society and
Mr M R Lloyd representing the Sandgate Business
Community

Programming Officer: Mr Ian James
Tel: 0306 748011 (to 15.11.91)
0303 54695 (from Noon on 18.11.91)

It is up to each individual to keep themselves informed of the
daily programme as it is subject to change at short notice.

PUBLIC INQUIRY INTO A259 WAITING RESTRICTIONS AT SANDGATE

CHANNEL SUITE

LEAS CLIFF HALL, FOLKESTONE

Station Road
Folkestone
11th November 1991

PROVISIONAL PROGRAMME

Day 2 - Wednesday 20th November 1991

Doc Ref: REF 5062/A259/W/51/2/2

Mrs L E Rene-Martin ✓

Mr A Cox representing Mrs E Draycott

Mrs M Collishaw *rep by Mrs B-M.*

Mr B P Armon

I enclose a copy of the programme for the public inquiry at Leas Cliff Hall, Folkestone, on Wednesday 20th November 1991. I must emphasize that the programme is up to each individual to keep themselves informed of the daily programme (through the programme notices that will be produced each day) as it is subject to change at short notice. It is not possible to make inquiries, such as this, for all persons involved in the inquiry when the Inspector opens the inquiry. This will take place at 10.00 am on Tuesday 19th November 1991.

Yours faithfully
Department of Transport Mr A Norton

[Handwritten signature]

I. C. JAMES
Programming Officer

0306 748011 (to 15.11.91)
0303 54695 (from noon on 18.11.91)

Programming Officer: Mr Ian James
Tel: 0306 748011 (to 15.11.91)
0303 54695 (from noon on 18.11.91)

It is up to each individual to keep themselves informed of the daily programme as it is subject to change at short notice.

Senet House
Station Road
DORKING
Surrey
RH4 1HJ

13th November 1991

Mr G C Edmunds
Chairman
The Sandgate Society
The Baker's Dozen
13 Wilberforce Road
Sandgate
FOLKESTONE Kent CT20 3ED

Our Ref: MSE 5062/A259/0/61/2/2

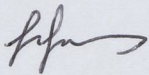
Dear Sir

**PUBLIC INQUIRY INTO WAITING RESTRICTIONS ON THE A259 AT SANDGATE
CHANNEL SUITE LEAS CLIFF HALL FOLKESTONE**

I enclose a provisional programme for appearances at the Public Inquiry at Leas Cliff Hall, starting on 19th November 1991. I must emphasise that, as stated on the programme, it is up to each individual to keep themselves informed of the daily programme (through the Programming Officer or the notices that will be produced each day) as it is subject to change at short notice.

It is normal practice at Inquiries, such as this, for all persons involved to be present when the Inspector opens the Inquiry. This will take place at 10.00 am on Tuesday 19th November 1991.

Yours faithfully



I C JAMES
Programming Officer

0306 748011 (to 15.11.91)
0303 54695 (from Noon on 18.11.91)

Enc

ghw

LETTERS

Programming Officer
Ian James
54695

Inspector Wood

1. SS. 7 Nov 91 (Final letter)
2. SS 1 May 90 (Working Group report following Public Meeting)
3. MOT 19 Jul 90 (Ack. Promise of further reply)
4. MOT 13 Oct 91 (List of documents)
5. MOT. 4 Oct 91 (Statement of Reasons)
6. MOT Sep 91 (Notification of Inquiry)
7. SS 6 Jul 90 (First object following Ctee meeting)
8. SS 20 Jun 90 (Holding objection)

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1991

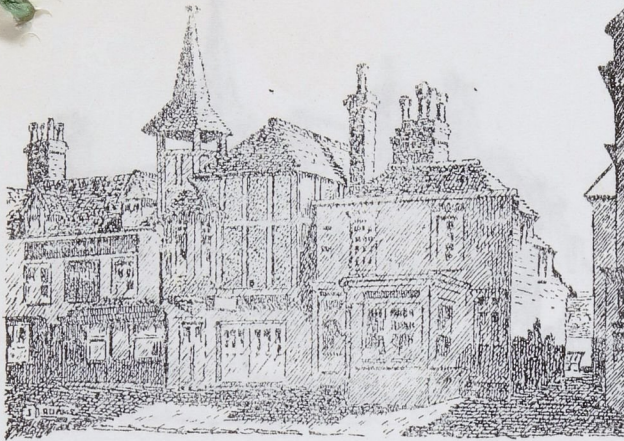
Received by the notification of my intended appearance at the
Public Inquiry on Tuesday 14th November 1991.
The arrangements will relate to the points made in our letter of
the 6th of 1st August 1990 and it will be appreciated that this letter
and letter together with this letter in the enclosed copies to the Inquiry
page 3 of your letter of 28th June 1991. As you are aware, District Council
was decided to proceed with developments on the site, with the view to
withdraw from the market, and to that extent paragraph 1 of our letter has
to be modified.

The proposals and the Local Plan, Section 10, indicate that
there is a need for additional off-street car parking on the site
and the District Council will now seek to remedy the deficiency under the
opportunities arise. The present proposals will only increase the
situation.

The developers paid over six million pounds for the site and
the fact that they should be required to provide additional parking spaces
for the provision of car parking in improvement of the area from the
High Street. As an example, it will not be possible to park outside
Public Library. This will be a handicap to many elderly people. There
is a need for parking for the life of the community in order that
commercial developers can maximize their profits. So that the
Council should be approved if adequate additional parking facilities
be provided.

In addition to these proposals we shall be applying to the
provision of a two storey building and also the provision of
the Council should be approved if adequate additional parking facilities
be provided. We would be pleased to reply to any queries you may have
from District Council in respect of our letter of 14th August 1991.
Please send any further correspondence to the Council, at the
address above. My personal telephone number is 54695.

Yours sincerely,

THE SANDGATE SOCIETY

*Affiliated to:—
Kent Federation of Amenity Societies
Committee for the Preservation of Rural Kent
The Civic Trust*

Hon. Treasurer
C. Bryant

Chairman
G.C. Edmunds

Hon. Secretary
Mrs J. Thompson

Address for Correspondence; 33 Bybrook Field, Sandgate, Folkestone CT20 3BQ.

Mrs C. Jennings,
South East Network,
Department of Transport,
Dorking.

7 November 1991
Your MSE 5062/A259/O/61/2/1

Dear Mrs Jennings,

Public Inquiry 19 November 1991.

Enclosed is the notification of my intended appearance at the Public Inquiry on Tuesday 19th November 1991.

Our representations will relate to the points made in our letter to your office of 1st August 1990 and it will be appreciated if you will include that letter together with this letter in the material handed to the Inspector (Note 3 of your General Notes refers). As you are aware, Messers Wimpey have decided to proceed with developments on the site, which has now been withdrawn from the market, and to that extent Section 1 of our letter has to be modified.

The Folkestone and Hythe Local Plan, Section 15 (Sandgate) Para 15.1.2. states "there is a need for additional off-street car parking in the area and the District Council will take steps to remedy the deficiency where the opportunities arise." The present proposals will only worsen the situation.

The developers paid over six million pounds for the site and it is our view that land should be acquired and placed under District Council control for the provision of car parking in replacement of the spaces lost from the High Street. As an example, it will not be possible to park outside the Public Library. This will be a handicap to many elderly people. There is no justification for damaging the life of the community in order that commercial developers can maximise their profits. We ask that the Draft Order should only be approved if adequate substitute parking facilities be provided.

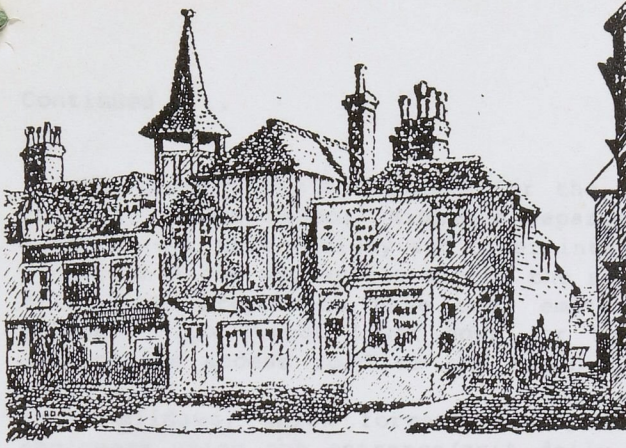
In addition to these representations we shall be supported by the presentation of a local petition from signatories and also by the views of the business community expressed by Mr. M. R. Lloyd.

It is unfortunate that no reply was received from your office or from Shepway District Council in respect of our letter of 1st August 1990.

Please send any further correspondence to the Hon. Sec, at the address shown above. My personal telephone number is 0303-49180

Yours sincerely,

G.C. Edmunds
Chairman



THE SANDGATE SOCIETY

*Affiliated to:—
Kent Federation of Amenity Societies
Committee for the Preservation of Rural Kent
The Civic Trust*

Please reply to : "Blossoms"
96, Sandgate High Street
Sandgate, Folkestone
Kent. CT20 3BY.

The Director,
South East Network Management Division,
Department of Transport,
Federated House,
London Road,
DORKING, Surrey, RH4 1SZ.

1st August 1990

Reference RSE/5062/A259/O/41/5/5.
For the attention of Miss C.E. Strang, Senior Executive Officer.

Dear Miss Strang,

ROAD TRAFFIC REGULATION ACT 1984 - FOLKESTONE TO MONITON TRUNK ROAD (A259)

At a recent exceptionally well attended Public Meeting of this Society, we, the undersigned, were appointed to write to you in order to express the strongly held views of the people of Sandgate, both residents and retailers, concerning the proposed Order prohibiting and restricting waiting under Sections 1(1) and (2) and 2 (1) and (2) of the Road Traffic Regulation Act 1984 as it will affect the A259 in the whole of SANDGATE HIGH STREET.

The views expressed at the Public Meeting can best be detailed as follows:-

1. REASONS FOR CHANGING EXISTING NO WAITING REGULATIONS

It was stated in the Official Department of Transport Statement of Reasons, appended to the Schedules that new restrictions were required because "vehicles parked on the Eastern end of Sandgate High Street cause considerable congestion", and, "in the interests of road safety, it is proposed..." to extend waiting restrictions. It is understood that the request for a change in waiting restrictions has been prompted by the Shepway District Council as a result of an original planning application to build on land at the North Eastern side of Sandgate High Street. An entrance road has already been constructed, but the Developer has since withdrawn from the site and, at the present time, no further application to develop has been made.

Whilst it is appreciated that, given the possibility of a more advantageous financial climate in the future, other such applications may be made, this Society is of the opinion that:-

- (a) the reason for altering waiting restrictions no longer exists at this point:

Continued 2/.....

Continued.....

(b) the opportunity now exists for the Shepway District Council, in conjunction with the Kent County Council Highways Department, the Department of Transport, the Police Authorities, this Society and other interested bodies, to re-consider the potential to establish a one way system within the site with an entrance to the site from Sandgate Hill where properties have been empty for some considerable time, and exit onto Sandgate High Street lower down, or to require a future developer to establish an alternative access road to the North-West of the site, which would not affect the A259.

Saga Holidays, which formerly occupied the site, used this method and had 700 employees using the entrance/exit daily with no problems to the flow of traffic or parked vehicles as at present. This will be taken up with the Shepway District Council, but the Department of Transport's views would be appreciated.

(c) any "congestion" at this point of Sandgate High Street is only at peak travel times in the morning (8.15.a.m. to 9.00.a.m.) and evening (5.00.p.m. to 5.45.p.m.), where Military Road joins Sandgate High Street and because of the Pedestrian Crossing situated at the same junction and used by a considerable number of people.

(d) the so-called "removal" of the "congestion" (the Department of Transport's wording) at this point would create a "race-track" effect along a considerable length of Sandgate High Street, since Vehicles enter the Eastern end of the High Street on a downward slope from Sandgate Hill and are all too often moving well in excess of the speed limit. Vehicles parked as at present do have the effect of slowing down the traffic, not causing congestion.

2. CAR PARKING

At the present time, with the existing waiting restrictions, there are approximately seventy-four parking spaces at various points along the length of Sandgate High Street. The proposed new Order would reduce those spaces to approximately thirty-four, thus greatly affecting the opportunity for (i) speculative shoppers who want to visit one or more of the High Street shops to find a space; (ii) residents of Sandgate wishing to park anywhere near their properties will find it virtually impossible; (iii) delivery Vehicles servicing the Shops would have considerable difficulty in parking for any reasonable time, which would greatly affect businesses who rely on the facility; (iv) whilst there are two designated car parks situated at the Western and Eastern ends of the High Street these car parks are not used by shoppers to any appreciable degree because:- (a) the Western end car park (off Wilberforce Road) is up a steep hill, making access and egress on foot for elderly or disabled people both difficult and dangerous, and the more able-bodied will not use the park because of the distance it is located away from the High Street Shops, in some cases as much as half a mile. (b) the Eastern end car park (the entrance and exit to which is situated in front of Cottages opening directly onto the driveway) is sited on the sea front, on a section of land which is open to the sea and is regularly drenched with salt water and shingle from Sandgate beach, making it both dangerous and costly (in terms of damage to vehicles) to park there.

(v) The Sandgate Society, as discussed at the Public Meeting, would like to propose a new car park site on a section of unused ground immediately behind the War Memorial on the corner of Military Road. Access for Vehicles could be gained from the new section of roadway, referred to in paragraph 1(b) above. This matter will also be taken up with the Shepway District Council.

3. MOVE OF EXISTING PEDESTRIAN CROSSING

At the Public Meeting, considerable importance was placed on the need to move the existing Pedestrian Crossing from its position immediately on the corner of Military Road, Sandgate, to a safer location along the High Street. However, after careful and indepth consideration by this group, it would appear that the most beneficial move would be to a point some yards from the present site in a westerly direction without losing more car parking spaces, which would be the case if the crossing were situated

Continued.....

anywhere else, taking into account the statutory no waiting requirements either side of a crossing. It is also understood that where pedestrian crossing present situated on Trunk Roads are moved they are usually replaced by Pelican Crossings. There is also much support from residents for a crossing at the Western end of Sandgate High Street which would make it possible for residents, particularly the elderly, to cross what has become a very busy and dangerous road. The Sandgate Society would value some response to these points by the Department of Transport.

4. MOVE OF BUS STOP

It was stated at the Meeting that reconsideration should be given to the present location of Bus Stops in Sandgate High Street, especially the one located immediately outside Sir John Moore Court. If this were to be moved, to where the Road widens near Homevale House, a wider layby would need to be created so that traffic flow was not affected as at present when Buses stop. The Department of Transport's view would be appreciated.

5 SPEED

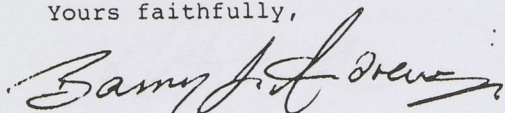
A Senior Police Inspector who was invited to attend the Public Meeting and speak concurred with Public concern expressed about the speed vehicles travel through Sandgate High Street at present. The Police are unable to enforce speed restriction because of the limited resources at their disposal. The Inspector did however, emphasise that the problem of speed could only get worse if more "no waiting" restrictions were imposed and was firmly of the opinion that more accidents, including possible fatalities, could be expected if the through traffic was not restricted, as at present, by the presence of parked vehicles at both ends of the High Street. Any possible action to restrict speed through the village would be welcomed by residents.

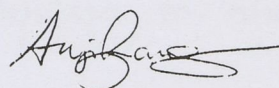
This Public Meeting of the Sandgate Society, respectfully urges that the view expressed should be given sympathetic consideration and would appreciate a reply to this letter based on the comments made and points raised as questions above.

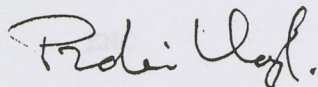
It should be added that copies of this letter are being sent to appropriate Officials at Kent County Council Highways Department, Shepway District Council, the Kent Police Authorities, and also the local Member of Parliament, local Councillors and will be available for members of the Public to read.

We remain,

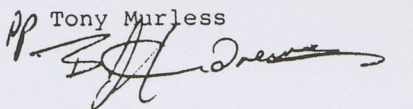
Yours faithfully,


Barry J Andrews


Angie Barnes



Robin Lloyd

PP Tony Murless




THE DEPARTMENT OF TRANSPORT

SOUTH EAST NETWORK
MANAGEMENT DIVISION
FEDERATED HOUSE, LONDON ROAD
DORKING, SURREY, RH4 1SZ

FAX (0306) 741648
TELEX (0306) 859355
GTN 3624
TELEPHONE DORKING (0306) 885922
ext 541

Mr R A Joyce
The Sandgate Society
Stowting Count Bain
Stowting
ASHFORD
Kent TN25 6BB

19 July 1990

Our ref: RSE 5062/A259/0/41/5/5

Dear Mr Joyce

Thank you for your letters of 21 June and 4 July objecting to the Department's proposal to impose a parking ban on the A259 at Sandgate.

The points you raised together with others received are being carefully considered. I will, of course, let you have a full reply as soon as a decision on how we intend to proceed has been made.

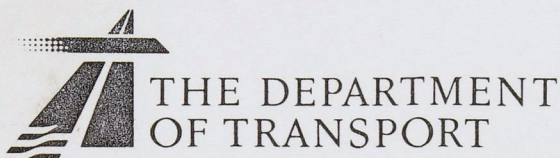
I can assure you the Department is not aware of having circulated documents to individual local people nor would this be part of our statutory requirements. The draft Order together with the plan and explanatory reason for making the Order were put on deposit at the offices of Kent County Council at Maidstone and Shepway District Council at Folkestone to enable anyone who wished to inspect the draft proposal to do so.

I am sorry that your letter did not arrive early enough for me to send you a plan in time for your meeting at the Chester Hall on 10 July. Nevertheless you may find the enclosed plan helpful even at this late stage.

Yours sincerely

MRS D HARDEN

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THE DEPARTMENT
OF TRANSPORT

Roger A Joyce DpArch RIBA
The Sandgate Society
Stowting Court Barn
Stowting
Nr Ashford
Kent TN25 6BB

SOUTH EAST NETWORK
MANAGEMENT DIVISION
SENET HOUSE
STATION ROAD
DORKING SURREY RH4 1HJ
FAX: (0306) 748099
TELEX: (0306) 858452
GTN:
SWITCHBOARD:
DORKING (0306) 742025
DIRECT LINE: (0306) 748 010

13 October 1991

Our ref: MSE 5062/A259/0/61/2/1

Dear Sir

ROAD TRAFFIC REGULATION ACT 1984

THE SECRETARY OF STATE'S TRAFFIC ORDERS (PROCEDURE)
(ENGLAND AND WALES) REGULATIONS 1990

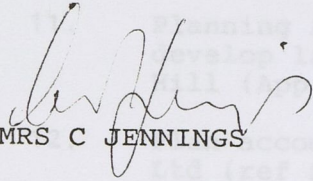
THE TRUNK ROAD (A259) (FOLKESTONE AND SANDGATE) (PROHIBITION AND
RESTRICTION OF WAITING) ORDER 199

I refer to my previous letters regarding the local public inquiry
into this proposed Order.

