

includes (79) 100 sq. yards or thereabouts of land
being part of the premises known as Sandgate Castle
Sandgate 1954: £5000 levy on works.

BOROUGH OF FOLKESTONE

THE COAST PROTECTION ACT, 1949, and
THE ACQUISITION OF LAND (AUTHORISATION PROCEDURE) ACT, 1946

THE FOLKESTONE SEA DEFENCE WORKS
COMPULSORY PURCHASE ORDER 1951

THE MAYOR ALDERMEN AND BURGESSES OF THE BOROUGH OF FOLKESTONE
in the County of Kent (hereinafter called "the Council") hereby
make the following order:-

1. Subject to the Provisions of this order the said Council are under section 14 of the COAST PROTECTION ACT 1949 hereby authorised to purchase compulsorily for the purpose of carrying out coast protection work the land which is described in the first and second schedules hereto and is delineated and coloured pink and red respectively on the map prepared in duplicate sealed with the Common Seal of the said Council and marked "Map referred to in the Folkestone Sea Defence Works Compulsory Purchase Order 1951" One duplicate of the map is deposited in the offices of the said Council and the other is deposited in the offices of the Ministry of Local Government and Planning Whitehall London S.W.1. X
2. Subject to the provisions of this order the said Council are also under section 27 of the COAST PROTECTION ACT 1949 hereby authorised to secure compulsorily all requisite rights of passage over the land which is described in the third schedule hereto and is delineated and coloured green on the said map.
3. For the purposes of this order section 133 of the Land Clauses Consolidation Act 1845 shall not be incorporated with the enactment under which the foregoing purchase is authorised.
4. In relation to the foregoing purchase section 77 of the Railways Clauses Consolidation Act 1845 and sections 78 to 85 of that Act as originally enacted and not as amended for certain purposes by section 15 of the Mines (Working Facilities and Support) Act 1923 are hereby incorporated with the enactment under which said purchase is authorised subject to the modifications that references in the said sections to the company shall be construed as references to the said Council and that references to the railway or works shall be construed as references to the land authorised to be purchased and any buildings or works constructed or to be constructed thereon.
5. This order may be cited as the Folkestone Sea Defence Works Compulsory Purchase Order 1951.

Now PRO HQ 111/845 Map. CPO
(2005)

F'stone Borough Council Minutes
1951/52

NOTES ON SEAWALL POLICY

Wade 2004 9th Edn. p.409

A compulsory purchase order, when confirmed by the minister, authorises the purchase for the particular purpose then specified. If later the purpose changes, the authority no longer holds good. Where accordingly, a local authority obtained an order for the purpose of..... they were unable to enforce it for other purposes after abandoning their earlier plans. But a mere change of circumstances rendering the attainment of the objective more remote will not necessarily have this effect.

My personal notes

The proposed 'Licence' is merely an attempt to make the illegal legal by permitting adverse possession, blocking Right of Way by prescription the full length of the CG terrace, injurious affection, blighting of neighbouring properties and in conflict with Coast Protection Act 1949

Conveyance 17 April 1958 between S.O.Gillett and Folkestone Borough Council

The Corporation hereby covenants with the Vendor etc will henceforth at all times hereafter observe and perform rights and duties of inspection maintenance repair rebuilding or the like rights and duties of coast protection work only conferred upon the Corporation as the Coast Protection Authority for the Borough of Folkestone by the Coast Protection Act 1949 or any statutory modification or amendment thereof.....

Vendors rights to have access to and remain upon etc. together with tables chairs movable equipment nothing to be sunk into or attached to such land making compensation to the Corporation for all damage that may be caused by the exercise of the said rights

Our priority as CG freeholders is to get Right of Way (by prescription) the full length of CG Terrace enforced before there is any more talk of pre-emptive licences

?? Tribunals and Natural Justice ?? failure to notify affected parties of Cabinet Meeting and Recommendations 2 November (later deferred) .

This blue paper C/05/66 is based on a false premise. The historic CG terrace (1862) with an unbroken line of seawall is a single entity in a Conservation Area. It bears no relations to other properties to east which, since the 1840's have been closed off from neighbours by high walls down to old and new seawall and promenade below. Until recently, that unbroken line of seawall has been maintained. There are also TWO precedents where council have taken action to prevent adverse possession over 3' access strip and drainage channel (145, 157)

Conveyance 17 April 1958 S.O.Gillett and Folkestone Borough Council

4) The Vendor has agreed to sell to the Corporation for the sum of one shilling the land hereby assured and the fee simple thereof in possession free from incumbrances (but except and reserved as hereinafter appearing and subject to Covenants on the part of the Corporation hereinafter contained...

Gillett to Ritson and Rene-Martin 28 August 1958 Freehold No 149

Also with the benefit of the exceptions reservations and covenants (other than those relating to davits) contained in a conveyance dated 17 ~~August~~ day of April 1958 and made between the Vendor on one part and Folkestone Corporation on the other part so far as the same relate to the property hereby conveyed.

ABUSE OF DISCRETION Wad e 9th Edn.2004 p.420

The Courts always afford protection against an abuse of power such as an Act cannot have been supposed to authorise.

? When has the CPA 1949 (1962) ever authorised the proposed 'licensing' to be granted and to run with the land

Conveyance 10 October 1952 Earl of Radnor etc.... to Stanley Oborn Gillett of property 127-161 (shown on diagram) with the benefit of the Lease so far as subsisting mentioned in the First Schedule hereto (13 May 1964 to Lords Commissioners of the Admiralty ... term of 99 years.... and subject to the covenants by the Lessees and the conditions therein contained

Coast Protection Act 1949, Section 5
Hythe to Folkestone Harbour,
Coast Protection Scheme
Notification of Proposals

Folkestone

Hythe & Romney Marsh
Shepway District Council



Archive

51 Sandgate High Street
Sandgate
Folkestone
Kent
CT20 3AH

Dear Sir/Madam,

In accordance with Section 5 of the Coast Protection Act 1949, Shepway District Council is notifying stakeholders of its proposals to carry out coastal protection works between Hythe and Folkestone Harbour, Kent for the next five year period (2015-20).

The proposed works are a continuation of the existing beach management scheme which normally involves the recycling of shingle on either a bi-annual or annual basis depending on the requirements of particular sections of the coastline.

The council is seeking external funding from the Environment Agency of £1.25m to cover the cost of this work for the next five year period. In order to secure this funding, Shepway District Council is required to submit a Project Appraisal Report (PAR). Public consultation is an important part of this process and the council is seeking views from all stakeholders regarding its proposals. Specifically, the council is asking stakeholders whether they support these proposals.

The current system of shingle recycling is the most cost effective way of ensuring land and property are protected from coastal erosion and flooding. The consequence of not doing this work or not securing the funding is a deterioration of the sea defences with an increased risk of flooding and an increased risk to property and other structures.

To find out more information and offer your comments, please visit www.shepway.gov.uk/coastprotection or email engineers@shepway.gov.uk by Sunday 22 February.

56/10

Flat J, 4 Oxford and Cambridge Mansions, Old Marylebone Road, N.W.1

(AMBASSADOR) 262-6320

1 April 1969

Dear Mr. Todd,

Work that out at $3\frac{1}{2}\%$ per annum!!

No wonder The Sandgate Local Board were at their wits end as to where to turn for money.

The Public Works Loans Commissioners advanced loans on the security of the rates (Public Works Loans Act.1878) 'Public Works' did not cover works of the nature Sandgate was experiencing.

But PHA Act 1875 did.
 56/4) MINS. BY
HALLS & CRANSTON.

Sandgate was losing rates, due to 70 houses being damaged. (X)

What security did Sandgate have for any Banker?

In view of the amount that had already been loaned to Sandgate no wonder the Whitehall Local Govt. Board were in a stony-hearted mood. The Minutes of the Meetings of those days should be seen against a background of a Sandgate Debt of £11,810 -- no small amount for those days.

You asked why not a Special Act of Parliament? It took a special Bill for compensation for ~~Brine~~ subsidence due to Brine Pumping to arrive at the stage when it was thrown out. This was contemporary ^{three} years

with Sandgate's disasters. They must have known that any ^{proposed} act of parliament was a dead duck before it began.

In haste, yours sincerely

Linda Rene-Martin

Linda Rene-Martin

(X) 30/2/4 and 22nd/4 states R/Value lost = £2000.

Copy sent to Mr. Todd.

ACK 2nd 69.