A document list of items to be presented by the Department at the
Inquiry has been prepared and a copy is attached for your
information. These documents will be available for inspection by
the public at all reasonable hours at the offices of Kent County
Council, County Hall, Maidstone and at those of Shepway District
Council, Civic Centre, Castle Hill Avenue, Folkestone, prior to the
inquiry.

These documents and a copy of any objection you made have been
passed to the Inspector holding the inquiry.

Yours faithfully


MRS C JENNINGS

Enc

ghw



DEPARTMENT OF TRANSPORT

PUBLIC LOCAL INQUIRY INTO THE TRUNK ROAD (A259)
(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 199

DOCUMENT LIST

1. Road Traffic Regulation Act 1984.
2. The Secretary of State's Traffic Orders (Procedure) (England and Wales) Regulations 1990.
3. The Trunk Road (A259) (Folkestone and Sandgate) (Prohibition and Restriction of Waiting) Order 19
4. Plan "Sandgate High Street, A259, Folkestone - Proposed Variation of Waiting Restrictions" Drawing No NA.6004/HJ/141.
5. The Trunk Road (A259) (Folkestone) (Prohibition and Restriction of Waiting) Order 1982.
6. Statement of Reasons published with the proposed Order (doc 3).
7. Notice of the Secretary of State's proposal to make an Order (doc 3).
8. Expanded Statement of Reasons for the Order. Deposited with notice of the Inquiry and sent to objectors, this supersedes doc 6.
9. Notice of the public local Inquiry.
10. Statement by the Department of Transport to be presented at the public local Inquiry.
11. Planning Application by Wimpey Homes Holding Ltd to develop land situated Enbrook House and No 14 Sandgate Hill (App No 88/1535/SH).
12. Plan accompanying planning application by Wimpey Homes Ltd (ref S5/M/203E).
13. Planning permission granted by Shepway District Council to develop land situated Enbrook House and No 14 Sandgate Hill. (App No 88/1535/SH).



14. Departmental Advice Note TA 20/84. "Junctions and Accesses: The Layout of Major/Minor Junctions".
15. Drawing 101, 1814/1B: Proposed Right Turn; Enbrook House, Sandgate, Folkestone.

Note 1: Those intending to speak at the Inquiry are asked to attend (or be represented) at 10.30 on the evening of the day when, after formally giving the proceedings to the Inspector, will indicate the procedure for regarding the names, addresses and telephone numbers of all who wish to give evidence. This information will be used by the Progressing Officer as a means of keeping in touch with anyone who may be unable to attend every day and advise those concerned when their evidence is likely to be heard.

Note 2: Please note, however, that it will remain the responsibility of all interested parties to keep themselves informed of the progress of the Inquiry as the indicated timetable may be subject to unavoidable changes. The Chief of the Progressing Officer and the telephone number of whom he can be contacted as given below and will also be available at the Inquiry venue.

Note 3: It will be helpful if those intending to speak could prepare a written statement of their case and evidence to send to the Inspector. Such evidence should be sent to this office prior to the opening of the Inquiry to ensure copies to be made. Anyone who does not wish to appear at the Inquiry but does wish to submit written evidence (in addition to their original copy of which will be sent to the Inspector) should also send such evidence to this office prior to the Inquiry.

Approved by the Director of the Inquiry

Chief of the Progressing Officer, The Inquiry

Office of the Chief of the Progressing Officer, The Inquiry, 100, Strand, London WC2R 0AL

Telephone: 01-922 2222

Telex: 250000 G

Facsimile: 01-922 2222

Postal Address: The Inquiry

100, Strand

London WC2R 0AL

PUBLIC INQUIRY

PUBLIC INQUIRY TO BE HELD ON TUESDAY 19 NOVEMBER 1991 AT
THE CHANNEL SUITE LEAS CLIFFHALL FOLKESTONE AT 10.00 AM

General Notes

=====

(please detach and retain this section for reference)

Note 1 Those intending to speak at the Inquiry are asked to attend (or be represented) at 10.00 am on the opening day when, after formally opening the proceedings, the Inspector will indicate the procedure for recording the names, addresses and telephone numbers of all who wish to give evidence. This information will be used by the Programming Officer as a means of keeping in touch with anyone who may be unable to attend every day and advise those concerned when their evidence is likely to be heard.

Note 2 Please note, however, that it will remain the responsibility of all interested parties to keep themselves informed of the progress of the Inquiry as the indicated timetable can be subject to unavoidable changes. The name of the Programming Officer and the telephone number at which he can be contacted is given below and will also be available at the Inquiry venue.

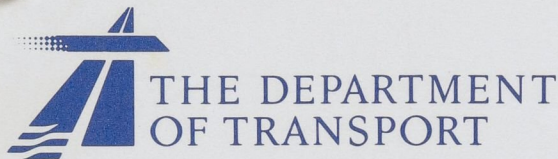
Note 3 It will be helpful if those intending to speak could prepare a written statement of their case and evidence to hand to the Inspector. Such evidence should be sent to this office prior to the opening of the Inquiry to enable copies to be made. Anyone who does not intend to appear at the Inquiry but does wish to present written evidence (in addition to their original letter a copy of which will be sent to the Inspector) should also send such evidence to this office prior to the Inquiry.

PROGRAMMING OFFICER : Mr Ian James

PUBLIC INQUIRY TELEPHONE NUMBER : Folkestone 54695

Prior to the Inquiry the Programming Officer can be contacted at the address below or by telephone on Dorking (0306) 748011.

Department of Transport
South East Network Management Division
Senet House
Station Road
DORKING
Surrey RH4 1HJ



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SOUTH EAST NETWORK
MANAGEMENT DIVISION
SENET HOUSE
STATION ROAD
DORKING SURREY RH4 1HJ
FAX: (0306) 748099
TELEX: (0306) 858452
GTN:
SWITCHBOARD:
DORKING (0306) 742025
DIRECT LINE: (0306) 748 010

Mr M R Lloyd
The Sandgate
Art & Antique Dealers Association
44 Sandgate High Street
FOLKESTONE
Kent

4th October 1991

Our ref: MSE 5062/A259/0/61/2/1

Dear Sir

ROAD TRAFFIC REGULATION ACT 1984

THE SECRETARY OF STATE'S TRAFFIC ORDERS (PROCEDURE)
(ENGLAND AND WALES) REGULATIONS 1990

THE TRUNK ROAD (A259) (FOLKESTONE AND SANDGATE) (PROHIBITION AND
RESTRICTION OF WAITING) ORDER 199

I refer to my earlier letter regarding the public inquiry into this proposed Order. The Statement of Reasons for making the draft Order has been expanded to take account of the planning application by Wimpey Homes Holdings Limited. This Statement will now accompany the draft Order and I am therefore sending a copy to all those who have made representation to the Department about the draft Order.

Yours faithfully

CB

MRS C JENNINGS

Enc



STATEMENT OF REASONS

The Trunk Road (A259) (Folkestone) (Prohibition and Restriction of Waiting) Order 1982 authorises parking restrictions and prohibitions on the trunk road in Folkestone. The Secretary of State proposes to make a permanent Order which will authorise restrictions and prohibitions on the trunk road at Sandgate High Street additional to those cited in the 1982 Order.

The Shepway District Council have granted planning permission to Wimpey Homes Holdings Limited for the development of land at Enbrook House and No 14 Sandgate Hill, Sandgate. The permission is subject, inter alia, to the condition that a right turn lane be provided on the A259 to the development site and Military Road.

The purpose of the Order is to restrict parking in the vicinity of the junction so that through traffic would not be forced into the middle of the road and into the right turn lane. It is intended that the proposals would prevent congestion on the trunk road and would make turning movements to and from the development site safer.

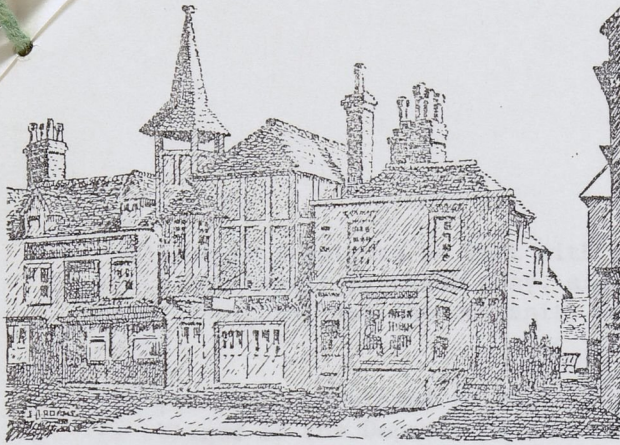
I am writing in respect of the representation you have made to the Department on this proposed Order. An Inspector, Mr D B Wood of the Civil Engineering Research Unit, will open an Inquiry into the Draft Order at 10.30 on Tuesday 19 November 1991 at the Council Offices, Cliff Hill, Folkestone.

In accordance with section 2 of the Regulations the Inspector will consider representations from any person who may desire to appear and be heard.

I should be grateful if you would consider the enclosed information sheet and form which, if you intend to appear or give evidence, you should complete and return to this office.

Yours faithfully

[Handwritten signature]
Mr C. [unclear]



THE SANDGATE SOCIETY

*Affiliated to:—
Kent Federation of Amenity Societies
Committee for the Preservation of Rural Kent
The Civic Trust*

Hon. Treasurer

Chairman

Hon. Secretary

PLEASE REPLY TO:

Your Ref. RSE/5062/A259/0/41/5/5

Roger A. Joyce Dip. Arch. RIBA

CHARTERED ARCHITECT

Stowting Court Barn
Stowting
Ashford Kent TN25 6BB
Tel: Lyminge (0303) 863288

Director of South East Network,
Management Division,
Department of Transport,
Federation House,
London Road,
Dorking,
Surrey RH4 1SX.

4th July 1990

Dear Sir,

A259 Sandgate Traffic Regulations

Further to my letter of 21st June 1990, I confirm that the matter was indeed discussed by the Committee I referred to, and I have been asked to communicate the following information to you:

It is the opinion of the Society that imposing traffic restrictions along practically the whole length of the High Street in Sandgate will have an adverse effect, in that it will encourage speeding along this stretch of the A259, which is already a problem and a hazard.

We have mentioned the question of lack of parking on the High Street, and it is felt that residents, traders, and shoppers and other visitors alike will find it increasingly difficult to park in the area, and, as a result, all shopping will inevitably die. Sandgate is already a secondary shopping centre, and traders find it difficult enough to survive, without this additional complication.

There is only one pedestrian crossing at the moment at the east end of the High Street and it is felt that the increased speed of traffic will create an additional hazard to people crossing the road, particularly the elderly and the very young. It is felt that not enough consideration has been given to the inhabitants and traders of the town.

There has long been talk of an alternative A259 route, and if this becomes a reality,

/Sandgate ...

Sandgate is likely to be left with a legacy of double yellow lines which we imagine would not easily be taken away, and they were ever, the damage would have already been done, and the community would already have suffered the consequences outlined above.

The document circulated to some residents is very difficult to follow, and we would be obliged if the Department could furnish us with a large scale plan, marked up with existing and proposed restrictions, so that they can be easily understood by residents who will be attending a specially convened meeting on 10th July.

Finally, with reference to that meeting, it is hoped to have representatives of the Local Authority, councillors and MP present, and we would be obliged if you would accept our invitation to attend to explain the proposals in detail. The meeting will be held at 8 p.m. in the Chichester Hall, in the centre of the High Street (trunk road in question).

If you are able to attend, would you please telephone the Secretary, Mrs. J. Thompson, on (0303) 48704, to let her know that you are able to come.

We look forward to hearing from you.

Yours faithfully,

Roger A. Joyce

CC Controller of Technical and Planning Services
Mrs Thompson

A259 FOLKESTONE - HONITON TRUNK ROAD

ROAD TRAFFIC REGULATION ACT 1984

PUBLIC INQUIRY INTO THE TRUNK ROAD (A259)

(FOLKESTONE AND SANDGATE)

(PROHIBITION AND RESTRICTION OF WAITING) ORDER 19

STATEMENT BY SHEPWAY DISTRICT COUNCIL

PARKING POLICIES IN SANDGATE

Shepway District Council, mindful of concerns relating to the possible reduction in available parking spaces in Sandgate will, if the proposed order is implemented, review the existing side road orders and re-assess their necessity with a view to maximising the number of on street parking spaces.

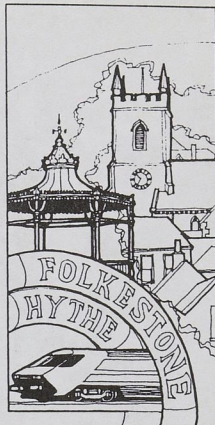
In relation to the parking needs of Sandgate, the Folkestone and Hythe Local Plan - First Alterations, formally adopted on 30th August 1991 states in paragraph 15.1.2, "There is a need for additional off-street car parking in the area and the District Council will take steps to remedy the deficiency where the opportunities arise."

In addition;

Policy S2 states:-

"Improvements to the Castle Road car park will be carried out to improve its attractiveness as a sea front car park."

Finally, the Council is currently preparing a Draft Local Plan for the whole of the District and it is likely that these draft proposals will include additional parking policies not just in relation to Sandgate but to all other urban areas.



**FOLKESTONE
AND HYTHE
LOCAL PLAN**
First alterations

15. SANDGATE

15.1 INTRODUCTION

15.1.1 Sandgate was the subject of an informal district plan in 1976 which was to be used as a basis for guiding future developments and changes in the locality, and its provisions were incorporated into the District Plan. The most important issue in Sandgate is the need for policies and proposals to maintain and enhance the environment, particularly within the conservation areas. A presumption in favour of conservation applies throughout the area, whilst any new development should be complementary to its character.

s1 In determining planning applications for development within the Sandgate Conservation Areas, the District Planning Authority will have regard to the need to strengthen the general form of existing development; preserving its small intimate scale and achieving variety without introducing materials and building forms alien to the area.

15.1.2 There is a need for additional off-street car parking in the area and the District Council will take steps to remedy the deficiency where the opportunities arise.

15.2 TOWNSCAPE

The following townscape areas have been identified.

1. Sandgate High Street
2. Sandgate Esplanade
3. Granville Parade/Castle Road
4. The Riviera/Radnor Cliff
5. Sandgate Hill/Enbrook/Military Road
6. Wilberforce Road/The Crescent,Gough Road
7. The Undercliff/Encombe.

15.2.2 Within these areas the general conservation and design policies in Section 8 are applicable with particular reference to policies cd.1 relating to new development and cd.2 on the maintenance of the highest possible environmental standards.

SANDGATE HIGH STREET

15.2.3 The general form of development in the High Street is small scale, normally two or three storeys and exhibiting considerable variety in architecture reflecting the slow but continual building and rebuilding operations of individual property owners over the years. Despite this variety the common building lines, heights and forms provide an overall unifying theme and it is only where buildings have not respected the predominant layout characteristics that the street scene tends to be interrupted.

15.2.4 The importance of Sandgate as a local shopping centre for food and convenience goods has declined in recent years, but many of the shops have been taken over by antique dealers and this has done much to revitalise the area which is now an important antique centre. Some premises have been fitted with modern plate glass windows out of keeping with the traditional style of shop fronts. It is important to the character of the High Street that traditional shop fronts should be retained and incorporated into new development; long strip windows, without break by glazing bars are unacceptable. Policy cd11 and cd12 are particularly applicable here.

GENERAL STRATEGY FOR SANDGATE

TOWNSCAPE

HIGH STREET

SANDGATE ESPLANADE

- 15.2.5 Sandgate Esplanade extends from the Coastguard Cottages at the eastern end of the High Street to the junction of the trunk road with Princes Parade and includes the Sandgate Esplanade Conservation Area. It is characterised by mainly early Victorian stuccoed terraces, typical of the grandiose seaside developments of the period. The area is prone to land slippage problems and this has caused problems of disturbance to foundations and loss of elevational details such as balconies and verandahs. Where these have been lost, the overall appearance of the building group has, as a result, been disrupted.
- 15.2.6 Policy cd2 is particularly applicable here with the need for development to respect building lines, heights and roof forms of existing buildings. The Sunnyside Road/Brewers Hill area to the north of the Esplanade is subject to Policy h4 resisting proposals which would result in intensification of development resulting in a loss of character.

ESPLANADE

GRANVILLE PARADE/CASTLE ROAD

- 15.2.7 This area comprises development south of the High Street between Granville Road West and Lister Way. It is an area of mixed development characterised by narrow roads and alleyways and small cottage type terraced houses with the important listed buildings of Sandgate Castle and the former Sandgate Primary School. East of the Castle the larger residential properties have gardens extending to the seafront.
- 15.2.8 The Castle Road car park is poorly laid out with an uneven surface and an unsightly boundary to the north. It provides one of the few opportunities within the built up area to park on the seafront and as such it is an asset that deserves improvement.

GRANVILLE PARADE
CASTLE ROAD

- s2 Improvements to the Castle Road car park will be carried out to improve its attractiveness as a sea front car park.

CASTLE ROAD
CAR PARK

THE RIVIERA AND RADNOR CLIFF

- 15.2.9 This area extends to the east of Sandgate below the cliffs at the western end of The Leas. The residential properties are generally large and set in substantial grounds although more recent development is more intensive and there are several large blocks of flats. Vegetation on the cliff slopes provides a backdrop to development and the development of the Palm Lodge site will mark the eastern extremity of the built up area. There are few remaining opportunities for new development but there may be pressure for the redevelopment of existing properties.
- s3 The District Planning Authority will expect any development or redevelopment proposals to reflect the existing predominant spacious character and form of development in accordance with policy cd1 within the area shown on Proposals Map.

RIVIERA AND
RADNOR CLIFF

SANDGATE HILL/ENBROOK/MILITARY ROAD

- 15.2.10 The grounds of Enbrook House are well wooded and are an important feature in the High Street Conservation Area. The whole of the grounds are covered by a Tree Preservation Order. A number of planning permissions have been granted for development of the house and grounds, predominantly for residential use but the bulk of the site will remain in its present natural state, including the major part of the woodland area. Enbrook House itself is a Grade II listed building and development proposals will be expected to respect its existing character and setting.
- s4 The District Planning Authority will expect the special environmental qualities of the grounds and main building of Enbrook House to be maintained in any development proposals.

SANDGATE HILL
MILITARY ROAD

ENBROOK HOUSE
AND GARDENS

Sandgate Study 1976

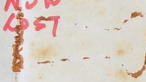
CAR PARKING

Clearly, the capacity of the trunk road could be increased by the removal of kerb side parking and by selective closure of side access roads, although as a general matter, the complete displacement of on-street parking to off-street sites would not be altogether commensurate with the wider study objectives: opportunities for off-street sites are lacking and further provision, particularly in the High Street area, where demand is at its greatest, would be liable to involve property demolition and conflict with conservation policies. In this respect, present off-street sites are not without environmental objection and it is necessary to consider, later in this report, what measures are appropriate to effect their improvement.

Present on-street parking arrangements in the High Street, provide primarily for the short stay parker, (particularly the shopper), whereas along The Esplanade, provision is more for the longer term parker, being used in the summer months by those visiting the beach.

There are three off-street public car parks in and adjoining the High Street and their approximate capacities are as follows:

Wilberforce Road	50 cars
Castle Road	30 cars
James Morris dwellings site	24 cars

NOW 1957  The James Morris dwellings site was acquired originally for Local Authority housing purposes and its present use was intended to be of a temporary nature.

Some 2140 feet of the High Street is given over to on-street parking, giving approximately 90 spaces between the hours of 8.0 a.m. and 6.0 p.m. Monday to Saturday. (10 of these are restricted to one hour in three). From 6.0 a.m. to 8.0 p.m. there is capacity for the parking of 105 vehicles. Parking is severely restricted in the vicinity of the Little Theatre Site and in the vicinity of a number of the road junctions.

Restrictions apply also to The Esplanade, but more to its north side. Parking along The Esplanade is required primarily by persons visiting the coast. Bearing in mind the total length of coast line in this area to which vehicles have direct access without any significant restraint on parking (stretching from Sandgate to the Hotel Imperial, at Hythe), there would appear to be no need for additional parking in relation to this stretch of coastline at the present time.

This could be blocked off by Marine Dev.)

Sandgate Study, 1976.

Off-street car parks in the centre are seldom used to capacity, although seasonal pressures can fill these parks on summer week-ends. In some ways this limited demand for off-street parking facilities in the area of the High Street reflects the comparative ease with which parking can be had on-street, actually at the main point of demand. ~

It is understood that the Highway Authority is likely to require the reduction of parking on the Trunk road, in the near future, which will precipitate increased demands for off-street provision. At the present time, there is insufficient information on parking demands to enable firm proposals to be made for future provision and it is necessary to look initially more closely at transportation issues in the study area as a whole.

That part of the High Street where present parking arrangements are the least desirable is in the vicinity of The Little Theatre where parked vehicles often interfere with free traffic flow, particularly at peak travel times, and the Theatre itself generates parking demands which would be better met off-street. In this situation it will be desirable in any parking strategy to make alternative arrangements in this locality which might be best met in relation to the residential property, no. 16, The Crescent at the rear of The Little Theatre. This property occupies a comparatively large plot and having scope, in principle, for redevelopment, it would be desirable to consider car parking on part of its site (in the event of any future development proposals) in a suitable landscaped and laid-out form, with pedestrian links to the High Street. ~

The Townscape section of this report considers the appearance of existing off-street car parks and recommends that the car park on the site of the former James Morris dwellings should be redeveloped to improve the High Street scene. Such action could reduce total off-street provision by some 30 car spaces, if the whole of this area were to be lost for public car parking, which adds weight to the need for a comprehensive examination of transportation issues in Sandgate. In the longer term, there might be scope for a suitably screened, limited parking area in the grounds of the Star and Garter Home, adjacent to the High Street, as and when satisfactory access can be achieved. This would facilitate the release of the Castle Road car park for other uses as mentioned elsewhere in this report. ||

footpath is broad, and
vehicular traffic. It is well suited to
to the shore, especially for those persons seeking recreation.

Between Castle Road car park and the eastern end of the Riviera, there is no
All of these, apart from the Military Road junction, are of a minor nature, giving
access to properties at either side of the A259. Fortunately, the development which they serve
is limited, and, as such, generates little traffic.



THE DEPARTMENT
OF TRANSPORT

South East Network Management Division

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12th August 1992

Our Ref: MSE 5062/A259/0/61/2/1

Sir/Madam/Gentlemen

**ROAD TRAFFIC REGULATION ACT 1984
THE TRUNK ROAD (A259) (FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 199**

I am directed by the Secretary of State for Transport to refer to the local public inquiry held at Leas Cliff Hall, Folkestone on 19 and 20 November 1991 by Mr D B Wood CB, MA, CEng, FMechE, FRSA, the Inspector appointed to hear objections to the proposal to make an order to revoke the existing Trunk Road (A259) (Folkestone) (Prohibition and Restriction of Waiting) Order 1982 which prohibits and restricts waiting on the trunk road in Folkestone and Sandgate, and re-enact the provisions of that order with amendments authorising additional parking restrictions and prohibitions on the trunk road at Sandgate High Street. The Secretary of State published the draft Traffic Regulation Order on 1 June 1990.

At the opening of the inquiry there were 59 outstanding objections. The case for the Department of Transport is set out in paragraphs 6 to 14 of the Inspector's report, that for Wimpey Homes Holdings Ltd is set out in paragraphs 15 to 23 and that for the objectors is set out in paragraphs 25 to 35. At the Inspector's request Shepway District Council made a prepared statement on parking policies relevant to Sandgate which is set out in paragraph 24 of the report.

A copy of the report is enclosed. The Inspector's findings of fact and conclusions are set out in paragraphs 37 to 48. At paragraph 49 he recommends that the order be made subject to the modifications:

- a. to delete all waiting restrictions on the south side of Sandgate High Street between numbers 37 and 45, and
- b. to relax waiting restrictions throughout the length of Sandgate High Street to allow waiting between 6pm and 8am to the maximum extent considered acceptable by the Department of Transport.

The Secretary of State has carefully considered all the objections to the Order and the report and recommendations of the Inspector.

The Secretary of State has sympathy with those traders in Sandgate High Street who are concerned that the proposed restrictions would reduce their passing trade. However, it is a well established principle that there is no right to a particular level of vehicular or pedestrian traffic past any premises and the overriding need to improve safety on public highways must be given priority.

On the general loss of parking spaces the Secretary of State notes that Shepway District Council have given an undertaking that if the Order is made they will, within twelve months and in consultation with local interests, review the existing restrictions on parking in side roads and reassess the necessity to maximise the number of on street parking places.

The Secretary of State has noted the concern that the reduction in parked vehicles on Sandgate High Street might give rise to an increase in speed of through traffic. He points out that the Kent County Constabulary who are responsible for enforcing the 30 mph speed limit support the proposed restrictions.

With regard to the requests for the provision of one or more additional pedestrian crossings in Sandgate High Street the Secretary of State confirms that these measures are being considered.

The Secretary of State accepts the Inspector's findings of fact, and agrees with and accepts his conclusion that the benefits of the proposed order outweigh its disadvantages.

He agrees that the loss of parking spaces would aggravate the existing shortage and has carefully considered to what extent the waiting restrictions between 6pm and 8am can safely be relaxed. He is content that within the limits of road safety 14 spaces as indicated in (ii)a. and b. below can be made available between 6pm and 8am in parts of Sandgate High Street, and that waiting restrictions on the south side between numbers 37 and 45 should be deleted.

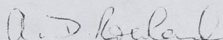
The Secretary of State accepts the Inspector's recommendation and has decided that the Trunk Road (A259) (Folkestone and Sandgate) (Prohibition and Restriction of Waiting) Order 199 should be made subject to the modifications:

- (i) all waiting restrictions on the south side of Sandgate High Street between numbers 37 and 45 are deleted, and
- (ii) waiting is permitted between 6pm and 8am
 - a. on Sandgate High Street south east side, from a point 11 metres north east of its junction with Parade Road to a point 11 metres south west of that junction, (this should provide 4 spaces), and
 - b. on Sandgate High Street northside from its junction with The Crescent to North Lane (this should provide 7 spaces) and from its junction with Gough Road to a point 20.1 metres northeast of its junction with Gough Road (this should provide 3 spaces).

Public notice of the making of the Order and the date on which it will come into force will be issued as soon as possible.

A copy of this letter and of the Inspector's report will be made available for inspection at the Shepway District Council Offices, Civic Centre, Castle Hill Avenue, Folkestone. The report, and the plans and documents submitted with it, may also be seen at the offices of the Department of Transport, South East Network Management Division, Senet House, Station Road, Dorking, Surrey. Copies of this letter have been sent to the objectors who appeared at the inquiry and to Wimpey Homes HOLDING Ltd. A copy of it, and of the Inspector's report, will be made available on request to any other person directly concerned.

I am, Sir
Your obedient Servant



A D ROWLAND

DEPARTMENT OF TRANSPORT

ROAD TRAFFIC REGULATION ACT 1984

THE TRUNK ROAD (A259)(FOLKESTONE AND SANDGATE)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 199

REPORT ON THE PUBLIC LOCAL INQUIRY

Inspector: Mr D B Wood CB, MA, CEng, FMechE, FRSA

Date of Inquiry: 19 and 20 November 1991

File No: MSE 5062/A259/0/61/2/1

3 December 1991

To: The Right Honourable Michael Heseltine MP
Secretary of State for the Environment

The Right Honourable Malcolm Rifkind MP
Secretary of State for Transport

Sirs,

I have the honour to report that on 19 and 20 November 1991, I held a local inquiry in pursuance of paragraph 128 of the Road Traffic Regulation Act 1984 at Leas Cliff Hall, Folkestone in connection with the proposal by the Secretary of State for Transport to make the following Order:

The Trunk Road (A259)(Folkestone and Sandgate)(Prohibition and Restriction of Waiting) Order 199 .

I carried out a site inspection immediately following the close of the inquiry.

Introduction

1. At the opening of the Inquiry there were 59 objectors including a small number of very late objections. Of these, the great majority objected on the grounds of loss of parking spaces within Sandgate, the risk of higher traffic speeds or increased difficulty in crossing Sandgate High Street.

2. Most of the running in presenting the case for the Order was made by the Supporters, Wimpey Homes Holdings Ltd. Their proofs of evidence and highly detailed supporting documents amounted to over 100 pages but were not made available to the objectors until the opening of the inquiry. In my opinion this put the objectors at an unfair disadvantage in preparing their own cases and bordered on the unacceptable. I considered adjourning but decided that by somewhat relaxing the normal inquiry procedures and by intervening myself where necessary I could prevent the interests of objectors being prejudiced. I believe this was achieved.

3. This report contains a general description of the area of Sandgate and of the Order site; the gist of the submissions made both orally and in writing; and my findings of fact, conclusions and recommendations. Lists of appearances and documents are included.

SANDGATE AND THE ORDER SITE

4. Sandgate (Document 4) is a large, linear village squeezed between the sea to the south and cliffs to the north. The High Street, and only street of any significance, is formed by the A259 trunk road which runs generally east-west through the village. There are numerous side turnings to both north and south but, with only one exception, they are narrow lanes

or loop roads and in many cases short cul-de-sacs terminating at the sea or the cliff. The one exception is Military Road (B2063) which runs generally north-south joining the trunk road towards the eastern end of the village. There is no alternative east-west route through Sandgate and the village can be avoided only by a long and circuitous detour. Apart from residential property there are a large number of shops and other commercial premises in the village and almost all front directly onto the trunk road; and few have rear access. There are only two signed public car parks, both very small for the size of the village, of which one on the sea front is clearly usable only in fair weather. There are waiting restrictions or prohibitions on much of the High Street and on almost all the side streets. There is only one pedestrian crossing within the village, just to the west of the Military Road.

5. The Order site lies immediately east of the Military Road junction where the only significant area of undeveloped land in the village fronts onto the north side of the trunk road (Enbrook House). A new junction has been built some 70 metres east of Military Road to give access to this site which is clearly earmarked for residential development. Within the site there is a narrow strip of fairly level land north of which the ground rises steeply in a series of terraces. The proposed new waiting restrictions would apply to the stretch of the trunk road east and west of the new access to the development site on both sides of the road.

THE CASE FOR THE DEPARTMENT OF TRANSPORT

The main points were:

6. On 31 March 1988, Shepway District Council granted conditional outline planning permission for the construction of a leisure centre, 18 flats and 148 residential units on land at Enbrook House. The access to the site was to be by an improved access on Sandgate Hill. The Department was not consulted although works were required to the A259 trunk road at Sandgate Hill which only the Department could undertake. Following discussions between the Department, the District Council and the then applicant (Wimpey Homes Holdings Ltd) in which the deficiencies of the proposed access arrangements at Sandgate Hill were pointed out, duplicate planning applications were submitted for a similar development but with access to the site from Sandgate High Street. On being consulted formally, the Department recommended that a condition be imposed on any planning permission to tie the development to the provision of improved access. At the same time the District Council was advised that the improvement of the access would probably necessitate further waiting restrictions in the vicinity of the access.

7. Shepway District Council subsequently granted conditional detailed planning permission (Doc 13) on 10 May 1989 for a total of 103 houses and flats. They confirmed that, in considering the application, committee members had taken into account the probable loss of parking. Condition 12 of the permission read:

'Development shall not begin until details of the road improvements to the A259 to include right hand turning

lanes to the new access and Military Road junction have been submitted and approved by the Local Planning Authority. The approved scheme shall be implemented as the first operation in the development of the site.'

The reason given for this condition was:

'The A259 and its junction with Military Road are inadequate to deal with the increased traffic flows generated by the development and therefore requires improvement of road safety.'

The Need for a Traffic Regulation Order (TRO)

8. Departmental Advice Note TA20/84 recommended that a simple junction should be upgraded to a ghost island junction when traffic flow on the access road exceeded 500 vpd and the flow on the major road exceeded 8000 vpd. The existence of a ghost island junction could be expected to lead to a substantial reduction in accidents. The present traffic flow on the A259 was about 15,500 vpd (AADT) and the planned development was expected to generate in excess of 800 vpd using the access. A ghost island junction was amply justified on road safety grounds. A ghost island junction would also serve as a traffic calming measure and, by reducing vehicle speeds, would further improve safety in the vicinity. Such a junction required the provision of a third lane for traffic turning right into the development site and, within the existing carriageway of the A259 at that point, this could be achieved only if waiting were prohibited in the vicinity of the junction and this required a TRO.

The Draft TRO

9. The Department published a draft TRO on 1 June 1990 under the 1984 Act. This would revoke the existing 1982 TRO made under previous legislation, and re-enact the same provisions with the addition of new restrictions in the vicinity of the new access (Documents 3 & 5). Document 4 showed on a plan the effect of the existing Order and the proposed alterations. The associated highway improvements were shown in Document 15 prepared by Kent County Council. The changes included the removal of the pedestrian crossing some distance further west. This scheme would not be implemented if the draft TRO were not made. The planning permission would then lapse.

10. The Kent County Council as agents for the Department had recently drawn attention to the fact that in certain respects the effects of the existing TRO were not correctly signed on the ground (Document 17). In particular:

a. The existing prohibition of waiting at any time between No 17 Sandgate High Street and its junction with Castle Road was not indicated on the ground and parking takes place. This would be subsumed by the new restrictions.

b. The existing restriction of waiting between 8 a.m. and 6 p.m. between Nos 37 and 45 (South side) Sandgate High Street was not marked on the ground. This area was not affected by the proposed scheme and, should the Inspector so recommend, the Department would accept a modification

to the draft TRO to delete restrictions from this stretch of the High Street.

11. As a separate issue, the Department would be prepared to consider relaxing waiting restrictions in the High Street west of the Military Road junction to allow parking between 6 p.m. and 8 a.m., should the Inspector so recommend.

12. The police, who were responsible for enforcing waiting restrictions and the 30 mph speed limit had expressed support for the proposals.

13. Some objectors had asked for one or more additional pedestrian crossings in the High Street. Once the draft TRO had been determined the Department would explore this suggestion with local representatives but it must be accepted that further reductions in on street parking could well result. A request had also been made for traffic lights or a roundabout at the Military Road junction. If the draft TRO were not made, the Department would investigate at once the need for traffic lights. If the draft TRO were made it would be necessary to allow the new traffic junctions to settle down for perhaps six months before the need for traffic lights could be assessed. A roundabout would require the acquisition of land and could not be justified.

14. The TRO was needed to allow Wimpey Homes Holdings Ltd to implement the planning permission granted by Shepway District Council. In addition it would allow road improvements in the vicinity which would provide significant safety benefits.

THE CASE FOR THE SUPPORTER - WIMPEY HOMES HOLDINGS LTD

Highway and Traffic Considerations

15. Sandgate High Street was formed by the A259 trunk road which in turn formed part of the strategic route linking all major ports between Southampton and Dover. The section of the A259 between Folkestone and Dymchurch would eventually be bypassed by the proposed Dymchurch to M20 (Junction 11) link, and might then be detrunked. The completion of the new link would result in a significant reduction in traffic on the A259 through Sandgate but was upwards of seven years away. It was agreed that traffic through Sandgate would remain considerable. The problems in Sandgate High Street arose from the conflict between through traffic, local traffic, pedestrians and parked vehicles. These were a particular problem due to the shortage of off-street parking which in turn stemmed from the peculiar topography of the village.

16. In mid-1990 traffic flows in the High Street were about 1400 vph and 1500 vph in the morning and evening peak hours respectively. The equivalent flows in Military Road were about 300 vph and 375 vph respectively. The proposed residential development would add to the traffic using both roads. The High Street east of Military Road was about 10 metres wide and, at full width, would have a design capacity of 2500 vph, well above the current maximum flows. However, the presence of parked vehicles effectively reduced the width to 6 metres with a design capacity of 1100 vph, well below the current flows. This largely

explained the peak hour congestion. The pedestrian crossing, which was much used, added to the congestion, as it was sited too close to the Military Road junction. The two bus stops east of Military Road added to the congestion, particularly that on the south side which was blocked by parked vehicles. Parked vehicles also obscured the visibility of vehicles emerging from side roads, particularly Castle Road and Lachlan Way.

17. In the three year period to June 1991 there had been 16 injury accidents in the High Street. Three of the four accidents which occurred within 20 metres of the Military Road junction involved right-turning vehicles. This was on the high side of the statistical prediction.

18. The proposed scheme would address all these problems as well as catering for the additional traffic generated by the development (Document 15). It was however completely dependent on the elimination of waiting vehicles in the area specified in the TRO.

19. The implementation of the TRO would result in the loss of a maximum of 24 on-street parking places. Of these, 8 spaces were available only because the existing TRO had not been fully implemented. Thus the loss of only 16 spaces was attributable to the new TRO. These losses had to be set against an availability of about 257 spaces available within 200 metres of the High Street. This total was made up of 73 spaces in car parks, 10 spaces in echelon parking and 174 spaces in on-street parking. The total increased to 272 after 1800 hrs. A recent parking survey showed that during peak demand periods between 20% and 25% of available spaces were vacant, not including the Castle Road car park which was not used in rough weather. Parking demand would clearly increase in the summer but then the Castle Road car park could be fully used. It was concluded that the availability of parking spaces in the village was adequate and that the loss of even 24 spaces would not be significant, amounting to some 9% reduction. Loading and unloading would continue to be allowed in parking-restricted areas.

20. Of the 54 objectors, the large majority would not be directly affected by the loss of spaces and it might not have been understood that the new TRO re-enacted the 1982 TRO. There would be no losses west of the Military Road junction. Some objectors were concerned about the possibility of increased vehicle speeds. It was considered that the scheme would be an effective traffic calming measure and would tend to reduce traffic speed rather than increase it. The scheme would significantly improve the ability of pedestrians to cross the road safely east of Military Road. There would be no significant detriments as a consequence of the proposed Order; only substantial highway and traffic benefits.

Planning Considerations

21. The provision of housing was a key component of Local Plan Policies. The planning permission granted by Shepway District Council for the development of Enbrook Park was significant

in its contribution to the Council's housing targets. There were no remaining planning obstacles and the sole constraint was now access to the site. A Section 106 Agreement had been signed by the Company under which the Company would pay for the road improvements specified by the Department of Transport, but the work could not proceed until the TRO was made.