LOANS SANCTIONED UNDER THE PUBLIC WORKS LOANS ACTS to
Sandgate Urban Sanitary Authority

<u>20th Annual Report 1890-91</u>	<u>Purpose</u>	<u>Period</u> <u>years</u>	<u>Amount</u> £
Sandgate (Loc.Gov.Dis.) Kent	Sewerage	30	4,310
ⓧ Ditto	Works of sea defence	30	3,000
Ditto	ditto	15	1,500
Ditto	ditto	3	400
<u>21st Annual Report 1891-92</u>			
Sandgate Kent	Sea defences	30	500
<u>22nd Annual Report 1892-93</u>			
Sandgate (Loc.Govt.Dist.) Kent	Works of Sea Defence	30	1,350
Ditto	ditto	15	750

TOTAL DEBT FOR PUBLIC WORKS ALONE,
INCURRED OVER PERIOD OF ONLY 3 YEARS, Total

£ 11,810

30/4 | MAY 5, 12, 826 S. gate local Bd. v. Kent C.C. - the arbitration.
JUNE 2.

ⓧ 56/11 MIN. OF 6³/93 - "unfortunate sea wall" ref.

56/4 | MIN. OF 1⁴/93 SIGNED "HALLS" - PENULT. PARA - "The debt is.... about equal to
one year's a. v. of the district"

DISASTROUS GALE.

HAVOC AT SANDGATE.

SEA DEFENCES BREACHED.

HOUSES EVACUATED.

PORTION OF CASTLE CARRIED AWAY.

On Friday morning a terrific south-west gale suddenly sprung up in the Channel and did tremendous damage along the coast. Sandgate and the portion of Folkestone which adjoins the urban district felt the full fury of the wind and heavy seas, hence some thousands of pounds damage was done to sea defences and property.

Throughout the whole of last week there were exceptionally high spring tides, and it was apparent that if a strong wind sprung up then there would be a good deal of flooding in low-lying ground.

Shortly after eleven o'clock on Friday morning there were tremendous seas running at Sandgate, and boats were hurriedly pulled up off the beach and taken into the side roads leading into the High Street. Within a short time damage was being done to sea defences and property, and considerable alarm was felt by numerous residents near the beach, for the lower floors of their homes were being flooded. The Parade sustained the shock of the great waves very well, but a portion of the top of the wall and the tar pavement were torn away, and blocks of material, three and four feet square, were tossed like coals against the front of the brickwork wall surrounding some of the houses. The small glass shelter was badly damaged, the glass being broken and some of the timber and iron work upon it were torn completely into pieces and scattered about. Beach Cottage and the adjoining house did not escape, and the sea made its way into these houses but not to any extent. The windows on the front of the house were shuttered for protection. The iron railings at the edge of the sea wall were twisted and distorted and quite a large portion of them was torn away and sent crashing against the front of Beach Cottage.

Much damage was done to the property in May Terrace and Martello Terrace. The five houses in the former terrace faces the sea, and the wall opposite the roadway between the two terraces had a gaping breach torn into it by the battering of the immense waves, which, on breaking, were sent whirling a number of feet over the houses in May Terrace, and the end cottage in Martello Terrace. The police and coastguards assisted the people in the end house of the latter dwellings to remove the children and furniture, for it was clearly evident that it was absolutely dangerous to remain in the property. No. 5, May Terrace, felt the full force of the great waves, and the roof began to sag as several ominous-looking cracks appeared in the face of the brickwork. Water was running into the lower part of the houses, and, therefore, many willing helpers were soon assisting to remove the furniture from the cottage in this particular district. Ten houses were evacuated, and the residents were found accommodation in the houses of neighbours, while their furniture was stored in large rooms at the Fleur de Lys and at the Norfolk Hotel, amongst other places. The end house in May Terrace was undermined by the water, and it will mean a big expense to make the premises once more really stable.

Sandgate Castle at the height of the storm appeared to be doomed, for as the pounding of the great waves proceeded large blocks of masonry were torn away in a large breach in the ramparts on the southern side. A tremendous

hole was made in the wall at this part before the water subsided, and passages and corridors connecting the outer walls of the ancient building to the central portion were carried away, together with a large quantity of the grounds, so that now the centre tower is quite close to the edge of the beach, on which is piled huge pieces of the wall which were sent crashing down. The Castle now presents a scene of desolation and destruction. It will be a serious matter to carry out protective works to save what is left of the historic Castle.

White Lodge, the residence of Col. Gribbon, along Castle Road, was also considerably endangered. A hole, eight feet high and 14 feet wide, was beaten in the sea wall, the parapet of which was left standing. However, through the wall several tons of earth was sucked away from the lawn, and the foundations of the large house were threatened. It was decided to remove the furniture, and Messrs. Thompson's staff of men from Folkestone were soon on the scene engaged in this work. The hole in the lawn is of an immense size, but on Saturday temporary protective measures were instituted to prevent any further damage being done by the inroads of the sea. The gardens of other houses along the Riviera were flooded.

Right along the stretch of this portion of the beach groynes were damaged, timbers being torn out of them and the iron supports being twisted in some instances. The Bevan Nursing Home and other buildings were flooded. Brickwork walls at various parts along the beach were knocked down, and at the breach in the wall near May Terrace, the gas and water pipes were broken.

The road from the Coastguard Station to the Seabrook Police Station was impassable at the height of the storm. The Esplanade was covered with beach and drenching seas. Several cars attempted to get through, and a number of them were held up by the water. The traffic ultimately had to be diverted via Shorncliffe Camp. An elderly woman near the Coastguard Station was whirled against the wall and into the gutter by the force of the wind. A large portion of the roadway in front of the old lifeboat house was scooped out, and two feet of water lay in the roadway near the Seabrook Police Station, which was isolated for some time. A Ford van was damaged at this spot and the driver received slight injuries from the broken glass of the wind-screen. A large quantity of sea water poured over the bank into the Hythe Canal.

AT FOLKESTONE.

The scene of the remarkably heavy seas from the Leas was an inspiring one. The waves broke over the Harbour Pier at a great height, and were incessant. Both the Flushing and Boulogne boats went out when the wind had attained its greatest force, and the seas absolutely swept them from stem to stern. The Boulogne boat had to face the gale, and at times to the onlookers on the Leas it appeared as if it was completely covered by the immense seas.

The waves reached the deck of the Victoria Pier, and so threatening did the conditions become that the racing and other craft were removed from the Rowing Club House, the lower portion of which the sea washed. Not for many years has the sea reached such a height on the beach, it even touched the outer edge of the railway siding. Boats had to be pulled up far beyond where they usually stand. On the Marine Walk two automatic machines were forced from their fastenings, and the bathing cabins belonging to Lord Radnor had to be anchored down.

At the East Head of the Harbour the waves broke over the wall and 21 feet of water were registered in the Inner Harbour, this being

three feet above normal. The works in progress for the extension of the sewer outfall were damaged, the railway lines used in connection with the excavating works being washed away. The metals were distorted into various shapes.

Several trees were blown down, and a number of slates and tiles were sent hurtling from roofs of houses in various parts of the town.

AT HYTHE.

The conditions at Hythe were no better, and a number of houses on the Parade had their lower floors flooded. Seats were swept away, and a number of roads leading from the Parade had a quantity of water in them. The Coastguards' Station and a number of bungalows were surrounded by sea water which had come over the sea wall.

FISHERMEN'S HARVEST FESTIVAL.

REVERENCE IN HOSTELRY.

During last week-end there was a harvest festival at the Oddfellow's Arms, that old hostelry known as The Three Mackerel in the days when smuggling was rampant amongst the seafaring men. Some of the fishermen are enthusiastic allotment holders, and they like to celebrate the ingathering of the harvest by giving some of the produce in aid of the Royal Victoria Hospital. The season has not been altogether a favourable one, therefore it came as a great surprise to see so much produce staged on Sunday in the large bar of the licensed premises.

Amongst the vegetables and other comestibles sent by generous givers were really luscious grapes and pears, potatoes, cabbages, brussel sprouts, apples, celery, and practically almost every kind of vegetables, while corn was represented by baked loaves. The display of the gifts, which was excellently arranged by Mr. J. Harris, was indeed a most attractive one, and there must have been over half a ton of produce of the land. Round the room hung fishing lines, which gave an indication that the ingatherers of the harvest of the sea had some thought as to the ingathering of the harvest of the land.