22. The concerns expressed by objectors were wholly unfounded. The changes might well benefit the shops close to the site entrance rather than being to their detriment. Planning was not concerned about the type of shops in an area nor their profitability. It is concerned with the provision of housing and the need to meet Structure Plan targets. Planning Policy Guidance Note 1, para 17 states:

"It is often difficult to distinguish between public and private interests, but this may be necessary on occasion. The basic question is not whether owners and occupiers of neighbouring properties would experience financial or other loss from a particular development, but whether the proposal would unacceptably affect amenities and the existing use of land and buildings which ought to be protected in the public interest."

23. From recent correspondence with the President of the House-builders Federation it was quite clear that the Secretary of State for the Environment endorsed the stated objectives of bringing this development into the market place, wholly outweighing the misconstrued third party objection. The benefits of the housing development and the frustration of the development by the lack of highway improvements and the TRO were to be balanced against the perceived difficulties of a limited number of shops. The balance must be, in Planning and Highway terms, in favour of the confirmation of the TRO.

STATEMENT OF SHEPWAY DISTRICT COUNCIL

(Inspectors Note: The Council were represented at the Inquiry on a watching brief basis only. At my request, the representative made a prepared statement on parking policies relevant to Sandgate (Doc 21).)

The main points were:

24. a. If the proposed TRO were made, the Council would, within 12 months and in consultation with local interests, review the existing restrictions on parking in side roads and reassess their necessity with a view to maximising the number of on-street parking places.
- b. The Folkestone and Hythe Local Plan - First Alterations which was adopted on 30 August 1991 acknowledged the shortage of parking places in Sandgate in the following terms "There is a need for additional off-street car parking in the area and the District Council will take steps to remedy the deficiency where the opportunities arise". Discussions concerning a possible site were in progress.
- c. Policy S2 of the Plan stated "Improvements to the Castle

Road car park will be carried out to improve its attractiveness as a sea-front car park". There was at present no financial provision for this.

c. The Council was preparing a Draft Local Plan for the whole District which was likely to include additional parking policies for all urban areas. It would be considered during 1992.

THE CASE FOR THE OBJECTORS

The main points were:

The Sandgate Ward Councillors on Sandgate District Council

25. The proposals would wipe out all parking at the east end of the High Street. The Granville Place (Castle Road) car park was not a viable alternative because casual visitors did not know it existed and because, throughout most of the winter and at spring tides throughout the year, it was subject to salt spray and bombardment by wave-driven shingle. If it were necessary to implement this traffic system, a condition to provide at least an equivalent number of parking spaces to those lost should be imposed on the developer. Businesses in Sandgate had been declining for half a century and further loss of parking spaces without replacement would be fatal to the economy of Sandgate.

26. The proposed road scheme was not only wrong but dangerous. If the access to the development site were to be on Sandgate Hill with a left turn only, coupled with a roundabout at Radnor Cliff Crescent cross-roads, this would accommodate the new traffic and improve the present precarious situation. It was conceded that the proposed scheme would take care of the Military Road junction and that the views of individual ward councillors had to be subordinated to decisions of the Council as a whole which took local interests into account. This did not prevent them from pressing their views in the interests of those who elected them.

27. The parking survey carried out by Wimpeys in October and November was not typical. Pressure on carparking was much greater in summer when many visitors came to enjoy one of the best beaches on that stretch of coast. The off-street parking was totally inadequate and on-street parking, particularly in the High Street was vital to the economic well-being of Sandgate. Any move to reduce it had to be resisted. A high proportion of residents of Sandgate were elderly and were frightened by the difficulty in crossing the High Street. Additional pedestrian crossings were needed.

28. Response by the Department. The general concern for the loss of parking was covered in evidence in chief. The proposed road improvements provided for a right turn lane from the High Street into Military Road. This would make the junction safer and the Department was satisfied with the safety of the proposed junction arrangement. There were no proposals to provide a roundabout at the Radnor Cliff Crescent junction. Such an arrangement would not overcome the problem of traffic turning right into the site.

The Sandgate Society

29. It was not reasonable that Wimpey's proofs of evidence should have been issued only at the start of the inquiry. The Department's Statement of Reasons for the TRO made no reference to the Wimpey development. It now appeared that this was the main reason for the TRO. There was scope for a one-way system within the development site with an entrance on Sandgate Hill and an exit onto Sandgate High Street. This system was used by Saga Holidays who formerly occupied the site with 700 workers. It caused no traffic problems. Congestion in the area near the new entrance to the site was only at peak hours and was mainly due to the extensive use of the pedestrian crossing. If congestion were "removed" traffic speeds would increase to the danger of all road users. Parked vehicles did reduce traffic speeds.

30. Car parking arrangements in Sandgate were totally inadequate. The western car park had a steep and difficult access and was largely occupied by long term parking. It was little used by shoppers, being up to half a mile from the shops. The eastern car park was very near the sea and was usable only in fair weather. There was an urgent need for a new off-street car park and the obvious place was the area of unused ground behind the war memorial and astride the new site entrance. Meanwhile, on-street parking in the High Street was vital to the economy of Sandgate and any proposals to reduce the space available was to be resisted. There was a need for improved arrangements for pedestrians to cross the High Street. Alternative parking arrangements should be made before the Order was made. Action was needed, not just words.

30. Response by the Department. It was accepted that the original Statement of Reasons was incomplete. A revised version had been issued before the inquiry. The Department would be prepared to consider new access arrangements to the site should the TRO not be made, but the suggested arrangement would not overcome the problems of traffic turning right into the site. A new planning application would be necessary. The need for parking restrictions, the concern for the speed of traffic and the loss of parking spaces was covered elsewhere. Loading and unloading would be allowed outside the shops affected by the Order. The provision and location of additional pedestrian crossings was not a matter before the inquiry but the Department was considering this matter and would consult local interests. It was understood that Saga employed 5-600 persons, not 700 as stated.

The Sandgate Business Community

31. There were 62 shops and other businesses in Sandgate High Street and none elsewhere in the village. The shops included 20 antique dealers and Sandgate was recognised as an important antique centre (Document 21 para 15.2.4). This trade had done much to revitalise the area and attracted customers from all over the UK and from Continental Europe. This and other businesses depended critically on the ability of customers to park vehicles and to load and unload outside business premises. In the absence of adequate off-street parking, parking spaces throughout the length of the High Street were vitally important and any loss of spaces was very damaging. It was not agreed that business westwards of the Order site would be unaffected by the TRO.

Any loss of parking places at the east end of the High Street would put additional pressure on parking facilities throughout the village. Many shops had residential accommodation above them and parking of residents' cars added to the general parking problems.

32. Petition. A petition was presented containing 464 names of those who subscribed to the proposition - "We, the undersigned strongly object to the waiting restrictions proposed in the above Order, and urge the Inspector to reject these proposals".

33. Response by the Department. The need for the new restrictions, the general loss of parking space and traffic speeds had been considered in other responses. The right to load and unload outside business premises would be unaffected. There would be no new restrictions between 11.3 metres south-west of Glanville Road East and 11 metres north-east of Parade Road.

Individual Objectors

34. The great majority of individual objectors raised one or more of the following issues which had been covered in the submissions of representative bodies:

- a. The general shortage of parking spaces and the effect of further reductions on the viability of small businesses and the life of the community generally.
- b. The increased traffic speeds that could be expected to result from reduced road-side parking.
- c. The increased difficulty for pedestrians crossing the High Street due to increased traffic speeds.

35. The following additional points were made:

- a. The Little Theatre and those who played there suffered from the general shortage of parking spaces and a further reduction would drive away audiences. Could not the restrictions near the theatre be relaxed to allow parking after 6 pm.
- b. Similar points were made by restaurant and other similar businesses.
- c. The proposed TRO was not properly promulgated by the posting of notices on site and otherwise.
- d. Compensation should be paid to those who suffered as a result of the proposed Order.
- e. There was inadequate consultation with the community before the draft Order was issued.
- f. "Sleeping Policemen" should be installed to reduce traffic speeds.
- g. The estimate of 800 vpd using the new access was unrealistically high.

h. The public library would be directly affected by the Order making it more difficult for people to visit the library.

36. Responses by the Department (in addition to those recorded elsewhere)

a. If the Inspector so recommended, the Department would consider relaxing the existing parking restrictions west of Military Road to allow parking between 6 pm and 8 am.

b. The statutory requirements concerning the promulgation of the intention to make the TRO were complied with. Evidence was produced to the inquiry.

c. The Road Traffic Regulation Act 1984 make no provision for the payment of compensation in connection with TROs.

d. The public inquiry process was part of the public consultation and local people had the opportunity to express their views.

e. "Sleeping Policemen" were not used on trunk roads.

f. The estimate of 800 vehicle movements per day generated by the new development was, if anything, an underestimate based on normal planning criteria for residential developments in the south east.

g. It was acknowledged that some visitors to the library would be inconvenienced.

FINDINGS OF FACT

I find the following facts

37 a. Wimpeys have been given detailed planning permission for the residential development of the Enbrook House site. The only outstanding condition is that the access to the site from the A259 trunk road must be improved before development begins. The cost of the improvements would be met by Wimpeys under a Section 106 agreement.

b. The road improvements required by the Department include the provision of ghost island junctions not only at the site access but also at the adjacent junction with Military Road. There is sufficient width in the existing carriageway for these junctions only if roadside parking in the area is prohibited. The TRO provides for this prohibition. Loading and unloading would still be permitted.

c. The A259 forms the High Street of Sandgate in which over 60 shops and other commercial premises are situated. Of the shops, 20 are occupied by antique dealers. Sandgate is officially recognised as an important antique centre.

d. The A259 carries 15,500 vpd (AADT). There is no bypass to Sandgate and no alternative route for traffic to pass east-west through the village.

e. The public car parking spaces available in Sandgate total about 257. This total increases to 262 after 6 pm. Of these spaces, only 73 are in off-street car parks. There are three car parks, of which one (30 places) is not marked out and is usable only in fair weather, one is largely occupied by long term parkers (36 spaces) and one (7 spaces) is not signed.

CONCLUSIONS

Bearing in mind these findings of fact, my conclusions are:

38. The issues are:

- a. What benefits will derive from the proposed Order?
- b. What penalties will result from the proposed Order?
- c. Do the benefits outweigh the penalties?

Benefits

39. I am in no doubt that this Order is of considerable commercial importance to Wimpeys who, without it, would be unable to implement the planning approval for the development of the Enbrook Park site. The resources they devoted to presenting their case was ample evidence of the importance they attach to the making of the Order. While Wimpeys are the best judges of their own commercial interests, they can not, in my opinion, convincingly represent the broader public interest. They told me that, without the development of this site, Shepway District Council would be unable to meet their housing commitment which would be contrary to Government policy. However, as the District Council did not appear to put forward this view, I have to conclude that they attach little weight to this aspect of the matter.

40. I accept that more low cost housing is needed in the south-east and that, even if the Sandgate community does not see the need for more housing in Sandgate, the development of this site has an importance beyond Sandgate itself. I also agree that, quite apart from the traffic aspect, the development would bring some commercial benefit to Sandgate.

41. I am persuaded that the proposed highway improvements would have important road safety benefits to the eastern end of Sandgate, in particular to the junction of Military Road with the High Street. They will, I consider, provide better crossing facilities for pedestrians and, on balance, reduce traffic speeds in the area. These conclusions are contrary to the view formed by many objectors when the proposals were first published. However, I think that most of the local people who attended the inquiry were reassured on these aspects of the matter. It is common ground that these benefits can not be attained without the prohibition of on-street parking in the immediate area.

Penalties

42. Far and away the major cause of objection is the loss of parking spaces which aggravates an existing severe shortage.

It is important to establish the true position. There was general agreement that the new TRO as it stands would eliminate 24 spaces. The supporters argued that eight of these spaces were restricted by the 1982 TRO but had not been properly marked on site. They argued that the parking loss arising from the new TRO was therefore only 16. I do not agree. I see no reason to believe that the failure to implement the 1982 TRO would have been remedied, or even detected, had not the new TRO been promulgated. As far as the Sandgate community is concerned, the comparison is between the number of parking spaces they now enjoy and those available in future if the Order is made as drafted i.e. 24 spaces. Nor do I accept the argument that properties situated west of Military Road would be unaffected since no new restrictions are to be imposed in that area. The loss of 24 parking spaces at the eastern end of the High Street would put even greater pressure on parking throughout the village.

43. I consider that some objectors have misunderstood the Order and the fact that, to a large extent, it simply re-enacts existing parking restrictions. While some objectors have, in my opinion, overstated their case, I am persuaded that there is a widespread feeling among the Sandgate community that their problems arising from lack of parking facilities are not properly understood by those responsible, or if understood, are not being given adequate priority. I agree with them. I consider that the parking situation in Sandgate is grotesque. There can be very few comparable communities in the country whose High Street is a trunk road carrying 15,500 vehicles per day which have not long since been bypassed at the expense of central funds. For topographical reasons, Sandgate can not be bypassed. The proposed Dymchurch - M20 link will help but, in my opinion, even when completed will be too far removed from Sandgate to be a fully effective bypass. If a small part of the resources needed for the average bypass had been devoted to providing Sandgate with adequate off-street parking it would, I consider, long since have had a much more thriving economy and a pleasanter environment.

44. Responsibility for traffic and parking in Sandgate is shared between the Department of Transport, the Kent County Council and Shepway District Council, either on their own authority or as agents for one another. There was ample evidence that the risk of muddle, uncertainty and failure to communicate has not always been successfully avoided. In my opinion, the reaction of the community to the draft TRO was the result of frustration with the general situation rather than a considered judgement that the new parking restrictions would be the straw to break the camel's back. In my opinion they are not. They will be very inconvenient for a few and a little more inconvenient for many others. The inconvenience can be mitigated to some extent by possible relaxations I discuss below.

45. I see no reason why any parking restrictions should be imposed on the south side of the High Street between numbers 37 and 45. They were not implemented under the existing TRO and this area is not affected by the new road scheme. This relaxation would reduce to 19 the number of spaces lost. I note the willingness of the Department to consider relaxing restrictions east of Military Road to allow parking between

6 pm and 8 am, and the undertaking by Shepway District Council to review parking restrictions in side roads with a view to relaxing them as far as possible. These measures will be very helpful but will, in my opinion, be no substitute for proper off-street parking. The local plan states that the District Council will take steps to remedy the acknowledged shortage where the opportunities arise. Given the topography of Sandgate, opportunities for new car parks will be few and fleeting. In my opinion, they will not be realized without the most determined action backed with appropriate resources. I was told that one such opportunity was now under discussion by the District Council. It would, I consider, be very damaging to the interests of the Sandgate community if this opportunity were to be lost through lack of effort or lack of resources.

46. Turning to the remaining objections, I am satisfied that:

- a. the objections of the theatre and restaurant community would be met to a large extent by the proposed relaxation of out-of-hours parking west of Military Road
- b. the statutory requirements were met in the promulgation of the draft Order
- c. compensation is not payable in respect of TROs
- d. the consultation process was not fully effective although I consider that the community does not have a particularly strong representative structure, which may add to the problems of public consultation. I am satisfied that the public inquiry provided an opportunity for thorough public ventilation of the issues involved
- e. "Sleeping Policemen" would not be appropriate in Sandgate High Street.
- f. the estimate of traffic generated by the new development is reasonable.
- g. the only solution to the problems of visitors to the public library is a proper public car park sited nearby.
- h. the alternative arrangements for access to the development site favoured by several objectors, were fully explored by the Department and rejected on road safety grounds. I consider that this alternative should not be pursued.

47. I note that the Department will soon be considering the siting of one or more additional pedestrian crossings in the High Street and, in due course, the need for traffic lights at the Military Road junction. They will be consulting the Sandgate Society. These measures are outside the scope of the TRO and no comment from me is appropriate.

The Balance

48. On balance, I consider that the benefits of the proposed TRO outweigh the penalties although by no great margin. I was asked to recommend that the Order be made conditional on

the provision of alternative parking. I consider this would be unreasonable and unfair on Wimpeys. However, I hope my views on the parking situation in Sandgate will not go unheeded.

RECOMMENDATION

49. I recommend that:

The Trunk Road (A259) (Folkestone and Sandgate)
(Prohibition and Restriction of Waiting) Order 199
should be modified:

- a. to delete all waiting restrictions on the south side of Sandgate High Street between numbers 37 and 45
- b. to relax waiting restrictions throughout the length of Sandgate High Street to allow waiting between 6 pm and 8 am to the maximum extent considered acceptable by the Department of Transport.

and should be made as so modified.

I have the honour to be
Sirs
Your obedient servant



D B WOOD
Inspector

DOCUMENTS

0. Attendance List
1. Road Traffic Regulation Act 1984
2. The Secretary of State's Traffic Orders (Procedure) (England and Wales) Regulations 1990
3. The Trunk Road (A259) (Folkestone and Sandgate) (Prohibition and Restriction of Waiting) Order 199
4. Plan (Sandgate High Street, A259, Folkestone - Proposed Variation of Waiting Restrictions"
5. The Trunk Road (A259) (Folkestone) (Prohibition Restriction of Waiting) Order 1982
6. Statement of Reasons published with the proposed Order
7. Notice of the Secretary of State's proposal to make an order (Doc 3)
8. Expanded Statement of Reasons for the Order. Deposited with notice of the Inquiry and sent to objectors
9. Notice of the public local inquiry
10. Appendices to the Statement by the Department of Transport
11. Planning Application by Wimpey Home Holding Ltd to develop land situated Enbrook House and No 14 Sandgate Hill
12. Plan accompanying planning application by Wimpey Homes Ltd
13. Planning permission granted by Shepway District Council to develop land situated Enbrook House and 14 Sandgate Hill
14. Departmental Advice Note TA 20/84. "Junctions and Accesses: The Layout of Major/Minor Junctions"
15. Scheme Plan
16. Record of Accidents in Sandgate High Street
17. Discrepancy between 1982 Order and situation on the ground
18. Appendices and Drawings to Mr Webster's Proof of Evidence
19. Extract from Road and Traffic in Urban Areas
20. Petition presented by Mr Lloyd
21. Extract from Folkestone and Hythe Local Plan
22. Letter from Mrs M Collishaw
23. Plan of alternative access arrangements presented by Mrs Rene Martin - and photograph attached

SHEPWAY DISTRICT COUNCIL

157/6
T

TELEPHONE 57348 (STD 0303)

TELETYPE 0385432 SHEPWAY FOLKSTON

YOUR REF

MY REF F/LG

POST OFFICE BOX NO. D.R.36

THE CIVIC CENTRE,
FOLKESTONE,
CT20 2QY

11th September, 1975

Dear Madam,

Wilberforce Road Garages

I thank you for your letter of the 26th ultimo.

The former Wilberforce Road garage site was purchased by this Council from George Stone (Folkestone) Limited on the 30th October, 1974 for £8,000. The northern boundary of the site extended approximately to the line of the northern boundaries of the properties on the north side of Wilberforce Road.

Yours faithfully,

Secretary and Solicitor

Mrs. L. René-Martin,
467 Old Westbury Road,
Roslyn Heights,
New York 11577,
U.S.A.

*For your files etc - - -
Best wishes Linda.
No need to acknowledge.*

25.9.75

BOROUGH OF FOLKESTONE



YOUR REF.:

MY REF.: GC/PA/502B

157/5
T

THE CIVIC CENTRE,
FOLKESTONE.