On Sunday evening there was a large assembly of the fisherfolk, when harvest hymns were sung with much reverence, showing that they are as thankful to God for His goodness in providing bountiful harvests as anyone. The singing was quite hearty. Amongst well-known figures of the fishing community present were the Spanish Captain, Red'un Fagg, Tich Weatherhead, Old Bridge Fagg, Knock Out Spicer, Bubllet Young, Reg Spicer, and Jim Tiddy. Mr. Skinner, the licensee, and Mrs. Skinner, did their utmost to make the effort a success, having in view the fact that such a worthy institution as the Hospital was to benefit.

The produce was sold on Tuesday evening by Mr. Skinner, and as a result £3 17s. 6s. was realised for the benefit of the Hospital.



coast were present tribute to the splendid Committee, headed by the indefatigable S. assisted by Mr. A.

On each day provided and served following ladies: Eldridge, Emmens, man, Willing, New Vicary, Wheeler and man.

The weighing in Royal Pavilion Hotel amongst those who in recording the Major Exted, Mes Buensod, C. E. Cloke, P. Fox, W. S. 1 Pellatt, E. Shaw, Wheller, H. Kay.

On Monday evening were announced by expressed thanks who had rendered

This results were Heaviest Aggregate during the festival: men's Challenge C Mr. H. Kay, 5lbs the Association, M 24ozs.; 3., Bronze 84ozs.

Heaviest one-day Silver Challenge C J. Bishop and N F Wood, Dover, 5lbs catch in this class J. Bowen 11bs 15oz Bowen 11bs 44ozs with Mr. W. H. similar weight; Th 11b 14ozs.

Heaviest weight or third day, for Major Staples, 4lbs.

Heaviest one-day let for the silver Alderman E. J. Mr. H. Kay, 5lbs catch in this class Kay, 5lbs. 8ozs. 8 2lbs. 1oz. Third d

Heaviest catch of Mr. G. Farley, 21 Goddard, 7ozs. Th man, 144ozs.

Heaviest catch of Mr. G. Emmens, 2 W. G. Willing, 11b

M. Mason, 11b. 7oz Heaviest catch of Mr. F. Wood, Dov

Heaviest fish tak the silver cup pres silver medal: Mrs

For the heaviest first day: Major S day: Mrs. Wrigley, day: Mrs Wrigley,

Heaviest one day a lady on the first 21bs 134ozs. Seco Third day: Mrs. D

THE BO

The boat festival (Saturday), Sunday entries are exception of writing. Given anticipated that the

During the festival ment Company plan room at the dispos the purpose of a club

The weighing-in Royal Pavilion Win after the close of t

The prizes will be (Alderman E. J. B to be held in the R Gardens on Monday

Delivered by hand 13 June 2004

Message from Cll: David
Dickenson, 5.21 pm 15 Jun
appointing interim Chief Exec
Brian MacAndrew tonight
for 6 mths pending appt of
Coast Cottage permanent Exec =
149 Sandgate High Street
Near Folkestone
KENT CT20 3DA

The Chief Executive, Shepway DC

Tel: (01303) 240360

Dear Sir,

As you will see this letter was intended for Mr Ron Thompson, who has now left the Council before this letter could be delivered. The issues remain.

Following our meeting on 10 May together with Mr Peter Wignall and Councillor Bliss, your letter of 17 May was awaiting my return from holiday and I hasten to reply since it totally ignores my primary concern as clearly set out.

Resulting from the actions and inaction of certain Council officials, an apparently minor matter which could have been put right without further ado, has now reached unforeseen proportions according to your current thinking.

As you are well aware, it concerns a permanent concrete obstruction just under 8 sq ft of Council land, owned as Coast Protection Authority, CPO April 1958.

Without further delay, I respectfully request that I have straight answers to the following questions:

1. When was permission given to privately erect this immovable obstruction immediately abutting the seawall (shown pink)
2. The name of the officer/s involved

In your letter 17 May, you also refer to a change in the method of coast protection which you now maintain lessens the force of your decisive action in April 1997 (with which all frontagers on the Coastguard Terrace complied)

May I please remind you that nothing today lessens that action which was taken less than two years after the completion of the Posford Duvivier Scheme -- £18.1 million (Hythe Coast Protection Strategy) which inter alia provided beach feeding immediately below the Coastguard Terrace and also four rock groynes east towards Granville Parade, of which one was immediately below the CG Terrace.

No matter the current state of Coast Protection, our 'wave wall' is no different in intention to that now being erected on Sandgate Esplanade and along Hythe frontage. One significant difference, your specialised officers should note however, is that our 'wave-wall' replaced the former iron railings (see pix) which allowed run-off of seawater and stormwater direct onto the beach. Therefore the present wave wall was built (later restored) with a drainage channel designed with weepholes below surface level.

In the course of that meeting (10 May) you admitted that a certain officer had acted wrongly but, as you said 'these things can happen'. I am now fed a lot of lame excuses (some by the same permissive officer) such as the permanent obstruction does not matter 'it's not in anyone's way'.

Mrs Gabell's letter of 13 Jan 2003 made the position quite clear to all Coastguard frontagers. It needs no further clarification, consultation, or as you imply, a changing of the goal-posts.

Your apparent willingness to permit permanent structures on this strip of land clearly sets a precedent, and it clearly obstructs a drainage channel which serves all properties equally.

I look forward to your early reply.

Yours sincerely

Linda René-Martin

(Mrs) Linda Rene-Martin

cc Councillor Robert Bliss

HYTHE COAST PROTECTION STRATEGY

CONSTRUCTION WORKS

On the 30th July 1993 Shepway District Council formally launched the Hythe Coast Protection Strategy. The strategy addresses the need for coast protection along the 5Km of coastline between Hythe Ranges and Sandgate. At that time the condition of the sea defences was such that, within a period of 5 years, frequent breaches were likely and would have resulted in extensive inland flooding and erosion of the coastline.

Various options for ensuring appropriate levels of defence were considered and, after taking into account all relevant factors, it was concluded that the option entailing the construction of two rock groynes and recharge of the protective beaches would best meet these requirements. The littoral drift of beach material is west to east. The rock groynes will perform the dual functions of restricting the movement of the mobile beach material and serve as gathering points for future redistribution of the shingle. Accordingly, a detailed design of the works was prepared by consultants Posford Duvivier with 75% of the scheme costs provided by the Ministry of Agriculture, Fisheries and Food, and the balance divided equally between Kent County Council and Shepway District Council.

Due to the specialised construction works required and for ease of administration, the project construction was carried out, under separate contracts, in two phases.

Phase 1 of the works, carried out by Costain Civil Engineering Ltd, commenced on site in August 1994 and consisted of the construction of a new rock groyne and revetment at both Twiss Road and Battery Point. These structures, orientated at right angles to the seawall, are each comprised of a 6000 cubic metres core of filter rock, 60Kg to 1 tonne in weight, overlain by 2 layers of armour rock totalling 10,000 cubic metre and weighing 3 - 9 tonnes per piece.

The groynes are 135m long and tapered both horizontally and vertically. Inshore the cross section is typically 30m wide at its base, 5m wide at the crest and 6m in height. Offshore it is typically 16m wide at its base, 5m wide at the crest and 3m in height and incorporates a marker beacon encased in 20 cubic metres of mass concrete.

In addition, reinforced concrete access ramps were constructed either side of the new rock groynes to provide heavy plant access for future beach recycling operations. These ramps are 4.5m long by 5m wide reinforced concrete cellular structures of varying height, in-filled with shingle and topped by a 500mm thick reinforced concrete capping slab.

It was a condition of the contract that the groyne and revetment material be delivered by sea to lessen the environmental impact of the works. The contractor chose as his source a limestone quarry near to Boulogne in France.

Two methods were utilised to deliver the material to site. At Twiss Road a landing platform, complete with berthing piles was prepared at mid-tide level, adjacent to the works. A 2000 tonne barge was then loaded at Boulogne, towed to site and, at high tide, berthed on the landing platform. As the tide level receded, the material was off-loaded for subsequent inclusion in the works and at the next high tide the vessel floated off of the landing platform and towed back to Boulogne for reloading.

At Battery Point the contractor utilised a self propelled side dumping barge of 1400 tonne capacity. This vessel was loaded at Calais and sailed to the site where it discharged its load, again at high tide, close to the shore. Subsequently, the material was retrieved at low tide for inclusion in the works.

A total of 31 deliveries, 17 at Twiss Road and 14 at Battery Point, were made between September and December 1994.