N. C. SCRAGG, LL.M.

SOLICITOR

TOWN CLERK

TELEPHONE: 55221
(STD 0303)

2nd October, 1972.

Dear Sir,

Town and Country Planning Act 1971 -
Application for Planning Permission -
Wilberforce Road, Sandgate
(CH/3/72/202 Outline).

Further to my letter dated 1st August, the Committee subsequently considered the outline application for planning permission received from George Stone (Folkestone) Limited in respect of this land together with a report obtained from consulting engineers to the Corporation.

The consulting engineers stated that in their opinion, the site was not suitable for the construction of the proposed development.

The Committee had regard to your letter and other letters, to the consultants report and it was decided to refuse the application as the site, by reason of the instability of the sub-soil is considered to be unsuitable for the proposed development.

Yours faithfully,

L. D. Syer, Esq.,
Balcony House,
148 Sandgate High Street,
Folkestone.

Town Clerk.

The person dealing with this matter on my behalf is.....Mr. Crofts.....Ext.....311

All correspondence to be addressed to the Town Clerk

Councillor E. Hamer.

The Baker's Dozen,
13 Wilberforce Road,
9 Jan 1989

Dear Eric,

We have discussed the use of Wilberforce Road Car Park as a construction site and store for the "Dowelling Contractors". We are not in favour of such an arrangement. Whilst we recognise the value of the work to be carried out, the dirt, noise, and inevitable traffic problems will be intolerable over a period of months. This view is shared by my neighbours and they are making separate representations.

It is essential that a more suitable site be found, even if it means some slight inconvenience to the contractor. Two possibilities come to mind; one is the old "Streeter" site on Prince's Parade, the other the cleared ground and backyard of the houses being demolished on the Esplanade adjacent to Encombe. My understanding is that this latter site has been bought by Messers Rawlings for building purposes. As there is a stop on construction pending ground stabilisation, it could well be that these builders would be happy to make land available in the interests of early completion of the dowelling.

Please keep me informed of the progress of this matter. You will have received excellent technical letters from those better qualified than myself so I will say no more for the moment.

Yours sincerely,

EH
P.S. Should the contractor use the Car Park and
cause earth movements, I shall hold the Council
responsible for any damage caused.

COASTGUARD COTTAGE
131 SANDGATE HIGH STREET, NR FOLKESTONE
KENT CT20 3BZ

Telephone (0303) 38920

To: All Residents of Hillside, The Crescent, and Wilberforce Road, Sandgate.

No doubt you will recall that earlier this year, in order to solve certain parking problems, the Council advertised proposals to ban parking by the use of double yellow lines. A few residents indicated their agreement, but there was such a weight of objections that the Council resolved that the recommended scheme be not proceeded with, and that my Committee should make a further study of the area in order that the parking and obstructions could be helped in another way.

Wilberforce Road Car Park will be resurfaced and parking spaces marked out so that the maximum use can be made of all the car park and it is anticipated that there will be room for 45 cars. As soon as the land drains are put in, this work will be done. The present street light in Hillside has been heightened and is now on all night. Application is being made for a further all-night street light overlooking the car park near the new development (No 12 Wilberforce Road).

It is anticipated that my Committee will recommend to the Council that double yellow lines be put down on the whole length on the south side of Wilberforce Road only, no recommendation will be made in respect of The Crescent.

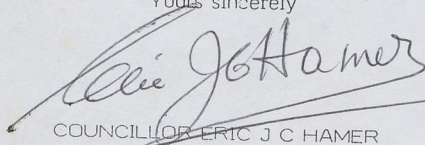
We have had site meetings at different times (day and night) with the Police, a representative from the County and the Chief Engineer from Shepway District Council. We looked at the possibility of a one-way system, but came to the conclusion that this would create more problems than it would resolve.

In The Crescent it was noted that a number of cars were parked on the footpath. This is an offence and the offenders could be prosecuted. That of course is a matter for the Police.

Sandgate Bottle Bank

The Council has been having difficulty in finding a site that is acceptable to residents. We looked at Military Green (it's original site), Castle Road Car Park, near the toilets on The Parade, side of Chichester Hall, side of The Ship Inn, and it's temporary site on Wilberforce Green. Strong objections were received to all these sites and it has now been decided to recommend that it should be sited on Wilberforce Road Car Park in a position yet to be decided. Good use is made of the Bottle Bank and of course it is a source of income to the Council. Your comments would be appreciated.

Yours sincerely



COUNCILLOR ERIC J C HAMER

CHAIRMAN, ENVIRONMENTAL SERVICE COMMITTEE
SHEPWAY DISTRICT COUNCIL

Bakerdon

Dear Councillor Gomer,

Your ^{informatory} letter is appreciated and the contents have been noted.

In respect of the bottle bank

I suggest that the bottle bank be left in its present position. It is convenient to the main road and has the great advantage that it is not adjacent to any residential building. To locate it in the car park and to keep it away from house walls would be difficult. ~~It~~ Sited to the back of the car park it would ~~be~~ deter a number of people from using it as it would be a steep and ^{unattractive} climb up.

→ From Sandgate High Street ^{particular for the elderly} furthermore, the ~~the~~ possibility of accidentally broken ~~to~~ bottles lying around in a car park is not ~~an~~ ^{attractive} desirable. ~~As~~ The present site is within the public domain and there seems to be little or no vandalism or misuse. A secluded position in the car park would invite the activities of trouble makers and f

We have a good view of the users of the bottle bank and a high proportion of them are elderly and on foot.

Saving stores now said pleasant to look at and useful.

? new stores for Wilmore given to bottle bank

Xtra Nov 91

Battle to save car parking spaces hots up

by DOUGLAS WYTHE

SANDGATE residents are preparing to fight to retain High Street parking spaces.

A battle team of four is organising petitions to present at a public inquiry in Folkestone on Tuesday.

The inquiry will decide whether or not Wimpey homes can proceed with a development at the Folkestone end of the High Street.

If it is approved the High Street will lose 40 parking spaces.

Robin Lloyd who runs an antiques business in the High Street said: "We have only 74 parking spaces the entire

length of the High Street and we can't afford to lose one, let alone 40.

"Sandgate is not like anywhere else where you can yellow line a High Street and put car parks all around.

"Sandgate has the sea on one side and the hills on the other. There is just nowhere to put in extra parking.

"Retaining these parking spaces is crucial to the survival of Sandgate."

Mr Lloyd said an action committee of four was formed following a public meeting at

the Chichester Hall in Sandgate.

Other committee members are Anji Barnes, Tony Murless and Geoffrey Edmonds.

The are raising petitions at the newsagent's, Post Office, baker's, Providence Inn and the Ship Inn.

High street resident Suzanne Northam said: "I agree with Mr Lloyd. The situation is bad enough without losing any more parking spaces.

"It is no better in the evenings. Locals have to vie with visitors for the few spaces just to park close to our homes."



Robin Lloyd is preparing to put up a fight

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TOWN AND COUNTRY PLANNING ACT 1990 PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

The following applications for planning permission, listed building or conservation area consent have been received by the Shepway District Council for proposals which could affect the character of a Conservation Area or Listed Building. The applications, plans and drawings may be viewed during office hours at the Shepway District Council offices stated. Any person wishing to make representations with regard to the proposed development may do so in writing within a period of 21 days commencing on the date of publication of this notice. All correspondence should be addressed to the Controller of Technical and Planning Services, Civic Centre, Castle Hill Avenue, Folkestone, Kent CT20 2QY. It should be noted that any representations received will be made available for public inspection and may be copied as a result of the provisions of the Local Government (Access to Information) Act 1985.

Ref. No. Nature of Proposed Development

CIVIC CENTRE, CASTLE HILL AVENUE, FOLKESTONE

- 91/0889/SH** Alterations to existing layout and provision of storage area for boat housing at Public Lavatory, The Stade, Folkestone.
- 91/0891/SH** Erection of 18 dwellings and garages, comprising 4 x 3 bedroom semi-detached and 14 x 4 bedroom linked detached including Estate Road and access (Details pursuant to 88/1100/SH) at land opposite 7-17 Enbrook Road, within grounds of Enbrook House, Sandgate.
- 91/0904/SH** Non compliance with Condition 3 (CH/8/61/3/5572) to use part of the garage to form disabled shower room at Bidston, The Row, Elham.
- 91/0905/SH** Erection of 5 detached dwellings and 4 detached garages, at The Old Mill, Kennett Lane, Stanford.

DATED this 29th day of October, 1991

Civic Centre
Castle Hill Avenue,
Folkestone, Kent

T. G. GREENING
Controller of Technical
and Planning Services



SHEPWAY
DISTRICT
COUNCIL



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23 October

*Dover
District
Council*

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DOV/91/10

Aylesham:
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Dover:
DOV/91/092
DOV/91/133

Goodneston:
DOV/91/100

Langdon:
DOV/91/1022
DOV/91/1034

& Legal



DEPARTMENT OF TRANSPORT
ROAD TRAFFIC REGULATIONS ACT 1984
THE SECRETARY OF STATE'S TRAFFIC
ORDERS (PROCEDURE)
(ENGLAND AND WALES) REGULATIONS 1990
THE TRUNK ROAD (A259) (FOLKESTONE AND
SANDGATE) (PROHIBITION AND
RESTRICTION OF WAITING) ORDER 199

NOTICE IS HEREBY GIVEN that a Public Local Inquiry will be held by Mr. D. B. Wood CB MIA CEng FIMech FRSA (a person appointed for the purpose by the Secretary of State for Transport on the nomination of the Lord Chancellor) beginning at 10am on Tuesday, 19 November 1991 at The Channel Suite, Leas Cliff Hall, Folkestone, in connection with the proposal of the Secretary of State for Transport to make the Trunk Road (A259) (Folkestone and Sandgate) (Prohibition and Restriction of Waiting) Order 199 (Notice of which was published on 1 June 1990) and the objections which have been received by him in connection with that proposal. THE EFFECT of the Order would be to revoke the existing Trunk Road (A259) (Folkestone) (Prohibition and Restriction of Waiting) Order 1982 which prohibits and restricts waiting on the trunk road in Folkestone and Sandgate, and re-enact the provisions of that Order with amendments authorising additional parking restrictions and prohibitions on the trunk road at Sandgate High Street.

COPIES of the draft Order, which includes detailed schedules of the parts of the trunk road affected, and of the relevant plan may be inspected free of charge at all reasonable hours at the offices of Kent County Council, County Hall, Maidstone, and at those of Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone.

IN ACCORDANCE with Section 9 of the Regulation, the Inspector will consider representations from objectors and, at his discretion, will hear representations from persons who may desire to appear and be heard.

OBJECTORS are reminded that the substance of their objections or representations may be communicated to other people who may be affected by them; that they will be passed to the Inspector holding the inquiry, and that in that event the Inspector may be required to disclose the objections or representations at the inquiry and unless there are special reasons to the contrary, the identity of the authors.

27 September, 1991

E. F. EMMS
Controller of Administration

South East Network
Management Division
Department of Transport

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No. 4

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Alternatives for Sandgate parking

THE letter you published from Tony Murless (Herald, July 6) about the proposed new parking restrictions in Sandgate is very important not only to those of us who live here, but to the many thousands of tourists who pass through daily.

The High Street, like many thousands of other small villages on main roads throughout the country, are suffering from the immense burden of vehicular traffic.

This is caused by the fact that this country has not kept pace with the rest of Europe in developing a suitable road system infrastructure.

Hopefully, in the next few years some of these problems will be addressed in this part of the country anyway, once the Channel Tunnel is up

and running, and new motorways are built.

However, for the time being we must all suffer, and the only short term answer by the DOT appears to be to make small, unsuitable trunk roads faster by eliminating the use of roads as parking areas.

This may seem to be an answer, but what about the pedestrian, especially the very young, the elderly and the disabled?

It's a nightmare trying to cross Sandgate High Street, and it is time that the pedestrian hit back.

Sandgate High Street does not need more traffic regulations, but if they are to be imposed on the residents then further parking facilities must be provided.

The area behind the War Memorial would be

suitable and I suggested this to the council in a letter to the planning department at the time when the old Saga site was proposed for development.

In addition the installation of a mini roundabout at the junction of Military Road and Sandgate High Street would further ensure that traffic was kept moving, without increasing speed. And finally, why not a zebra crossing at the traffic island in front of the Ship Inn?

Why can't the council's own highways department put these suggestions forward to the DOT? Now is the time to gain extra parking, pedestrian safety and free moving traffic.

Dennis Franklin
The Crescent, Sandgate.

Paving towards minibus

Dover District Council

DOVER DISTRICT COUNCIL (CONNAUGHT ROAD, DOVER)

TEMPORARY RESTRICTION OF TRAFFIC ORDER 1990

NOTICE is hereby given that the Dover District Council, pursuant to arrangements made under Section 101 of the Local Government Act 1972 with the County Council of Kent have made an Order the effect of which is to PROHIBIT ANY VEHICLE FROM ENTERING AND PROCEEDING IN THAT SECTION OF Connaught Road, Dover between its junctions with Park Avenue and Castle Hill Road during the carrying out of carriageway repairs. The Order will come into operation on Monday 4 June 1990 and will remain valid for 3 months or until the work in question had been completed whichever is the earlier. However, it is anticipated that work will be completed within 2 weeks. The following alternate routes will be operated: (1) Deal into Dover: Jubilee Way, Marine Parade, Townhall Street and York Street. (2) Barton Road to Deal Road; Frith Road, Maison Dieu Road and Castle Hill Road. Access for residents will be maintained. Dated 25 May, 1990.

LESLY CUMBERLAND Director of Law Property and Administration Council Offices, Honeywood Road, Whitfield, Dover, Kent CT16 3PE



DEPARTMENT OF TRANSPORT ROAD TRAFFIC REGULATION ACT 1984

THE TRUNK ROAD (A20) (FOLKESTONE AND HOUGHAM) (DEFERSTION AND HOUGHAM) ORDER 1990

THE SECRETARY OF STATE FOR TRANSPORT made this Order on 18th May, coming into force on 4th June 1990. Its effect is to remove the 30mph speed limit automatically imposed on Churchill Avenue, Folkestone, and Folkestone Road, Hougham, when street lighting was installed. A COPY of the made Order may be inspected at the offices of Kent County Council, County Hall, Maidstone, and at those of Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, and Dover District Council, Honeywood Road, Whitfield, Dover. It may also be obtained by application to the Department of Transport, South East Network Management Division, Federated House, London Road, Dorking, Surrey, RH4 1SZ, quoting the reference RSE 5062/415/A259/002. ANY PERSON aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act, or of regulations made thereunder, had not been complied with in relation to the Order, may, within six weeks from 18th May 1990, apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

MISS C E STRANG A Senior Executive Office in the Department of Transport. T2835RLA

NOTICE OF CONFIRMATION OF PUBLIC PATH ORDER

HIGHWAYS ACT 1980

SHEPWAY DISTRICT COUNCIL

THE DISTRICT OF SHEPWAY (HM97 (PART) OLD ROMNEY)

PUBLIC PATH DIVERSION ORDER 1980

On 21 May 1990 the Shepway District Council confirmed the above-named Order. The effect of the Order as confirmed is to divert the public right of way which runs from a point close to the junction of the A259 and Five Vents Lane (B2070), referred to above, in a generally north-westerly direction for approximately 235 metres, and then in a generally northerly direction circling the moat on its western side and following the drain for approximately 1130 metres to a point on the existing HM97 immediately to the south of the New Sewer. A copy of the Order as confirmed and the map contained in it has been deposited at the Secretary and Solicitor's Office, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone and may be inspected free of charge at that office between the hours of 9am and 4.30pm Mondays to Fridays inclusive. A copy of the Order and Map may be purchased. The Order becomes operative as from 18th June 1990, but if a person aggrieved by the Order desires to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the Highways Act 1980, as amended, or on the ground that any requirement of the Act, as amended, or of any regulation made thereunder has not been complied with in relation to the Order he may, under paragraph 2 of Schedule 2 to the Act as applied by paragraph 5 of Schedule 6 to the Act, within six weeks from 1st June 1990, make an application for the purpose to the High Court.

R J THOMPSON Secretary and Solicitor The Civic Centre, Castle Hill Avenue, Folkestone, Kent CT20 2QY



DEPARTMENT OF TRANSPORT ROAD TRAFFIC REGULATION ACT 1984

THE SECRETARY OF STATE FOR TRANSPORT proposed to make an Order under sections 1(1) and (2) and 2(1) and (2) of the Road Traffic Regulation Act 1984 on the Folkestone-Honiton Trunk Road (A259) in the District of Shepway in the County of Kent.

The effect of the Order would be to revoke the existing Order prohibiting and restricting waiting on the trunk road in Folkestone and Sandgate. The proposed Order would re-enact the existing Order, with amendments affecting Sandgate High Street. Copies of the draft Order, the Order to be revoked, of a plan illustrating the proposal and a statement explaining why the Secretary of State proposes to make the Order may be inspected at the offices of Kent County Council, County Hall, Maidstone, and at those of Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone. Any person desiring to object to the Secretary of State's proposal should send, not later than 22nd June 1990, a written statement of his or her objection and of the grounds thereof to the Director, South East Network Management Division, Department of Transport, Federated House, London Road, Dorking, Surrey, RH4 1SZ, quoting the reference RSE 5062/415/A259/041/5.

MISS C E STRANG A Senior Executive Office in the Department of Transport. T2836RLA



DEPARTMENT OF TRANSPORT ROAD TRAFFIC REGULATION ACT 1984

THE TRUNK ROAD (A259) (NEW ROMNEY) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1990

THE SECRETARY OF STATE FOR TRANSPORT made this Order on 27th April 1990, coming into force on 7th May 1990. Its effect is to revoke the existing Order authorising the prohibition of waiting on the trunk road in New Romney. The new Order incorporates its provisions, plus additional waiting restrictions on the south side of the High Street. Exceptions are provided to enable a vehicle to wait for so long as may be necessary for a person to enter or leave it, or for it to be loaded or unloaded. Provision is also made to enable a vehicle to wait in connection with any building operation or demolition, the removal of any obstruction to traffic and the maintenance of the road or the services therein. Disabled persons' vehicles displaying the disabled person's orange badge in the relevant position are exempt. There are also provisions exempting emergency service vehicles, local authorities' vehicles used in pursuance of their statutory powers or duties, water and sewerage undertakers' vehicles, and Post Office delivery vehicles. A COPY of the made Order that has been revoked, may be inspected at the offices of Kent County Council, County Hall, Maidstone, and at those of Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone. It may also be obtained by application to the Department of Transport, South East Network Management Division, Federated House, London Road, Dorking, Surrey, RH4 1SZ, quoting the reference RSE 5062/415/A259/002.

ANY PERSON aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act, or of regulations made thereunder, had not been complied with in relation to the Order, may, within six weeks from 18th May 1990, apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

MISS C E STRANG A Senior Executive Office in the Department of Transport.