Construction of the groynes and ramp structures was carried out concurrently between September 1994 and February 1995 and the whole of the works, including latterly the construction of marshalling areas at both locations, completed on programme in March 1995.

The second phase, beach replenishment works, commenced in June 95 and was carried out by Ham dredging Ltd. This contract required the delivery by sea and subsequent placing of 1.25 million cubic metres of shingle. These works were programmed to be completed by the end of September 1996, and included an allowance for a four month shutdown during winter. The initial source of shingle material was the Owers Bank, a licensed dredging site off the Isle of Wight.

For operational reasons the delivery vessel could come no closer than 600 - 700m from the shore. To transfer the material to the beach, steel delivery pipelines were installed on the seabed, perpendicular to the shoreline, and included a 100m length of floating pipeline attached to the offshore end. Specialised marine plant dredged the material from the sea bed at the licensed area and brought it to site. The free end of the floating length of pipeline was then connected to the dredgers' on board pipework. A controlled mixture of sea water and shingle was then pumped ashore and the shingle graded to the required profile.

Three dredging vessels were utilised during 1995, the Geopotes 14; the Sand Heron and the Sand Weaver. The onboard pumping capacity of the Sand Heron and the Sand Weaver was insufficient to pump the mixture over the required length. Additional pumping capacity was provided by way of a booster station consisting of 2 large centrifugal pumps, complete with associated pipework, installed on board a dumb barge. The booster station was moored up offshore and the floating pipeline permanently connected to its on board pipework. On arrival at site the 'Weaver' and 'Heron' moored up alongside the booster station and after connecting their on board pipework to that of the booster station, their combined pumping capacity was utilised to pump the material ashore.

Between June and November of that year a total of 360,000 cubic metres was placed on the beach at Sangate Esplanade and West Parade / Fisherman's Beach, providing welcome relief from overtopping during winter.

In 1996 deliveries restarted at the beginning of April, after the winter shutdown. The source of material had now changed to Hasting's Bank licensed dredging area. The dredging licence for this area had been renewed during winter shutdown. Being much closer to Hythe than the Isle of Wight source, this offered a financial advantage and at the same time the rate of delivery was double that achieved in 1995.

Vessels Geopotes 14, Sand Heron and Sand Weaver were again employed on the works. Towards the end of the works the contractor mobilised the larger Ham 310 dredging vessel and together with the other vessel, Geopotes 14, achieved a delivery rate of 150,000 cubic metres per week. A total of 392 deliveries, 124 in 1995 and 268 in 1996, were made during the course of the second phase works, the final delivery being made on the 26th August 1996 some 4 weeks ahead of programme.

The total cost of the construction works was £18.1million.

X

White cliffs may crumble as Kent grows Mediterranean

THE Climatic Research Unit of the University of East Anglia (with whom I have been associated since 1972), and the Hadley Centre – part of the Meteorological Office – recently released their revised forecast about changes in climate we can expect due to the increasing amounts of greenhouse gases in the atmosphere.

Having attended many conferences and seminars on global warming and studied the literature for more than 20 years, I feel it is now beyond any reasonable doubt that mankind has proved its capacity to alter, perhaps for thousands of years, the climate of the entire world.

How, in the foreseeable future, might these changes affect us in south-east Kent? Will our shores become more prone to flooding from the sea, and will erosion of our beaches and cliffs be accelerated?

It appears likely that low-lying places near the shoreline, several of which were affected by the 1953 floods and again in January 1978 when sea defences were breached and homes flooded, will become much more vulnerable. Indeed, storm surges causing exceptionally high tides will probably occur once every 10 years instead of once a century, as at present. This will be due not only to increased winter storminess, but to a rise in the sea level.

Unfortunately, south east England is tilting downwards at a rate of 76cm per century. Added to this is the expected rise in sea level due to thermal expansion of the oceans of 4cm a decade, with the possibility that the rise could be as much as 10cm a decade.

Measures need to be taken without delay to ensure that the defences of vulnerable areas are able to withstand at least some of this expected rise in sea level.

Realistically, looking perhaps 40 years into the future – in the worst scenario, much less – we will have to abandon low-lying areas to the sea.

Our revered white cliffs will also be subjected to increased attack and consequent erosion from the action of a rising and increasingly stormy winter sea. This will allow this erosion to take place on an increasingly vertical plane. Cliff falls will inevitably become much bigger, and much more frequent.

The coastline between Folkestone and Dover, as is well known, is particularly vulnerable to collapse. A deep band of chalk overlies clay, which can offer very little

A huge cliff fall at Beachy Head in Sussex three weeks ago made national headlines. Weather expert NORMAN BROOKS believes the same fate may overtake parts of Kent's famous white cliffs. In this special report, he also predicts that the next century will see major changes to the district's climate.

resistance to wave action if not protected. And any marked increase of rainfall – particularly during winter, which appears likely – will greatly increase the risk of landslips such as those of 1765, 1915, 1937 and 1940.

The massive cliff fall at Beachy Head, where the cliffs are similar to the white cliffs of Dover, is believed to be the biggest such fall in living memory, and is certainly a portent of things to come.

The combination of recent excessive rains, some frost and increasing wave action combined to cause this huge slip. It is worrying to have to consider that the Channel is likely to become rougher than in the past. Increasing storminess has caused average wave height in the Atlantic to increase by 10 per cent in 10 years.

The measures taken to drain the cliff area where the Folkestone-Dover railway runs will need to be revised, and the sea defences will need constant monitoring.

Will there be more risk of flooding inland?

Certainly, rainfall/flooding events such as those that swamped some Midland counties last spring, and recently in Wales, could become common events in winter in our region – the result of more intense winter storms and an expected increase in winter rainfall of between five and 25 per cent. Last year there was severe flooding at Wittersham and elsewhere where the Stour broke its banks.

Will we still experience cold winters?

Yes. But it is expected that they will become much less frequent than during the last century.

Could there be benefits if the climate becomes warmer?

Yes, but few researchers have yet considered the full implications. It is anticipated that the number of summer days with maximum temperatures exceeding 25°C (77°F) will double, and that in our region annual temperature could be 1.3°C higher than now in the 2020s, 2°C by the 2050s, and 2.8°C by the 2080s. This level of rise would indicate that night frosts in coastal areas will be

virtually unknown within the lifetime of our children. The implications to our flora and fauna will be almost beyond conjecture (consider that the so-called tropical gardens on Treco in the Scilly Isles are not currently frost-free).

Kent could become almost Mediterranean in aspect. Obviously, heating costs will become greatly reduced.

Will there be water shortages?

Dry summers that occurred every 100 years are forecast to occur every other year by 2080, and summers like 1997, with the second hottest August on record, could happen four times a decade. The strain on water resources will be enormous. Should the underground aquifers become depleted, and water supplies from France become unavailable, there would appear to be only two options available to us in the arid South East.

1) A water grid be instituted to transport surplus water from the still wet north west. This can be done in part by making use of existing water courses. Little headway has been made on this seemingly priority project.

2) It is likely that desalination plants powered by solar radiation will be an economic proposition early next century, but their contribution to the water requirements for a sizeable population will be limited, and totally inadequate for the needs of agriculture.

In summary, the world as we know it could soon be no more. We have had plenty of warning so we must plan, implement measures to limit risk and be prepared to adapt to the changed way of life. It should also be borne in mind that although laudable and essential, the current measures to reduce emissions of carbon dioxide and other gases into the atmosphere will not combat the anticipated warming.

However the hole observed in the ozone layer in late winter over the Arctic (like its counterpart in Antarctica) could be reduced, and restored within a few years, if an immediate worldwide ban could be imposed to outlaw the continued use of CFCs.

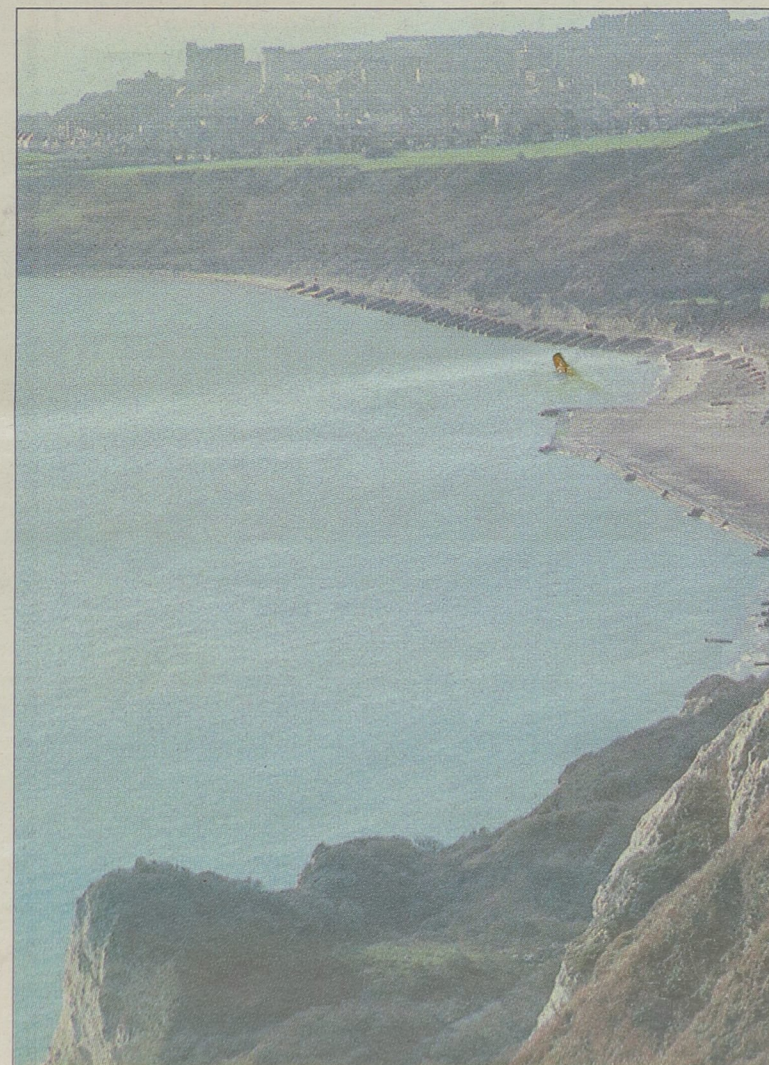
The prospect of increased incidence of skin cancers and cataracts, in part only combatted by skin creams and avoiding prolonged exposure to the sun, plus crop damage and harm to wildlife, is a counterpart to those who think that hotter, sunnier summers will be an unqualified blessing.



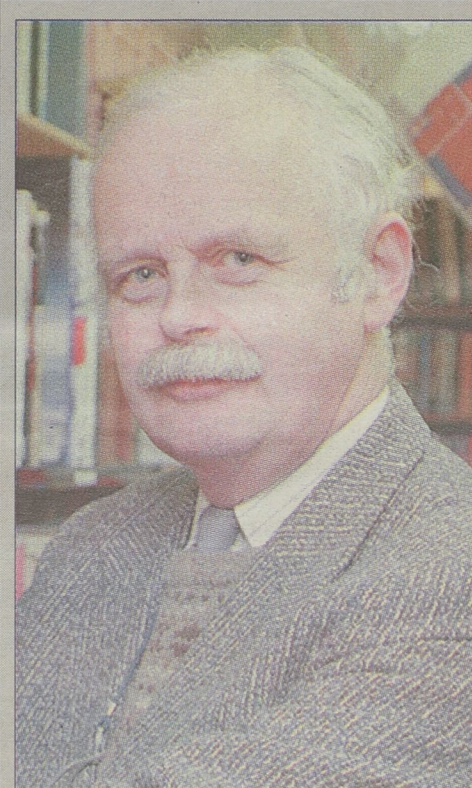
COASTAL LINK: The railway line between Folkestone and Dover



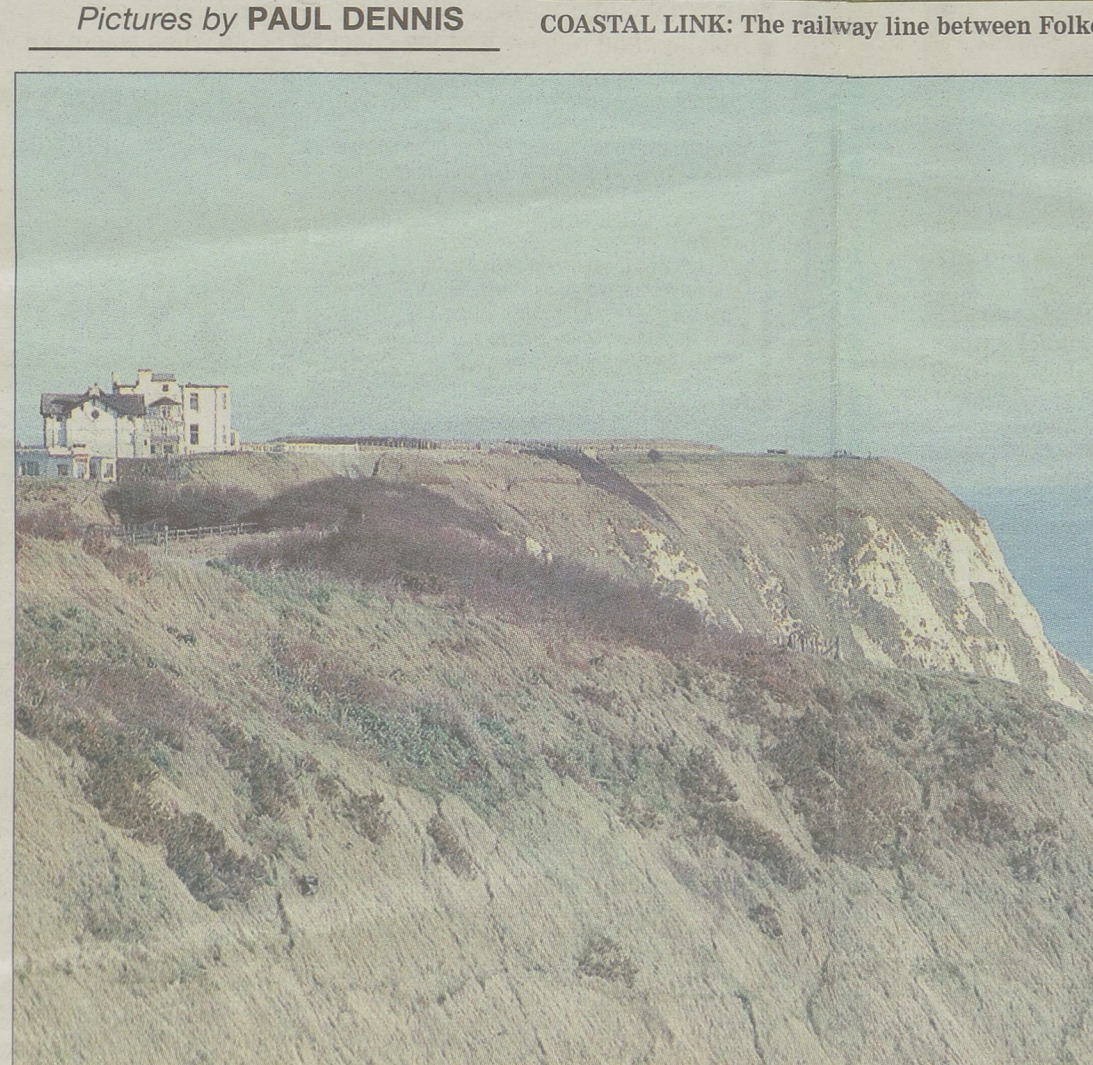
IN DANGER: Cliffs at St Margaret's Bay



LOOKING DOWN: The Folkestone coastline from Capel-le-Ferne



Norman Brooks, who lives in Dover, is one of the keenest amateur meteorologists in Kent. He has been taking weather recordings since 1954 and has submitted data to various bodies, including the Meteorological Office, the BBC and Anglia TV, since 1961. He is a Fellow of the Royal Meteorological Society, which he joined in 1966.



HIGH POINT: Abbotscliff House at Capel-le-Ferne



PROTECTION PLAN: Sea defences at Sandgate designed to safeguard coastal properties

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	£22,500	£472.19	£290.75	£234.52	£209.26	£196.08
10.8%	£15,500	£331.59	£207.38	£169.38	£152.63	£144.10
11.8%	£10,500	£229.83	£146.38	£121.27	£110.47	£103.14
12.8%	£5,500	£111.59	£72.15	£60.47	£55.56	£53.19

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TODAY'S Heroes FOR KENT

The Invicta Radio Group's 'Today's Heroes for Kent Awards' will recognise and salute unsung heroes in the community, from all ages and walks of life.