DEPARTMENT OF TRANSPORT ROAD TRAFFIC REGULATION ACT 1984

THE TRUNK ROAD (A259) (HYTHE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1990

THE SECRETARY OF STATE FOR TRANSPORT made this Order on 17th May 1990, coming into force on 4th June 1990. Its effect is to revoke the existing Order authorising the prohibition of waiting on the trunk road in Hythe. The new Order incorporates their provisions, plus additional waiting restrictions Scantlons Bridge Road, Dymchurch Road and Military Road. Exceptions are provided to enable a vehicle to wait for so long as may be necessary for a person to enter or leave it, or for it to be loaded or unloaded. Provision is also made to enable a vehicle to wait whilst being used in connection with any building operation or demolition, the removal of any obstruction to traffic and the maintenance of the road or the services therein. Disabled persons' vehicles displaying the disabled person's orange badge in the relevant position are exempt. There are also provisions exempting emergency service vehicles, local authorities' vehicles used in pursuance of their statutory powers or duties, water and sewerage undertakers' vehicles, and Post Office delivery vehicles. A COPY of the made Order that has been revoked, may be inspected at the offices of Kent County Council, County Hall, Maidstone, and at those of Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone. It may also be obtained by application to the Department of Transport, South East Network Management Division, Federated House, London Road, Dorking, Surrey, RH4 1SZ, quoting the reference RSE 5062/415/A259/003.

ANY PERSON aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act, or on the ground that any requirement of that Act, or of regulations made thereunder, had not been complied with in relation to the Order, may, within six weeks from 18th May 1990, apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

MISS C E STRANG A Senior Executive Office in the Department of Transport.



DEPARTMENT OF TRANSPORT ROAD TRAFFIC REGULATION ACT 1984

THE TRUNK ROAD (A259) (DYMCHURCH) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 1990

THE SECRETARY OF STATE FOR TRANSPORT made this Order on 27th April 1990, coming into force on 7th May 1990. Its effect is to consolidate three existing orders authorising the prohibition and restriction of waiting on the trunk road in Dymchurch. Exceptions are provided in the Order to enable a vehicle to wait for so long as may be necessary for a person to enter or leave it or for it to be loaded or unloaded, provision had also been made to enable a vehicle to wait whilst being used in connection with any building operation or demolition, the removal of any obstruction to traffic and the maintenance of the road or the services therein. Disabled persons' vehicles displaying the disabled person's orange badge in the relevant position are exempt. There are also provisions exempting emergency service vehicles, local authorities' vehicles used in pursuance of their statutory powers or duties, water and sewerage undertakers' vehicles, and Post Office delivery vehicles. A COPY of the made Order, and of the Orders that have been revoked, may be inspected at the offices of Kent County Council, County Hall, Maidstone, and at those of Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, and Dymchurch Parish Council, 13 Orgarswick Avenue, Dymchurch. It may also be obtained by application to the Department of Transport, South East Network Management Division, Federated House, London Road, Dorking, Surrey, RH4 1SZ, quoting the reference RSE 5062/415/A259/001.

ANY PERSON aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act, or on the ground that any requirement of that Act, or of regulations made thereunder, had not been complied with in relation to the Order, may, within six weeks from 18th May 1990, apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

MISS C E STRANG A Senior Executive Office in the Department of Transport.

Dover District Council

DOVER DISTRICT COUNCIL

(WHITFIELD AVENUE, DOVER)

TEMPORARY RESTRICTION OF TRAFFIC ORDER 1990

NOTICE is hereby given that the Dover District Council, pursuant to arrangements made under Section 101 of the Local Government Act 1972 with the County Council of Kent have made an Order the effect of which is to: (i) Prohibit all vehicles, except those of residents, from entering Whitfield Avenue. (ii) Suspend the one way traffic flow in Whitfield Avenue to accommodate residents. (iii) Prohibit waiting at any time on: (a) entire length of the western side of Old Park Road (b) north east side of Brookfield Avenue from No 28 to its junction with Green Lane. The alternative route for traffic will be via Old Park Road and Brookfield Avenue.

The Order will become operative on Monday 11 June 1990 and as it is anticipated that these works will take longer than three months an application will be made to the Secretary of State for Transport for the Order to be extended. Dated 1 June, 1990.

LESLY CUMBERLAND Director of Law Property and Administration Council Offices, Honeywood Road, Whitfield, Dover, Kent CT16 3PE



IN THE ESTATE OF IRIS MARGARET GARROD (Deceased)

PURSUANT TO THE TRUSTEE ACT 1925 - SECTION 27

Persons interested in the Estate of the above named late of 40 Park Farm Road, Folkestone, Kent, who died on 9th May 1990, are required to send particulars in writing of their claims and interests to the undersigned by 3rd August 1990, after which the Executor will distribute the estate amongst the persons entitled thereto, having regard only to the claims and interests of which he has had notice. Dated this 25th day of May 1990.

PERKINS & HARRIS Solicitors for the Executor 60-61 Quarry Street, Guildford, Surrey GU1 3UB

IN THE ESTATE OF MARGARET AGNES PREBBLE (Deceased)

PURSUANT TO THE TRUSTEE ACT 1925 (as amended)

Any persons having a claim against or an interest in the estate of the above named late of White Lodge, Swingfield, Dover, Kent, who died on 6th May 1990, are required to send particulars thereof to the undersigned Solicitors within two months of the date of publication of this notice after which date the estate will be distributed having regard only to claims and interests of which they have received notice.

BRADLEYS Solicitors 19 Castle Street, Dover, Kent CT16 1PU.



LOCAL GOVERNMENT ACT 1988

SHEPWAY DISTRICT COUNCIL

CLEANING OF BUILDINGS

In accordance with the provisions of the Local Government Act 1988, Shepway District Council intends to invite contractors to submit tenders for the cleaning of corporate buildings for a period of 4 years commencing on 1st January, 1991.

- The cleaning services for which tenders are to be invited comprise the following elements, to be let as 5 separate contracts: 1. Civic Centre, Folkestone - internal cleaning. 2. Leas Cliff Hall, Folkestone - internal cleaning. 3. Ross Depot, Shorncliffe, Folkestone - internal cleaning and window cleaning. 4. Civic Centre and Leas Cliff Hall, Folkestone - window cleaning only. 5. Cleaning of public toilets. Detailed specifications of the work to be undertaken may be inspected, free of charge, during normal working hours, at the offices of the undersigned, during the period 1st June, 1990 to 2nd July, 1990. During this period, copies of the detailed specifications will be supplied on request and on payment of a fee of £10 per copy. Any person or company wishing to be considered for this work should complete the application form which can be obtained from and must be returned to the undersigned no later than noon on Monday, 2nd July, 1990. The District Council is to be submitting an in-house bid in respect of elements of the work. Dated this 30th day of May 1990.

R J THOMPSON Secretary and Solicitor The Civic Centre, Castle Hill Avenue, Folkestone, Kent CT20 2QY



Dover District Council

PLANNING APPLICATIONS

- CAPEL LE FERNE: STD/90/00551 Variation of condition (i) of planning approval STD/88/01640 to operate for 11 months, Varne Ridge Caravan Park, 145 Old Dover Road. DENTON WITH WOOTTON: STD/90/00530 new LPG storage tanks and enclosure, The Jackdaw Public House, The Street; STD/90/00570 Porch utility room and alterations, Fairfield, Wootton Lane. DOVER: STD/90/00526 Enclosure of rear balcony fronting Townhall Street, 15 The Gateway, Marine Parade; ADV/90/00512 Internally illuminated fascia signs, 56/57 Biggin Street, Dover. The above applications within Dover may be seen at The Area Office, Maison Dieu Gardens, Dover and at the Council Offices, Honeywood Road, Whitfield, Dover. EASTRY: STD/90/00544 Single storey extension, 1 Thornton Cottages, Eastry. LANGDON: STD/90/00569 a) Removal of conditions (iv) and (v) on planning consent DO/82/972. b) Reduction of tents from 107 to 87 and increase static caravans from 156 to 176, Hawthorn Farm, Martin Mill; SHEPHERDSWELL-WITH-COLDRED: STD/90/00582 Detached bungalow and garage, land rear of 8 Eythorne Road, with access to the Construction of ground floor kitchen and stores at rear of public house, Coxhill; STD/90/00592 Outline - Propose residential development, land north east of St Andrews Gardens, Shepherdswell; STD/90/00600 Conservatory at side, Langrecht Lodge Nursing Home, Eythorne Road; ST MARGARET-SAT-CLIFFE: STD/90/00614 Construction of ground floor kitchen and stores at rear of public house, Smugglers, High Street; SUTTON: STD/90/00560 proposed change of use of existing outbuildings for the manufacture of passive fire protective products, Warcott Lodge, Roman Road; TEMPLE EWELL: STD/90/00598 Erection of a rear extension, Millbrook, Watesend; WOODNESBOROUGH: STD/90/00581 Garage/workshop extension, 9 Woodland Way, Woodnesborough; WORTH: T/E/90/00622 Proposed trees subject to Tree Preservation Order No 2, 1979 - PT/Wor/1(ii), Upton House, Worth.

All the above applications may be seen at the Council Offices, Honeywood Road, Whitfield, Dover, to which address any representations to be made should be sent within 14 days marked for the attention of the Chief Planning Officer.

It should also be noted that any representations received may be made available for inspection by the public, and may be copied as a result of the provisions of the Access to Information Act 1985. Representations will not be acknowledged until an application has been determined. Late representations will not normally be taken into consideration. The Council notes that the Council do not accept any responsibility for any incomplete or inaccurate description of any application.

Director of Planning & Technical Services

J. R. CLAYTON.



U Geoffrey - Copy for info.

119 Sandgate High Street,
Folkestone,
Kent,
CT20 3BZ

22nd June, 1990

Area Manager,
Kent County Council Highways Division,
2 Beercart Lane,
Canterbury,

Dear Sir,

RE: Proposed new parking restrictions in Sandgate High Street

Following my telephone conversation with one of your staff this afternoon I am writing to register my concern regarding the above, which I understand may be taken into account despite the fact that the deadline for objections is today.

My concern is that any new parking restrictions in Sandgate High Street will have the effect of speeding up traffic even more than at present. Although I live at the opposite end of the High Street to the proposed restrictions I feel the "knock-on" effects of removing parking would be to make the road even more of a dangerous "race track" than it is now. Cars currently pass our front door at speeds of up to 70 m.p.h. at various different times of the day, notably when the traffic flow is slightly lower than it is at the busiest times of day.

It might be said that the fact that drivers ignore the 30 m.p.h. limit constantly through Sandgate is a matter for the police but as a resident who has watched the problem worsen considerably over the past year or so I feel that any easing of the traffic flow would not only cause further parking problems for local residents but would increase the danger of accidents.

In the long term the detrunking of the road when the long-awaited Brenzett to Stanford link comes into being would allow traffic calming measures to be brought into effect but, as the father of a toddler, I cannot help feeling that the horrendous traffic flow through the village and the speed at which it moves will cause serious accidents before very long if nothing is done.

May I, therefore, in addition to registering my concerns about the proposed parking restrictions, ask that serious consideration be given to any measures which will slow down traffic through the village, particularly at the western end of the High Street, and the provision of a pedestrian crossing, preferably controlled, to enable residents, especially the elderly and the young, to cross the road in safety without waiting for up to five minutes to do so, as they must at present.

I thank you for this opportunity to make my worries known as they are making me old before my time! (I tend to imagine shaking a walking stick at passing motorists instead of just my fist as I am often reduced to doing!)

I look forward to receiving your observations and seeing some action taken before it is too late,

Yours sincerely,

Tony Murless.

Copies to Shepway District Council, Michael Howard QC, MP and Folkestone Herald.

Dr. P. J. MCGREGOR
DR. BARBARA MCGREGOR

23 Sandgate High Street,
Folkestone,
Kent CT20 3AH
Tel Folkestone 221487

~~Enbrook Lodge,
Hillside,
Sandgate, Kent,
CT20 3DB
Tel. Folkestone 48694~~

Your Ref: MSE 5062/A259/0/61/2/1

7th November, 1001

Mrs C Jennings,
The Department of Transport,
South East Network Management Division,
Senet House,
Station Road,
DORKING, Surrey RH4 1HJ

Dear Madam,

The Trunk Road (A259) (Folkestone and Sandgate) (Prohibition and Restriction of Waiting) Order 199

We wish to object most strongly to the proposed parking restrictions. As owners of Sandgate Castle we have been able to provide our own parking facilities both for the Castle and for its associated Restaurant Boleyn 200 yards away at 23 Sandgate High Street. We therefore have no axe to grind other than our concern for the prosperity of Sandgate.

A small but historic village, Sandgate is squeezed between the beach and the cliffs close behind.

Military Road leads from Sandgate High Street through a natural break in these cliffs to Shornecliffe Camp above where Wellington was based before Waterloo.

Until after the 1939-45 War Sandgate thrived on the Army presence. As the importance of the Army locally has lessened, Sandgate has changed its character becoming very well known for its antique shops, upon which much of its prosperity depends.

Since Edwardian times Sandgate, with its easy access to safe bathing, has also attracted holiday makers and today people come here for water ski-ing and wind surfing. This year its beach was one of the very few Shepway beaches which passed the EEC clean bathing standards.

By the nature of its physical constraint between the sea and the cliffs one thing always in short supply in Sandgate is parking space, so necessary for the economic survival of the village both as an antique centre and as a holiday resort.

If these parking facilities are removed, traders in Sandgate will

Cont....

Mrs C Jennings,
The Department of Transport

2.

7th November, 1991

lose out very considerably as the residents of Sandgate itself are too few to provide support for the many specialised businesses here which rely almost entirely on customers coming from outside the area.

Even the two historic pubs in Sandgate have no parking facilities of their own and must rely upon the already over subscribed parking space in the village for their customers.

It is easy to foresee that removal of these very important parking facilities from Sandgate will lead to its decline. Loss of the vigorous, attractive and independent life of Sandgate will have an adverse effect on the whole surrounding area.

This is not at all fanciful as it is our personal experience that Sandgate as it is today attracts visitors not only from within the U.K.,, but also from the Continent and further afield including America, Australia and Japan,

There is only one significant area of land remaining unused in Sandgate, and that is the Enbrook Park Estate belonging to Wimpey's.

It is to protect and conserve the integrity of this land, covering more than 20 acres, that Wimpey seeks to obtain these restrictions which will remove vital parking spaces from Sandgate.

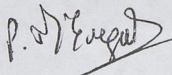
If the development sought by Wimpey requires this extra space for safe traffic turning, then the land presently part of the Enbrook Park Estate, whether owned by Wimpey or by Saga, should be used to provide that space.

It should not simply be obtained by removing the existing parking facilities upon which residents and businesses depend for their livelihood.

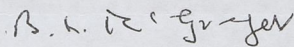
Such a loss of amenity cannot be justified by Wimpey's natural desire to develop its own land for housing.

We would respectfully urge the Inspector not to make any order regarding the restriction of parking facilities in Sandgate until any consequent loss of amenity is first compensated for by the provision of an equal number of convenient alternative parking spaces.

Yours faithfully,



P.J. McGregor



Barbara L McGregor

Coast Cottage
149 Sandgate High Street
Nr Folkestone, Kent CT20 3DA

Attention Mrs C. Jennings
The Inspectorate
The Dept of Transport
Senet House, Station Road
Dorking, Surrey RH4 1HJ

10 November 1991

Dear Madam,

Public Inquiry, Order 199 Trunk Road A 259
19 November 1991

I wish to appear at this forthcoming inquiry as an objector because the abolition of 40 parking spaces in the vicinity of Enbrook Park fronting the High Street, will be the death-knell of a once thriving village.

Both my family and I have been resident in Sandgate, since 1932 and the fact that two large areas were designated Conservation Areas in 1972 bears witness to its historic and architectural interest and village identity. In recent years, the restored Castle, the refurbished hotels and pubs, its wealth of antique shops have made it an added tourist attraction. The Fish and Chip shop on the corner of Military Road has been a popular and appetising rendez-vous since I was a child

In 1987, I viewed with some alarm the proposal to carve up the 27 acre Enbrook House Estate (Saga Headquarters at that time) designated a conservation area of exceptional environmental quality.

The ^{original} proposals and plans retained the existing ingress on Sandgate Hill and egress on to the High Street, used for ten years by Saga Ltd and its complement of around 700 employees. There was no suggestion about altering that system. Both Shepway Councillors and the developers assured local residents that the development would be of great economic benefit to Sandgate.

The opposite is now the case. Not till 29 November 1988, at the behest of the Ministry of Transport, was a new application made (giving 17 days notice) for SOLE ACCESS to Sandgate High Street! without regard to the existing amenities to residents, and the livelihoods of traders, antique dealers, a hotel and bar, and a distributor of a bleaching agent, ^{and public library}

Many people from outside the village, some from Folkestone, prefer to use the Sandgate Branch Library, and at the same time frequent the Castle, the Post Office, the greengrocer and butcher and other shops rather than go east into Folkestone.

The removal of parking spaces will kill Sandgate as a village and as a close-knit community. As a resident since 1932, I do not see why we should be sacrificed to back-door methods of creating a new development. The whole matter should be looked at afresh, and I will be happy to present my own proposals for dealing with ~~access~~ ingress and egress.

Please acknowledge receipt of this letter

Yours truly

Linda René Martin

(Mrs) L. René-Martin

Dear Geoffrey - written at high speed
in high dudgeon - not very coherent
I'm afraid. Am running out of steam.
Linda

your views

Referendum on parking fees

Have your say

THOUGH you mean to have a say it may not matter any way Sandgate, be ye not deluded postal voters not included of 764 I'm one.
The Esplanade's another charade
seaviews, meal stops no more free
we've only just begun.

As usual, I'm a shade emphatic is it really democratic?
We'll totter to the polling station in our state of indignation.
A vote is just in indicator for Shepway to decide on later on terms they choose.
STILL VOTE.

Linda Rene-Martin, Sandgate

Protest needed

I AM struck that the Labour Party has found its nose out of joint because the campaign its few members helped to start, some months ago, has gathered a huge amount of public momentum.

Surely it is in the nature of these campaigns that it will gather supporters for the anti-campaign along the way.

We know the Labour Party has been in the thick of it, so we don't need its members popping up to reaffirm it. It was the Labour Party, I seem to remember, which called a meeting in protest against the parking charges in Lydd that no one turned up to!

The referendum showed a significant amount of opposition but was hardly a revolution, was it? The Labour Party seems absolutely desperate to show it is some sort of potent force once more by trying to bamboozle the media into thinking its massed ranks are leading a stampede of public opinion.

The Labour Party is well-placed



BANDWAGON: Kay McLoughlin votes against parking charges

to become the official opposition in Shepway providing they can get themselves organised and get some members.

The trouble for them is that the anti-parking bandwagon is bound to be jumped on by other political chancers and vocal community figures.

Kay McLoughlin is a case in point. She allies herself to no particular party – just a self-styled troublemaker who know when something is wrong.

These parking charges are wrong and they will be bad for the district. So it doesn't matter who protests as long as they do.

S Millar
e-mail

Why call vote?

WHILST I wholly sympathise with public opinion towards Shepway parking proposals, I cannot understand why a referendum has been demanded by a tiny clique of political motivated saboteurs.

We have a set of draft proposals in front of us that are to undergo consultation allowing for changes to the scheme. If the people of

Folkestone are not happy with the proposals after this period then let's have a referendum.

Folkestone Town Council, myself included, voted against the current set of proposals and will act and scrutinise the plans accordingly.

I was interested to see Mr Briddock had seconded the proposal for the referendum to be determined. Perhaps he can explain to me and the rest of Folkestone why we should have a referendum before we have concrete plans set before us?

Energy would be better used voicing your concerns and suggestions to the SDC during consultation rather than lumping a large bill at the feet of Folkestone Town Council.

Councillor Tristan Allen
(Folkestone Park)
e-mail

Ill-thought

I WOULD like to congratulate the Labour Party for bringing the subject of the council's proposals to charge for street parking, to people's attention through the referendum.

My road is at present free from parking restrictions but has been included in the council's plans. It is unclear just how residents are to cope with this. A resident's parking permit, at a cost, will not guarantee a parking space, or provide free parking for visiting relatives and friends.

The degree of opposition to this plan should shame the council into withdrawing the whole ill-thought scheme. The issue is now uppermost in the minds of the people of Folkestone who will be listening closely to see how the council will respond.

Wendy Mitchell
Kingsnorth Gardens
Folkestone

Harbour vision

HAVING attended both the exhibition and presentation at the Quarterhouse of the Folkestone Harbour Company's vision of the development of the Folkestone seafront, we were very concerned with both the density and the design of the proposed buildings.

Should they not be in keeping with the lovely lines of Marine Crescent – not hem it in and deprive the residents of their seaview?

Secondly, there appears to be no planned adequate transport links, so will this not lead to congestion on the roads leading to the harbour and future residents feeling cut off from the town centre?

Finally, we feel it unlikely that the future housing, as currently planned, will really be able to achieve a good mix of people from different economic backgrounds. Social housing was not mentioned in the talk by Trevor Minter but the crowded London-bound commuter trains were!

Louise Sovig
e-mail

Hidden Truths

I HAVE written a book – Suez: the Hidden Truths, which details those turbulent years of the Suez Campaign of the early 1950s, when thousands of troops, many of National Service, were sent to defend the canal zone, often facing appalling conditions.

Even though many of the men who died were only in their teens, we were inexplicably denied a medal. However, after a long campaign, this injustice has been righted.

Within this 'Forgotten Army' hundreds perished and are buried in the sand at British Military cemeteries in Egypt.

Indeed, from this failed adventure, can anything be learnt today in the context of Afghanistan? As in the Suez conflict, brave men are sadly being killed and maimed once more.

John Hunt,
Preston, Lancs

Holiday woes

I SAID to my neighbour at number three.

'I shouldn't have listened to you Lee.

The holiday places you suggested to me,

have been a disaster you have to agree.

Two years ago you said Italy was great,

and that's when Sam became pregnant mate.

Then last year you recommended Spain,

and of course she got pregnant again.

I spoke to mother who gave me a tip,

and I'm doing things differently this trip.

So if it's all right with you Lee,

this year I'm taking Sam with me.'

Joe Thomas
Sandgate Writers
e-mail

Not office hours

THE HERALD (December 1) has published attendance figures at committee meetings for Shepway District councillors over the last six months and turned them into a league table.

Your headline says 'Figures show members honouring commitments' and I hope we are. However, just looking at public meetings doesn't give the full picture. Most of the work councillors do on behalf of their constituents and for the council is outside such meetings.

Whilst it's great to have a 100 per cent attendance record, councillors do fall ill or have a clash of dates. In these circumstances another councillor will cover for an absent colleague. In any case all councillors are sent a web-link to the committee papers so we know what's happening and can raise any concerns.

Shepway District councillors don't keep office hours; people contact us on our home phone numbers during the evening and at weekends and we all of us deal with e-mails on an almost continuous basis.

We also attend our local parish and town council meetings and go out to see problems on our patch. There's far more to being a

THE LATEST BUSINESS NEWS ON OUR WEBSITE - KENTONLINE

Relief for parishes as costs of polls cut

THE cost to town and parish councils of running referendums into Shepway council's parking proposals is to be cut by 34%.

The district council's cabinet agreed to chief executive Alistair Stewart's suggestion for meeting the costs of the polls in Folkestone, Hythe and Sandgate which are on Thursday.

It means that Folkestone Town Council is likely to have to pay £18,036.38, Hythe Town Council £6,065.18 and Sandgate Parish Council £1,903.64.

Mr Stewart told the cabinet he had taken legal advice and the polls had been properly called by communities in the three areas.

"The town and parish councils are unhappy about the fact that this is our business but the cost falls to them," he said.

"We have managed to reduce those costs with some being directly borne by Shepway."

Previous estimates of the costs were £27,495.48 for Folkestone, £9,091.48 for Hythe and £2,804.23 for Sandgate.

Cllr Hugh Barker (Con) asked if the council could expect more demands for referendums.

"Once people have a taste for



Shepway council chief executive Alistair Stewart

calling a poll, I can see them rushing forward," he said.

Mr Stewart said there had been polls before and he expected more under the new Localism Act.

Deputy council leader Cllr Rory Love (Con) said the polls were expensive and the council's own public consultation over its proposals would start next month.

Questions for the referendums

VOTERS will be asked to answer 'yes' or 'no' to two questions:

■ Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway.

■ Do you agree that if the proposed Shepway District Council strategy is imposed on the residents of Folkestone that, as a minimum, Shepway District Council make available one free parking permit per residence and the first hour of a motorist's parking session at any on-street pay and display space is free.

There are 33,583 electors able to vote in the Folkestone poll, 11,818 in Hythe and 3,433 in Sandgate.

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Vote: Your say

THE public go to the polls today for a referendum on whether they want the introduction of parking charges for visitors and residents.

About 50,000 taxpayers are eligible to vote on the plan to introduce charges for parking. Currently free and to issue residents' permits in certain areas at a charge although there is no guarantee of a place or even a permit.

The first question will read: "Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway?"

A second question will ask whether SDC should at least give one free permit to each household and impose no charge for the first hour's stay in any official parking space.

SDC has pointed out that the scheme is in the planning stages and a consultation period starts next year.

The council has also drawn criticism for its decision to privatise its parking services to an outside contractor for a fixed annual price.

THERE are 33,583 electors able to vote in the Folkestone poll, 11,313 in Hythe and 3,433 in Sandgate. This makes a total of 48,334 possible voters.

A turnout of less than 15 per cent for a parish poll – irrespective of the result – would be seen as a poor result for those who called for a referendum.

Given the time of year, the fact the poll will be held in complete winter darkness and in a tight timeframe between 4pm and 9pm will almost guarantee a low turnout but most observers agree that 20 per cent plus would be a good result.

The total cost of the three polls is £26,000.

REFERENDUM FAQs

When is it? Thursday, December 8

When are polls open? Between 4pm and 9pm

Do I need a polling card? No. None has been issued.

What do I bring? Nothing.

Poll staff will check your name and address against the electoral roll.

Pop art poster leads way to parking vote



JUST SAYING NO: The free poster



This is a list of all the polling stations in Folkestone, Sandgate and Hythe

1. All Souls Church Hall, Somerset Rd, Folkestone, CT19 4NW
2. Cadet Hall, Church Road, Folkestone, CT20 3EL
3. Wood Avenue Library, Wood Avenue, Folkestone, CT19 6HS
4. Baptist Church Hall, Hill Road, Folkestone, CT19 6LY
5. St Saviours Church Hall, 130 Canterbury Road, Folkestone, CT19 5NR
6. St Johns Church Hall, St Johns Church Rd, Folkestone, CT19 5BQ
7. Tourist Information Centre, Tram Road Car Park, Tram Road, Folkestone, CT20 1QN
8. Pembroke Court (side entrance), Dover Rd, Folkestone, CT20 1TA
9. Philippa House, Warren Road, Folkestone, CT19 6DW
10. Catholic Church Hall, Guildhall Street, Folkestone, CT20 1EF
11. United Reformed, Church Hall, Castle Hill Avenue, Folkestone, CT20 2QR

12. 7th Day Adventist Church, The Parade, The Bayle, Folkestone, CT20 1SU
13. Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, CT20 2QY
14. School of English Studies, 26 Grimston Gardens, Folkestone, CT20 2PY
15. Methodist Church Hall, Surrenden Road, Folkestone, CT19 4DY
16. St Georges Church Hall, Audley Road, Folkestone, CT20 3QA
17. Folkestone Academy (Lucy Avenue Entrance), Lucy Avenue
18. Stripes Club, Folkestone Invicta Football Club, Cheriton Road, Folkestone, CT19 5JU
19. Methodist Church Hall, Rampart Road, Hythe, CT21 5BG
20. St John Ambulance Brigade Hall, Albert Lane, Hythe, CT21 6BY
21. Seabrook Church, Seabrook Road, Hythe, CT21 5RB
22. Palmars Hall, Dymchurch Road, Hythe, CT21 6NG
23. Hall, Rear of Light Railway Cafe, Scanlons Bridge Road, Hythe, CT21 6LD
24. Chichester Memorial Hall, 70 Sandgate High Street, Sandgate, CT20 3AR

Fears for shops' trade

Report by **Simon Finlay**

simon.finlay@KRNmedia.co.uk

FOLKESTONE artist Johnny Cotter has designed a campaign poster to protest against the proposed parking charges across Shepway.

The "SAY NO" colour bill can be picked up free from Mr Cotter's gallery in Rendezvous Street or from the Herald offices in West Cliff Gardens.

Featuring a coin-fed parking meter and carrying the slogan "Kill Your Town" beside the slot, the poster is in the artist's pop art style.

As Folkestone, Sandgate and Hythe go to the polls today on whether they want paid parking across the district, Mr Cotter, 50, of Sandgate, said: "I really hope we can persuade a council – that has already made its mind up – to abandon these crazy parking schemes."

"They talk about a consulta-

tion process next year but that is a rubber-stamping exercise for a plan that is all but put in place already."

Mr Cotter has been one of the loudest voices in the business community to express his concerns that the council's scheme to introduce free parking with paid for ticketing and issuing residential permits in places where residents are not guaranteed a space.

He claims that the plans could "kill" trade at a time when businesses are already struggling in the wake of the economic downturn and poor trading in the run-up to Christmas.

Last week, estate agents expressed fears that property prices might tumble and homes may become even harder to sell in a buyers' market.

Mr Cotter added: "I'm hoping that with the Herald's help we can see these A3 posters popping up all over the place."

"Even with the public meetings, referendum calls, the backlash in the media and the endless letters in the papers about this and still they seem determined to plough on and bring in these punitive charges."

Mr Cotter added: "This is a done deal and there is nothing we can do but keep on showing our opposition."

"People need to get out and vote in the referendum."

Last week council leader Robert Bliss said that residents' parking permits had been introduced in a neighbouring area of Kent to great effect.

He has also consistently said no decision has been made and cannot be made until January's consultation period.

■ If you are unable to pick up a copy of the poster, please call the Herald on 01303 850999 and we'll do our best to send you one by return.

Dine & Dance Day & Night with us on our Tribute & Party Nights!



Fri 9th Dec - Debbie Hall Xmas Cabaret
Thur 15th Dec - Elton John
 free bottle of house wine for bookings of 4 or more people
Thur 22nd Dec - 70's Party Night
Fri 23rd Dec - Sarah Baker Xmas Show
 Special price £20 and includes a 3 course meal
New Years Eve - £40pp Includes Bob Marley Tribute & Disco Luxury Buffet served through the evening

Spaces still available for **Christmas Day Lunch**
Adults £40, Children £20

Restaurant Bar 103

Book your place now on 01797 361603
 103 Coast Drive, Greatstone, New Romney, TN23 8NR

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VOTE TO KEEP FREE PARKING IN SANDGATE

Parish Poll on Parking

A Parish Poll will be held in Sandgate on Thursday 8th December about the parking strategy proposals being put forward by Shepway District Council.

Polling stations will be open from 4pm to 9pm only on Thursday 8th December. There will be no polling cards issued or postal votes for the Parish Poll - you need to vote in person.

**THURSDAY 8th DECEMBER
BETWEEN 4.00 pm & 9.00 pm**

WHERE

The polling stations are:

- Chichester Hall on Sandgate High Street for Sandgate Village
- St George's Church Hall on Audley Road for Sandgate Valley
- Seabrook Church for electors off Hospital Hill and Sandgate Esplanade as far North as Wellington Place.

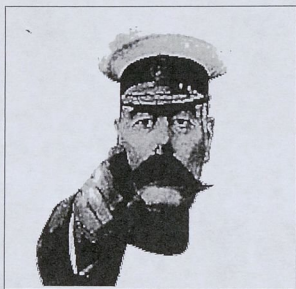
If you have any doubts as to your allocated polling station telephone Shepway District Council on 01303 853 000 & ask for Electoral Services

Shepway District Council proposes to introduce pay and display parking meters in all Sandgate car parks and on almost all residential roads in the lower village between the Murco Garage and the top of Sandgate Hill.

Visit the below web address for full details of the proposals:-

www.shepway.gov.uk/content/view/201306/54/

**SHEPWAY PARKING
PROPOSALS**



**VOTE NO
CHICHESTER HALL
THURSDAY 8TH
DON'T WASTE
YOUR VOTE**

23 February 2012

Mrs Linda René-Martin
149 Sandgate High Street
Nr Folkestone
Kent
CT20 3DA

Copy emailed to Jim P. 28/2/2012/16:00

Mrs
Dear René-Martin

I thought that I should send you a progress report regarding what I've done about the matter that you raised with me earlier this year.

At the end of January after discussing with the EKS committee I sent the following letter to all seven of the MPs who cover the EKS area of Kent:

Dear xxxxx

Under the Parish and Community Meetings (Polls) Rules 1987 there are no provisions for voting by post or by proxy in a Parish Poll.

As an organisation representing many elderly and disabled people in your consistency, this lack of the opportunity for a postal or proxy vote greatly concerns us.

In a recent poll held in the south of the area that we cover and concerned with parking regulations, an issue that can significantly effect the disabled and old, many of our members were excluded from voting by reason of their limited mobility. This, we feel, is intolerable in a democratic society.

We hope that when the Parish and Community Meetings (Polls) Rules 1987 are next discussed in the House of Commons, you might use your position to try to correct this serious injustice.

Yours sincerely

*Some
Confusion*

*Jeans of
Reference not
quite correct*

i.e Referendum

Yesterday is the past, tomorrow is the future, and everyday is a new beginning.
A Support Group for Stroke Survivors and their Families in East Kent
Registered Charity: 1122466

only organised by Parish and Shepway DC.

Robin Cant

EKS chair

I have received to date five replies. They were as follows:

Replies from MPs

Julian Brazier, Canterbury

Thank you for your letter of the 1 st February regarding the lack of provision for voting by post or proxy in a parish poll. I appreciate your concern that this is disenfranchising elderly and disabled people from taking part in voting on parochial issues that concern them. Your note about voting on parking regulations is a good example of this.

I have taken the matter up with the Minister concerned at the Department for Communities and Local Government, Grant Shapps, and will let you know when I hear from him.

Charlie Elphicke, Dover

PARISH POLL RULES

Thank you for your letter of 1 February regarding the rules for voting by post or proxy at a Parish Poll.

I quite agree that disallowing such voting is discriminatory, as it means that many people would be unable to exercise their democratic right to vote.

As such I have raised this with the Cabinet Office Minister Mark Harper and asked him to consider the issue.

As soon as I receive a response I will write again.

Damian Collins, Folkestone & Hythe

Thank you for your letter of 1 February regarding the Parish and Community Meetings (Polls) Rules 1987.

I do appreciate that there are no provisions for voting by post or by proxy in a parish poll. As you may know, the Localism Act makes provision for local referendums, and I have written to the Secretary of State for Communities and Local Government to seek his assurance that such options are available and that local referendums are run in a way more akin to elections.

It is very important that everyone has a fair opportunity to make their voice heard, regardless of any impairment to mobility that they may suffer.

I am grateful to you for taking the time to write.

Hugh Robertson, Faversham

Thank you for your letter of 1 February about voting by post or by proxy in a Parish Poll. It was kind of you to let me have your views which I will, of course, bear in mind when the issue is next discussed at Westminster.

Laura Sandys, Thanet South

Thank you for your recent letter regarding Parish and Community Meetings (Polls) Rules of 1987. I will certainly write to the Secretary of State for Communities and Local Government to raise your concerns.

I understand your concerns and agree that this limitation on voters does not seem democratic. I am sure the Minister will clarify the government's position on this issue in his letter.

I will send on the Secretary of State's response in due course.

No reply (as yet) from: **(Damian Green, Ashford and Roger Gale, Thanet North)**

I will of course keep you informed if I received anything else.

Very best wishes

Robin



Chairman: Robin Cant, 199 The Street,
Adisham, Canterbury, Kent, CT3 3LE
☎ (01304) 840196
email: eastkentstrokes@btinternet.com

21 March 2012

Mrs Linda René-Martin
149 Sandgate High Street
Nr Folkestone
Kent
CT20 3DA

Dear René-Martin

Since writing to you last I have received more responses to my letter to MPs re the local referendum issue.

I have received new letters from four MPs, two of which were new responses (Damian Green [Ashford] & Sir Roger Gale [Thanet North]) and two were elaborations on earlier replies (Laura Sandys [Thanet South] & Julian Brazier [Canterbury]). All the letters had other letters from the Department of Communities and Local Government attached to them that had been sent in response to the individual MP's enquiries. Julian Brazier, Damian Green and Laura Sands had all written to the Rt Hon Grant Shapps, Minister for Housing and Local Government and received broadly similar replies.

E.g.

"Mr Cant is concerned that under the Parish and Community Meetings (Polls) Rules 1987, there is no provision for voting by post or by proxy in a parish poll. As Mr Cant is aware, the provisions for parish meeting polls are set out in Schedule 12 of the Local Government Act 1972 and the rules governing the polls are set out in the Parish and Community Meetings (Polls) Rules 1987 (Statutory Instrument No. 1/87).

A parish meeting poll may be demanded on any question arising at the parish meeting. For a poll to be held it must be demanded by not less than 10 or 1/3 of the electors present at the meeting, whichever is the less. The parish poll must be held between the hours of 4pm and 9pm on the agreed date. There are no polling cards and no postal or proxy votes. The only way to cast a vote at a parish poll is to turn up and cast it in person.

We are aware that there are concerns about the way parish polls are conducted. The rules, understandably, are seen as wholly outdated and restrictive in today's modern society. As you may know in the early stages of the Localism Bill (now Localism Act) a package of measures about referendums was proposed, but then dropped in the face of concerns expressed in Parliament. However, if an opportunity arose in the future for the wider issue of referendums and parish polls to be considered, voting

by post or by proxy would be something we would certainly consider as part of this."

Sir Roger Gale wrote to Bob Neill, Parliamentary Under Secretary of State at Department of Communities and Local Government and received an almost identical reply to those penned by Grant Shapps

I can make all the original letters available to you for inspection if you wish.

I will of course keep you informed if I received anything else.

Very best wishes

Robin

Robin Cant Esq, Kent Stroke Assn
Hazelwood, The Street
Adisham, Kent

MRS L. RENE-MARTIN
COAST COTTAGE
149 SANDGATE HIGH STREET
NEAR FOLKESTONE
KENT CT20 3DA

10 Dec 2011

Dear Robin Cant

Referendum on Parking restrictions and charges
Dec 8th 4-9 pm. ————— Shepway DC.