Simply nominate someone who you believe should be recognised as one of our 'Today's Heroes for Kent' by ticking one of the categories and completing the details below. Finalists will be invited to a star-studded awards ceremony at the Jarvis Great Danes Hotel, Maidstone, on Thursday, March 25, 1999. Listen to Invicta FM on 102.8 / 103.1 or Capital Gold on 603 / 1242 AM for details.

INVICTA FM
103.1-102.8

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1242 & 603 AM

'Today's Heroes for Kent' is sponsored by SeaFrance and supported by the Kent Messenger Group. All proceeds will be donated to Kent Ambulance Trust Rapid Response Vehicle.

Please nominate a 'Hero' in one of the following categories (tick box).

- ☐ **1. Outstanding Contribution to the Community.** A person who has added to the quality of life within their neighbourhood.
- ☐ **2. Contribution to the Disabled.** One of the thousands of individuals who help, often unrewarded, their family, friends and colleagues. Often every day of the year.
- ☐ **3. Sports Person of the Year.** The person who represents an example to us all on their will to win (sometimes against the odds), but always plays the game in the right spirit.
- ☐ **4. Young Person of the Year.** An individual who has either overcome adversity or a young person who, through their actions, has benefited others in the community.
- ☐ **5. Children's Champion.** The person or organisation who has contributed greatly towards young people receiving better facilities, education or just a better time.
- ☐ **6. Today's Hero for Kent 1999.** Our main award is for that special person who has given the most and who you feel deserves the biggest reward of all.

Details of your 'hero'

Name
Age Address
Postcode
Telephone (day) (evening)

Your own details

Name
Age Address
Postcode
Telephone (day) (evening)

Please phone 0980 711 711 direct for special offers attached to this SeaFrance promotion.
Heroes' use a separate sheet of paper.
Use photocopies and/or separate sheets of paper if you wish to nominate in more than one or all categories. Send your nominations (or drop them in), before February 26, 1999 to: Today's Heroes for Kent, Invicta Radio Group, Radio House, John Wilson Business Park, Whitstable, Kent CT15 3DX. This promotion is not open to employees of either the Capital Radio Group, SeaFrance or Kent Messenger Group Newspapers. The judges' decision is final and no correspondence will be entered into.

HTEGF

THIS WEEK IN...

1965

A LAND mine washed ashore under the East Cliff was exploded by a Navy bomb disposal team later the same day.

Folkestone coastguards reported seeing the device on the shoreline and officers from Kent Police quickly put up warning notices.

An officer then guarded the bomb until the experts arrived.

A spokesman for the police said: "Everyone knows Folkestone's history in relation to the Second World War, these weapons are out there.

"If anyone sees one they should contact the authorities as soon as possible as, although 20 years have passed, they are still very dangerous."

The mine had been exposed by a recent storm.

1990

A MASKED raider was chased for half an hour by a passer-by after a bungled armed robbery.

The thief fled Lyminge Post Office empty handed when postmaster Chris Blanch set off an alarm.

Two men gave chase and one trailed the would-be robber for miles across the North Downs before giving up.

Mr Blanch said: "There aren't too many people prepared to have a go like that. I want to thank them on behalf of the Post Office for such a public spirited action."

The heroes did not want their names revealed.

The armed raider had dropped his gun, hidden within a Tesco bag, when Mr Blanch set off the alarm.

2005

VANDALS burned down the wardens' hut at the Lower Leas Coastal Park.

The council-owned building was used as a base by the wardens patrolling the area.

The fire caused more than £22,000 of damage.

Police treated the fire as arson and were scanning CCTV to identify the culprits.

Cllr George Bunting said: "There have been very few acts of vandalism in the coastal park's five-year history.

"It is sad the mindless act of a few can destroy an unblemished record in an area which has given so much pleasure to local people and visitors."

Ferocious gale nearly cost reporter his life in 1965

EARLIER this month Shepway was battered by high winds and gales as well as heavy rain. The bad weather even included a light coating of snow last week. But this was nothing compared to January 1965 when a Herald reporter nearly lost his life to rising flood waters...

WAY WE WERE

Antony Thrower

antony.thrower

@KRNmedia.co.uk

01303 851683



FIFTY years ago the weather warnings were not received quite as easily as today.

Back then the fastest way to spread information was over the radio, as opposed to today when millions have easy access to Facebook and Twitter.

A weather warning today can take seconds to reach thousands.

In 1965, if you missed a broadcast you could find yourself in the wrong place at the wrong time, as was the case for former reporter Peter Curd.

In the days before proper sea defences, Sandgate Esplanade was at the mercy of the elements – as were the drivers using the busy road.

In January 1965 dozens were caught out as waves 100ft high battered the coastline, dumping tonnes of shingle on the road.

Tidal wave

The water caused many cars to stall in the worst possible place.

Mr Curd wrote in the Herald: "I was trapped.

"There was a foot of water in the road ahead when the earth bank on top of the sea wall collapsed in front of me.

"The miniature tidal wave sweeping along the road as tons of



TRAPPED: The flood water caused many cars to stop working

earth crashed down flooded the radiator of my car and the engine died. It was high tide on Wednesday, when one of the worst gales for many years battered the coast.

"Mountainous seas crashed against the wall, shooting spray 100ft into the air. I was not alone, I could see a dozen other cars stranded in the flood water.

Soon afterwards the earth bank collapsed again – behind me.

"Army units were called in and I was taken away at 1am."

Mr Curd was able to return the next day and, once he had dried out the engine with the help of police, was able to drive away.

In St Mary's Bay a group of children from Middlesex had an

experience to forget when their holiday home was surrounded by rising water, which threatened to explode the boiler.

The Herald reported: "In an upstairs room of the building in St Mary's Bay, 14 teenagers huddled together in the cold as firemen fought to prevent a boiler in the cellar from exploding.

"Firemen and police were called when there seemed to be a danger. Once officers arrived they found the flood waters downstairs were six inches below the level which would have caused an explosion.

The firemen were hampered by sleet outside and dense choking steam inside.

"As firemen fought to reduce

the level of flood water, toys, books tin cans and clothing floated about them."

Station officer A King from New Romney said: "You would have needed a frog suit to get down there properly.

"There was four or five foot of water in the basement.

"We had to work quickly.

"Another few inches of flooding and the boiler would have gone up through the roof."

Course director John West added: "The children were terrified.

"I don't know what we would have done without such a calm and courageous staff."

■ Do you remember the storm of January 1965? Call 01303 851683.



QUITE A SPLASH: The scene at Sandgate Esplanade in January 1965

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Massive coast defence work at Sandgate begun

1951 A £173,750 scheme was revealed to strengthen sea defences at Sandgate and in particular the sea wall between Sea Point, Sandgate and the Riviera, Folkestone, using a barrier, or curtain of steel to keep out the sea and reduce erosion. This followed a report from expert consulting engineers. Work started in front of Devonshire Terrace where cracks had recently appeared in the road in front, next to the beach. There was disappointment in the town when the Council, having decided to withdraw a proposed Folkestone tableau in the Festival of Britain Pageant to be held in Canterbury agreed to retain the £250 contribution from the rates, rather than allocate it to the town's own Festival celebrations. Later they relented and gave £100 towards the guarantor's fund for the four-day Floral Festival, in July. Folkestone hit a high note on the soccer front, the town's first team beating Faversham 4-0 in the Kent League, with a hat-trick by Wiltshire, the Reserves beat Wingets 3-0 and Folkestone Boys beat Deal & Sandwich Boys 4-1. But Hythe crashed at home 3-6 to Birchington in a Kent Amateur League game. Lloyd's signal station at Dungeness was due to close down.

£380,000 coast defence all set to get under way

1950 FOLKESTONE Town Council gave consent for spending £32,500 on the first part of the Sandgate Sea Defence scheme estimated to cost £380,000. The scheme was drawn up by Sir William Halcrow & Partners and the first step was to build a series of groynes along the beach and to sink a series of trial pits to assess the state of the existing seawall before starting extensive repairs. The Town Clerk and Deputy Borough Engineer reported that emergency repairs had been carried out recently to protect Beach Court, Sandgate, which had been in imminent danger from the sea. 90 crews were due to take part in the Folkestone Regatta and another attraction due to be held was the annual Venetian Fete, at Hythe, floats having three themes, floral tableaux, humour and Kentish history and/or a theme of the entrant's choice. On the Marsh "Miss Australia" (Miss Margaret Hughes) crowned Miss Romney (Miss Peggy Laurence) at another popular event, the annual Romney Revels. Among those attending was Miss Kent, Miss Joy Grubb who was last year's Miss Romney. Teacher at Dover Road School for nearly 30 years Mr C.G. Blunt received a farewell presentation on his retirement after 41 years teaching, at the end of the summer term.

Compiled by Bob Hollingsbee

Council rejects objections to sea defences scheme

1926 LOSS of shingle at Sandgate and plans for a new groyne to prevent erosion was causing controversy and nearly 270 people signed a petition against the plans and disposal of shingle. But Sandgate Councillor J Maltby said people had short memories. A few years ago there had been a great deal of trouble and expense caused by a build up of shingle which heavy seas sent flying everywhere. The result was they had to spend a large amount of money to clear it, particularly off the roads. Disposal of 'surplus' shingle was a useful source of income. Local residents could be assured, he said, that they would not let the beach go if there was any risk to sea defences. The Council rejected the petition and called on owners of groynes at the Riviera be asked to put them in order. It was also agreed to ask the Bevan Hospital to repair a badly holed groyne in front of their property. Herald writer Felix wrote about the Black Bull Hotel and an early painting which depicted the tumble-down original inn surrounded by nothing but bare fields. Some of the ancients, he wrote, shook their heads at the decision to go ahead and build a new public house there, but it had become the centre-point of a whole new township built around it.

Heard the tale of the cheese and soap clock at Hythe?

Stone Herald 14.6.2001

Council studies plans to reduce erosion of coast

1950 FOLKESTONE Town Council studied an expert report on sea defence works required at Sandgate for a distance of 4,000 ft from Sea Point to Riviera Road and heard that the first step required was the re-establishment of an effective system of groynes to stabilise the beach levels and that ultimately it was necessary to completely re-construct the sea wall. It was agreed the borough engineer and contractors Sir William Halcrow and Partners should work together to prepare estimates of the cost. I was interested to read that Argentinian Antonio Abertondo was training at Folkestone in 1950 for Channel swim races. He made solo crossings in 1950, 1951 and 1953. Years later, I recall, he became the first man to swim the Channel both ways in an epic swim of 43 hours 10 mins, with only a 5 minute rest between; that was in September 1961. A story of smuggling days in the past was re-enacted on Romney Marsh for a full length feature film "Green Grow the Rushes" most of which was shot in the Marsh area. The story was adapted from Howard Clewes' best seller. Stars included a young Honor Blackman and Richard Burton. Local 'stars' included Phil Tate and his band from the Leas Cliff Hall, in suitable costume and playing brass band instruments!

F. H. 20.7.00

Town decides property owners must do repairs

1950 FOLKESTONE Town councillors, after considering sea defence needs in the district, recommended that notices be served on some Sandgate property owners to carry out maintenance and repairs and, failing that, the Council would do the work and recover the cost from the owners. Named were Granville Cottage, Granville Parade, 1-8 Devonshire Terrace, White Lodge, 10 Castle Road and Beach Court. Other work on 4,000 ft of sea defences from Sea Point eastwards and Sandgate Castle was also contemplated. A Town Council-planned car park on the Leas, on land offered by Lord Radnor, would have room for 70 cars. The nearest existing car park was at Pleydell Gardens with room for 50 cars. Some objectors said the latter was hardly ever used. Foundation stones of a new Baptist Church hall were laid at Cheriton, £1,000 having been raised towards a total of £5,000. The midweek Gazette carried pictures of the old coach and four fine horses, which, in 1890 operated a service between Folkestone's West Cliff Hotel, later the Majestic, and Canterbury, plus a picture of one of the 'crew', Thomas Archer, of Park Road, Cheriton who was still talking about it 60 years on. The journey took two hours, with a change of horses at Denton. Old postcards record the scene.

F.H. 29.6.00

Move to halt landslip

WORK is expected to start this year on a £2.6 million scheme to back the Sandgate landslip with huge concrete piles.

A total of 166 steel reinforced cylinders will be sunk into the ground on the seaward side of Sandgate Esplanade into the hard bedrock.

Shepway council's chief engineer David Brame says the work should take six months.

He says: "The scheme will very probably start this financial year."

Ashford Ordnance Survey says land at Encombe, Sandgate, moved half a metre towards the sea in the last six years.

Mr Brame hopes the Ministry of Agriculture, Food and Fisheries, will cover nearly 70 per cent of the cost.

OWNED

Herald

9/3/90

HAVE
FOUND U

AND SO HA
YOU

AT
A2, DOVER ROAD,
Reservations (0227

Our cottages are crumbling

(27) Herald 12.10.90

A TERRACE of Victorian coastguard cottages has started crumbling since sea defence work began.

Inch-wide cracks have appeared in walls throughout the Sandgate terrace as workmen used giant machines to build up defences in the landslide area.

One front door won't close and now has to be padlocked shut. Council workmen have had to reset manhole covers on a sewer after they moved, leaving gaps round the edges.

The cottages had few problems despite the instability of the land, until this summer's works started.

The work is designed to stabi-

lise and protect the Encombe area against sea erosion and landslips.

The idea is the weight of the new defences will stop the land from sliding into the sea.

Other homes in the area have in the past been damaged by earth movements.

Without the £2.3 million scheme, Shepway says, the problem could be huge. Before work started on the sea defences engineers carried out a survey of the cottages for the council.

But it is hard to prove what causes damage to homes.

Linda Rene-Martin, who lives in one of the cottages, said: "We are certainly keeping an eye on the situation, and will be

looking to Shepway to pay compensation for damage caused.

"The vibrations that come through the house are tremendous at times."

A Shepway council spokesman said: "There are cracks and there have been allegations it is because of the construction work.

"The situation is being very closely monitored. I can't say if it is because of the works because I haven't seen the engineers report yet. But the council has entered into discussions with the contractors about the question of liability.

"The problem does not seem to be getting worse, it would appear to have stabilised."

Tipper in for a dip

THIS DRAMATIC picture of a shingle lorry stuck on the seafront at Seabrook, last Monday, as the waves crashed in was taken by amateur snapper Ruth Gill, from Hythe's Mill Road.

She said: "The lorry drove down the shingle and along the water-line, so that it could be filled with pebbles by the digger machine. But the sea was rough and the wind strong and the tipper lorry was soon in difficulty and unable to extricate itself as waves broke over the cab and flooded the engine."

But help was soon at hand as other equipment was brought in to tow and push the tipper to safety.

Contractors are again shifting tonnes of shingle as part of the area's on going flood defence/beach replenishment programme.



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8 October 2004

Folkestone

Hythe & Romney Marsh

Shepway District Council



Mr W A Elms
on behalf of the Residents of Castle Road
White Lodge
10 Castle Road
Sandgate
Folkestone CT20 3AG

Dear Mr Elms

COASTAL PROTECTION

Your letter of 13 September 2004 addressed to Stephen Hagues has been passed to me to consider and respond direct.

I apologise for the delay in responding to you, however, your request to raise the Council's sea wall by 50cm is not as straightforward as one may imagine. Due to the complexities of this matter, I have had to seek advice from the engineers and look carefully at the Council's title and I am now able to respond fully to your request.

In the late 1950's the Council purchased a strip of land along the coast from individual property owners, using its compulsory purchase powers, for the purpose of carrying out sea defence works.

Part of the defence works at that time included the building of the sea wall and maintenance gangway, which exists today.

The title to the properties in Castle Road, including your own, contain rights for property owners to place moveable objects on the strip of land in the Council's ownership and for you to pass over this land on foot only and with a boat from your property on to the beach, all such rights are subject to you compensating the Council for all damage caused in exercising those rights. No doubt you will be in a position to check your own title deeds for fuller details of the rights and reservations pertinent to your property.

The Council, in carrying out the recent sea defence works, has raised the maintenance gangway, replenished the beach with shingle and created a number of groins running out to sea. Integral to these works is the original sea wall, which backs up all the works recently carried out.

Yours

Contd ...

PJ. Wignall Solicitor
Shepway District Council
Civic Centre, Castle Hill Avenue, Folkestone, Kent, CT20 2QY
Telephone: (Switchboard) 01303 850388
E-mail: shepway.dc@shepwaydc.gov.uk
DX 4912 Folkestone

www.shepway.gov.uk

In previous correspondence I have set out my reasons why the raising of the sea wall by the Council cannot be justified under the current scheme.