Poorly advertised, poorly attended and atrocious
weather did not help. Advertised only on Shepway and Parish
Notice Boards
? ① A yes/no vote
? ② An 'iffy' vote, ambiguous
(govt Regulation)

Personal voters only — postal voters precluded, ignored
Some of whom may be prejudicially affected. Despite my
disabilities — post stroke and other problems — I attended
thanks to a neighbour. Sandgate has 22% postal voters 764
MOST UNDEMOCRATIC!

Yellow zone covers Sandgate Esplanade and Princes Parade.
One hour free ONLY. For a seaview or a meal-stop
you'll have to pay, thereafter.

'Off-street' parking includes Public Car Parks just to
confuse the issue

I feel that the Kent Forum and Stroke Assn, that Age Concern
and Shepway Pensioners should make themselves heard and
felt on behalf of those who may be affected, and I leave
it to others with more clout. Shepway are using the
vote as an 'indicator' before deciding on their terms
i.e. anything to raise money.

Yottering into my 92nd year, I try to be brief.
Shepway DC Democratic Services for further info.
Tel: 01303-850388

Yours sincerely Linda René-Martin

The govt. does not provide for Poll cards, postal or proxy votes. (Notice Board)

Hi Linda,

As we discussed last night, I've checked and Parish Polls are governed by:

"The Parish and Community Meetings (Polls) Rules 1987" (Statutory Instrument 1987 No1)

...signed by the then Secretary of State, Douglas Hurd on the 5 January 1987.

These rules only provide for a Notice of Poll to be published and for voting to be at polling stations during the hours of 4:00 pm and 9:00pm on a day fixed by the Returning Officer.

In order for those rules to be changed, an amendment to specifically allow for postal votes would have to be made to those rules for Parish Polls.

As an MP, Damian could ask the government to bring forward an amendment to allow Postal Votes in Parish Polls, given the significant expansion in the use of postal votes in other polls since 1987 (when postal votes were rare and more difficult to get), or propose an amendment himself if he could secure Parliamentary time to have it debated.

I hope that helps.

Regards,

Tim Prater

On Parish Notice Board. Notice of Referendum

The gov't does not provide for poll cards, postal votes or proxy votes

Your Ref:
Our Ref: LK/Cllr R Bliss
Direct Dial: 01303 853500
Fax: 01303 245978
E-Mail: robert.bliss@shepway.gov.uk
Date: 6 January 2012

Folkestone

Hythe & Romney Marsh

Shepway District Council



Mrs L Rene-Martin
Coast Cottage
149 Sandgate High Street
Folkestone
CT20 3DA

Dear Linda

Thank you very much indeed for your letter of 2 January.

I have passed this on to be considered during the consultation period. Of course, the Sandgate consultation will not be held for a further 2 years and by that time there will be very many new options and variations to the present draft.

Yours sincerely

A handwritten signature in black ink that reads "Robert". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Cllr R Bliss
Leader of the Council

From the Leader's Office
Shepway District Council
Civic Centre, Castle Hill Avenue, Folkestone, Kent, CT20 2QY
Telephone: (Switchboard) 01303 853000
E-mail: sdc@shepway.gov.uk
DX 4912 Folkestone



www.shepway.gov.uk

Coast Cottage
149 Sandgate High Street
Near Folkestone
KENT CT20 3DA
Tel: (0303) 240360

Mr. Robert Bliss
Leader Shepway Council,
Chairman Sandgate Parish Council

2 Jan 2012

Dear Councillor Bliss

Parking Strategy, as we know, is a thorny issue, complex and full of twist* to the disadvantage and discrimination of the many, young and old.

Soon, it will be designed and debated by those with personal off-street parking anyway, surely a conflict of interest for a start.

The recent Referendum exercise gives a grossly unfair view, under govt. rules prevailing — a statutory amendment ^{Feb} 1987 signed Douglas Hurd which even our M.P. considers outdated *

The Shepway plan speaks only of on-street parking. Public car parks are considered, it seems, as off-street parking, to the detriment of workers, traders, tourists etc. In other words, against the economy in general.

Personally speaking, would Councillors bear in mind please, that the Coastguard Terrace on the High Street has only six car spaces and one bus stop for 16 cottages. Disabled, I need cabs, visitors workmen and a cleaner who regularly uses the Wilberforce Car Park.

So Shepway and Parish Councillors, there are other ways of filling the coffers: \wedge Plots with \wedge building planning permission lying idle three years on; Eurozone trucks using our main roads toll-free

* 22% of Sandgate voters precluded. whether for or against L

most of the time. There is plenty of money to be had without the cost of parking metres and ~~para~~ armies of paid wardens.

Please reassure me there will be no more draconian, ill considered moves to drain the people who can least afford it.

Yours sincerely

Linda René-Martin

Damian Collins M.P
cc. Gary Fuller, Sandgate Parish Council

FAO Mrs Rene Martin

NOTICE OF PARISH POLL

Sandgate Parish Council

At a Parish Meeting for the Parish of Sandgate held on 10 November 2011 a poll was demanded on the following questions, namely:

1. **Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway?**
2. **Do you agree that if the proposed Shepway District Council parking strategy is imposed on the residents of Folkestone that as a minimum Shepway District Council make available one free parking permit per residence and the first hour of a motorist's parking session at any on street pay and display spaces is free?**

Notice is hereby given that :-

A poll on the said questions will be taken on

Thursday 8 December 2011
between the hours of 4:00 pm and 9:00 pm.

The names and addresses of the proposers of the questions in respect of which the poll is taken is as follows :-

Question 1 PROPOSER	Pete Wallace	115 Enbrook Valley, Sandgate CT20 3NE
Question 2 PROPOSER	Tim Prater	98A Sandgate High Street, Sandgate CT20 3BY

The situation of the Polling Stations and the description of the persons entitled to vote thereat are as follows :-

Situation of Polling Station	Station Number	Ranges of electoral register numbers of persons entitled to vote thereat
St Georges Church Hall, Audley Road, Folkestone, CT20 3QA	16	FS1-1 to FS1-960
Seabrook Church, Seabrook Road, Hythe CT21 5RB	21	FS3-1 to FS3-495
Chichester Memorial Hall, 70 Sandgate High Street, Sandgate CT20 3AR	24	FS2-1 to FS2-2001

The legislation does not provide for Poll Cards, Postal or Proxy Voting at a Parish Poll.

Dated: 1 December 2011

A.J. Stewart
Returning Officer

Under present Govt legislation Feb 1987
Parish polls and referendums discriminate
against the elderly and infirm in that poll cards
postal and proxy votes are not provided for.

We call upon our M.P. to seek a suitable and democratic
amendment. In the name of democracy, we call upon
our M.P. to seek a suitable amendment.

DP
Aggressive and domineering

This is no political!

I would like to refer to the recent Referendums
on ^{shopway} parking schemes on Dees St

- ① How many people here today knew about it?
- ② How many people cast a vote one way or another.

In Sandgate alone, I was one of 764 postal voters
or 22% of the Parish electorate. My terrace cottage
is on the 'tish St with 6 spaces and 1 bus stop
for 16 cottages. Therefore on behalf of pensioners
absent or present I would like to propose
the following motion now or for a special meeting

The result is not binding on the local Council. They can
ignore it ^{it's merely an indication}

Under present Govt legislation dated Feb 1987 Parish Polls and
Referendums discriminate against the elderly and infirm
in that Poll cards, postal and proxy votes are disallowed.

~~We call upon our M.P. to seek a democratic and~~
~~Suitable~~ In the name of democracy, we call upon
our M.P. Damian Collins to seek a suitable amendment

The poll questions were:

1. Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway?

2. Do you agree that if the proposed Shepway District Council parking strategy is imposed on the residents of Folkestone that as a minimum Shepway District Council make available one free parking permit per residence and the first hour of a motorist's parking session at any on street pay and display space is free?

The results by area:

- Folkestone parking poll Question 1 result: No 1744, Yes 72.
- Folkestone parking poll Question 2 result: No 557, Yes 1145

- Hythe parking poll Question 1 result: No 834, Yes 25
- Hythe parking poll Question 2 result: No 282, Yes 548

- Sandgate parking poll Question 1 result: No 535, Yes 14
- Sandgate parking poll Question 2 result: No 129, Yes 402

The turnouts were 16.3% in Sandgate, 7.3% Hythe and Folkestone 5.45%.

Thanks to Tim Prater from whose web site this information was taken.

Bobbie Allen

From: "David Cowell" <david@davidcowell.net>
To: <undisclosed-recipients:>
Sent: 09 December 2011 07:40
Subject: Result of the parking poll from David Cowell

A yes or no? followed by
 an IF question
 22% postal voters precluded
 764

The poll questions were:

1. Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway?

2. Do you agree that **if** the proposed Shepway District Council parking strategy is imposed on the residents of Folkestone that **as a minimum** Shepway District Council make available one free parking permit per residence and the first hour of a motorist's parking session at any **on street pay** and display space is free?

The results by area:

- Folkestone parking poll Question 1 result: No 1744, Yes 72.
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- Sandgate parking poll Question 1 result: No 535, Yes 14
- Sandgate parking poll Question 2 result: No 129, Yes 402

The turnouts were **16.3% in Sandgate**, 7.3% Hythe and Folkestone 5.45%. 22% postal voters

<!--[if !supportLists]--><!--[endif]--><!--[if !supportLists]--><!--

Parish Poll on Parking - 8th December

Sandgate will be holding a Parish Poll on Shepway Council's parking strategy proposals on Thursday 8th December.

A Parish Poll will be held in Sandgate on Thursday 8th December about the parking strategy proposals being put forward by Shepway District Council.

Polling stations will be open from 4pm-9pm only on Thursday 8th December. There will be no polling cards issued or postal votes for the Parish Poll - you need to vote in person.

The polling stations are:

Chichester Hall on Sandgate High Street for Sandgate Village

St George's Church Hall on Audley Road for Sandgate Valley

Seabrook Church for electors off Hospital Hill and Sandgate Esplanade as far North as Wellington Place. This is a new polling station for those electors, who will be notified by post of the new polling place by Shepway District Council before the poll

There will be two questions on the poll:

Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway?

Do you agree that if the proposed Shepway District Council parking strategy is imposed on the residents of Folkestone that as a minimum Shepway District Council make available one free parking permit per residence and the first hour of a motorist's parking session at any on-street pay and display spaces is free?

The count for the poll will take place after 9pm on Thursday 8th December at Shepway District Council's offices.

THURSDAY

Bobbie Allen

From: "David Cowell" <david@davidcowell.net>
To: <undisclosed-recipients:>
Sent: 08 December 2011 09:05
Subject: Message from David Cowell re: various
Hello

Just to remind you that:

1. Today is parking poll day and polling stations will be open from 4pm-9pm only and there will be no polling cards issued or postal votes for the Parish Poll - you need to vote in person.

The polling stations are:

Chichester Hall on Sandgate High Street for Sandgate Village

St George's Church Hall on Audley Road for Sandgate Valley

Seabrook Church for electors off Hospital Hill and Sandgate Esplanade as far North as Wellington Place.

This is a new polling station for those electors, who will be notified by post of the new polling place by Shepway District Council before the poll

There will be two questions on the poll:

X
Do you support Shepway District Council's parking proposals to introduce parking charges for Folkestone and the rest of Shepway?

X
Do you agree that if the proposed Shepway District Council parking strategy is imposed on the residents of Folkestone that as a minimum Shepway District Council make available one free parking permit per residence and the first hour of a motorist's parking session at any on-street pay and display spaces is free?

The count for the poll will take place after 9pm on Thursday 8th December at Shepway District Council's offices.

Hi Linda,

As we discussed last night, I've checked and Parish Polls are governed by:

"The Parish and Community Meetings (Polls) Rules 1987" (Statutory Instrument 1987 No1)

...signed by the then Secretary of State, Douglas Hurd on the 5 January 1987.

These rules only provide for a Notice of Poll to be published and for voting to be at polling stations during the hours of 4:00 pm and 9:00pm on a day fixed by the Returning Officer.

In order for those rules to be changed, an amendment to specifically allow for postal votes would have to be made to those rules for Parish Polls.

As an MP, Damian could ask the government to bring forward an amendment to allow Postal Votes in Parish Polls, given the significant expansion in the use of postal votes in other polls since 1987 (when postal votes were rare and more difficult to get), or propose and amendment himself if he could secure Parliamentary time to have it debated.

I hope that helps.

Regards,

Tim Prater

On Parish Notice Board. Notice of Referendum

The part does not provide for poll cards, postal votes or proxy votes

DAMIAN COLLINS MP



HOUSE OF COMMONS
LONDON SW1A 0AA

D Laws, Esq
Secretary, Shepway Pensioners Forum
Shepway Business Centre
Shearway Business Park
Shearway Road
Folkestone CT19 4RH

26 January 2012

Our Ref: DC/JD

Dear Mr Laws,

Thank you for your letter of 23 January regarding local referendums.

The Localism Act was introduced as the Coalition Government's Bill that will "shift power... back into the hands of individuals". There were provisions in the original Bill for local referendums, granting "community empowerment with powers to enable people to instigate local referendums on any issue". However, once the Bill had completed its passage through the Commons, the Lords voted to remove the provisions in the Bill allowing for local referendums other than for council tax, right-to-build and neighbourhood planning, all of which were cornerstones the Bill.

With regard to the referendums that can be called under the provisions of the Act, the regulations as to the conduct of referendums will be drawn up by the Secretary of State and voted on by Parliament. The Secretary of State is required by the Act to consult the Electoral Commission as to the content of the regulations.

I do appreciate your concern about the manner in which local referendums under the Parish and Community Meetings (polls) Rules 1987 are conducted, and I would be keen for the new local referendums to have more robust rules and procedures. To this end, I have raised your concerns with the Secretary of State for Communities and Local Government, and will be back in touch as soon as I have received a response.

Yours sincerely,

DAMIAN COLLINS

House of Commons
Westminster
London
SW1A 0AA
23-1-12

Dear Mr. Collins

Re: Shepway District Council's Parking Proposals.

On Friday the 16th December the Shepway Pensioners Forum held their annual general meeting.

At this meeting concerns were raised regarding the referendum which was held on the 8th December in view of the new parking regime being introduced in January 2012.

The motion was as follows: That we urge through our MP Damian Collins, an amendment to The Parish & Community Meetings (polls) Rules 1987 (Statutory Instrument 1987 No.1) such that postal votes be allowed since they are used mostly by the frail and elderly.

This motion was carried. A large part of the population of Hythe and Sandgate do fall into the category of elderly and frail as you are well aware.

The timing of the referendum ensured a lack of participation by the residents of Hythe and Sandgate as it was held, as no doubt you are aware, between the hours of 4.00pm and 9.00pm on a cold, wet, dark winters evening and again you are aware that elderly people do not venture out in such conditions.

This was only one of the criticisms raised regarding this referendum, on the issue of postal votes as well as the lack of information made available to council tax payers in the affected areas.

The members present at the meeting then went on to discuss the proposed parking plans. The opposition to the plan was total as it was seen as a money raising exercise with total disregard for local traders in all the affected areas as well as day visitors.

There is also the discrimination against the elderly who are not entitled to disabled bays but still have to attend day centres, doctor's surgeries, dentists, opticians, chiropodists etc. and would have to pay a minimum of £1.20p as that would appear to be the new parking charge.

In view of the cuts being made by the Conservative party towards the elderly, for example the heating allowance and the social care cuts we hope that you will join with us in condemning this parking plan that Shepway District Council are seeking to enforce and we look forward to your support in opposing it.

Yours sincerely,

Dave Laws
Secretary; Shepway Pensioners Forum.
Copy to Shepway District Council



Damian Collins MP
House of Commons
London
SW1A 0AA

Bob Neill MP
Parliamentary Under Secretary of State

**Department for Communities and Local
Government**
Eland House
Bressenden Place
London SW1E 5DU

Tel: 0303 444 3430
Fax: 0303 444 3986
E-Mail: bob.neill@communities.gsi.gov.uk

www.communities.gov.uk

Our Ref: ER/BN/004337/12
Your Ref: DC/JD

Handwritten signature of Damian Collins in blue ink.

23 FEB 2012

ers

Thank you for your letter of 26 January to the Rt Hon Eric Pickles MP, enclosing this one from your constituent, Mr D Laws, Secretary of the Shepway Pensions Forum, Shepway Business Centre, Shearway Business Park, Shearway Road, Folkestone CT19 4RH. I am replying as parish and town councils fall within my Ministerial responsibilities.

Mr Laws is concerned that the rules and procedures for carrying out a parish poll are not robust, and discriminate against the elderly. You have asked if the regulations on referendums that will be laid before Parliament will be more robust than the Parish and Community Meetings (polls) Rules 1987. As you may be aware, in its early stages the Localism Bill (now the Localism Act) did contain a wide package on local referendums, and parish polls formed part of this wider package. However, Government agreed to remove the wider package on local referendums from the Bill following concerns raised during various stages of the Parliamentary process. It would have been unwise to seek to extract any single measure from the referendum package and bring it back at a late stage in the Bill.

Handwritten signature of Bob Neill in blue ink.

Handwritten signature of Bob Neill in blue ink.

BOB NEILL MP

Age UK is the new force combining

AGE and **HELP THE AGED** **WE WILL**
Concern



28 February 2012

Mrs L Rene-Martin
Coast Cottage
149 Sandgate High Street
Near Folkestone
Kent
CT20 3DA

No Ref: No

Dear Mrs Rene-Martin

Thank you very much for your letter, dated the 24th January, regarding the referendum in view of the parking strategy in your area. Please accept our apologies for the delay in responding, we have a small team and we cannot always respond to correspondence as soon as we would like.

Your comments have been noted and please be assured that they will be passed on to the relevant person in our policy team for their information.

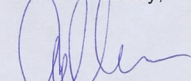
You mention that your local Age UK was totally unaware of this and that you want them to take up matters with the local MP. Please contact your local Age UK directly regarding this issue. We work in partnership with them, but they are an independent charity, so we cannot tell them to get involved. Their details are:

Age UK Folkestone
65 Shaftesbury Avenue
Cheriton
FOLKESTONE
CT19 4NS

Telephone: 01303 279031

Thank you for your interest in our work.

Yours sincerely,


Cecilia Holmgren
Age UK

*6 March:
Phoned - told them
they were useless
and not push me around
Their job to forward
my letters.*

Age UK
Tavis House
1-6 Tavistock Square
London WC1H 9NA
t 0800 169 8080
f 0203 033 1000
e contact@ageuk.org.uk
www.ageuk.org.uk

Patron of Age UK: HRH the Prince of Wales

Age UK is a charitable company limited by guarantee and registered in England (registered charity number 1128267 and registered company number 6825798). The registered address is 207-221 Pentonville Road, London N1 9LZ. Age Concern England (registered charity number 261794) and Help the Aged (registered charity number 272786), and their trading and other associated companies merged on 1 April 2009. Together they have formed the Age UK Group, dedicated to improving the lives of people in later life. The three national Age Concerns in Scotland, Northern Ireland and Wales have also merged with Help the Aged in these nations to form three registered charities: Age Scotland, Age NI and Age Cymru. Printed on FSC-certified paper using wood and mixed products from well-managed forests and other controlled sources. ID10423 04/11