In considering your request for individual property owners to raise the sea wall, the following points have been considered:-

1. How does the Council ensure that any additions to the wall do not affect the wall's integrity, stability and function.
2. There are issues of liability in that should the wall fall on to a person using the maintenance gangway it would be difficult to ascertain the cause of the fall, was it due to the Council's lack of maintenance or as a result of the addition to the wall by individual property owners.
3. Liability for future maintenance of the sea wall, how would the Council apportion repairs between itself and individual property owners that have raised the wall themselves.

It is for the above reasons that the Council has always resisted permanent structures being placed on its wall. By granting a Licence for railings or fencing to be attached to the wall, the Council retains an element of control necessary for all the above reasons. Railings or fencing are easily moveable in the event that the Council needs to carry out works to its sea wall.

After giving due consideration to your request, the Council is unable to consent to you or other property owners raising the sea wall by 50cm. Property owners are, of course, at liberty to erect any type of screening they wish on their own property, subject to any need for planning consent and the Council may consider granting a Licence to place easily removable fence/trellis or rails on its sea wall, but that would be subject to individual applications to Mr Steve Holley, the Council's Property Manager.

Turning to your letter of 20 September 2004, addressed to the Chief Executive, I have been asked to respond to the issue of the cycle path whilst considering the above issues.

I understand that Simon Herrington contacted the Romney Marsh Countryside Project, being the body responsible for production of the Romney Marsh leaflet. The leaflet was apparently designed to give a generic or indicative route description that guided cyclists to the right areas to pick up the official sustrans sign post. The official signs do not direct cyclists along the sea wall.

Contd ...

At the time the leaflet was printed in the winter of 2000, there was no route along the sea wall although Simon Herrington does agree that the description in the leaflet could easily be interpreted as instructing cyclists along the maintenance gangway. The Council's sign concerning public access along the gangway will remain in place to alert the public as to its limited use.

Yours sincerely

Joanna McGabell

Joanna M Gabell (Mrs)
Solicitor/Legal Manager

News from the Castle

By Geoff Boot

We've all heard the saying that everyone has a doppelganger somewhere in the world.

I haven't got one myself. I've got several, what's more it would appear that Suzie has too. Before we go into mine as compared to Suzie's they are somewhat mundane. Suzie seems to have a distinct advantage over me, as where ever we go people point out that she looks remarkably like a young Elizabeth Taylor, and I stress the word "young", not bad, it certainly massages my ego.

Anyway back to me. When I was a youngster running around with long hair I apparently looked like a monkey, no that is not the hairy variety that is one of the Monkees, Davey Jones to be precise. All right he was the shortest, probably the ugliest, and goodness knows what happened to him, but at the time it was a tenuous claim to fame, although I have to say no one ever came up to me and asked for his autograph. I hadn't practised anyway.

As I grew older I'm not sure whether things took a turn for the better or worse, all I can say is that some said it was "in the best possible taste". You guessed it I bore an uncanny resemblance to Kenny Everett. Well that didn't last long as he sadly died of Aids. I never did get into the cross-dressing in any case. Noel Edmonds then appeared on the scene, and yes it's true viewed in isolation I did bear a striking resemblance to him, in fact so much so that several people did mistake me for him. I started to practise the autograph but sadly he soon fell from fame. In close proximity however, and I did work with him for a short while on his Airborne charity and had several pictures taken together, the resemblance was profound.

The doppelganging that really sits in my mind is shortly after the boxer Barry McGuigen won one of his prestigious titles in his all too short career. Whilst passing through an airport terminal someone asked me if I was he, I smiled hoping this wasn't a precursor for a left ab or sharp right hook, and quickly explained that I wasn't. I needn't have worried he just thought he'd got lucky with his autograph book.

In retrospect however I liked that, being

associated with an athlete wielding a knock out punch it would've come in handy on many occasions.

One final thought with Elizabeth Taylor running round the Castle one is minded of Richard Burton, but when I suggested this to Suzie her words were "dream on, the only thing you seem to have in common with him is a proclivity for fine wine". Cheers!

What a hoot!

By Linda René-Martin

Passing along our narrow High Street, a resident recently noticed a man outside Kirby Arcade with some high-tec equipment for monitoring traffic noise levels prior to redevelopment.

Apparently, regulations do not include weekends, commuter traffic morning and evening, or motor bikes tearing off to rallies, and just at a time when heavy trucks are enjoying a midday break. And all this outside a site destined for five cramped one bed, two storey town houses with no frontage which will obviously trap more sound than the present one-storey row of workshops.

We take it he was only monitoring minimum noise levels, the job he was required to do. How nice.

Legalising the illegal?

By Linda René-Martin

Seawall, drainage channel and access strip, rear Coastguard Cottages. It is a serious matter when Shepways's Director of Democratic Services places Cabinet papers on view the stipulated 5 days before the meeting (2 Nov) but fails to notify affected freeholders on the Coastguard Terrace on matters concerning their rights and amenities (and who are not clairvoyant).

By chance, however, I was present as a member of the public and able to ask questions before the proceedings began. None of the seven members were able to answer (except for one comment) and thankfully the meeting was deferred.

Subsequently, I complained to the Chief Executive that the background papers to the above C/05/66 were deeply flawed, containing errors of material fact and omission of relevant fact conducive to misleading and misdirecting the minds of Cabinet members and Chairman, with possible damage to our rights and amenities on the historic Coastguard

terrace. My family, as sub-leaseholders of the Admiralty in 1932 and as freeholders since 1958, should know.

Originally, 62 frontages were subjects of a Compulsory Purchase Order needed to rebuild the shattered sea defences in the 1950's. The Conveyance of land and covenants therein are attached to every freeholder's title deeds. The CPO was for the purpose of inspection, maintenance, and repair etc. henceforth and at all times hereafter, i.e. in perpetuity (Coast Protection Act 1949 Par. 27). Though the frequency and urgency may be less for the time being, the purpose has not changed.

For too long, certain Council officers have been lax, permissive and evasive especially in regard to enforcement action (adverse possession, breach of planning regulations etc.) and have allowed one 'rogue resident' to go rampant to the detriment of neighbours and the future of our seawall. Now Shepway Council, admitting the wrong, are in a 'twist' and are proposing to legalise the illegal by means of granting 'licences' of some sort.

Equally serious, those papers and appendices C/05/66, have now been circulated to around 300 owner/occupiers many of whom live above ground level, overlook the seawall, have no freehold interest, and may wonder what it's all about.

Every freeholder and frontager is, of course, at liberty to examine the pros and cons of 'licencing' (optional) and form their own views if, indeed, the proposals can be shown to be legal, a matter for the courts as I see it, and Ministerial confirmation as necessary.

We, however, treasure the Coastguard terrace in the Conservation Area, where we live cheek by jowl and where we expect no privacy sideways or seawards. We must not be lumped in the same category of other self-contained freeholds, as hopefully others will agree.

I am on call at 01303 240360 if anybody wishes to discuss or know more, and this goes for our District Councillors who are always happy to help.

Latest update: Doubtless, 300 confused 'frontagers' may be relieved to know that the highly contentious matter of 'licensing' is on hold. No cabinet meeting on 30 Nov.

Your
Our
Direct Dial
Fax:
E-Mail:
Date:

JMG/409/07
01303 852248
01303 852293
Jo.Gabell@Shepwaydc.gov.uk
8 October 2004

Folkestone

Hythe & Romney Marsh

Shepway District Council



Mr W A Elms
on behalf of the Residents of Castle Road
White Lodge
10 Castle Road
Sandgate
Folkestone CT20 3AG

SANDGATE
SEAWALL

Mr Elms

COASTAL PROTECTION

Your letter of 13 September 2004 addressed to Stephen Hagues has been passed to me to consider and respond direct.

I apologise for the delay in responding to you, however, your request to raise the Council's sea wall by 50cm is not as straightforward as one may imagine. Due to the complexities of this matter, I have had to seek advice from the engineers and look carefully at the Council's title and I am now able to respond fully to your request.

In the late 1950's the Council purchased a strip of land along the coast from individual property owners, using its compulsory purchase powers, for the purpose of carrying out sea defence works.

Part of the defence works at that time included the building of the sea wall and maintenance gangway, which exists today.

The title to the properties in Castle Road, including your own, contain rights for property owners to place moveable objects on the strip of land in the Council's ownership and for you to pass over this land on foot only and with a boat from your property on to the beach, all such rights are subject to you compensating the Council for all damage caused in exercising those rights. No doubt you will be in a position to check your own title deeds for fuller details of the rights and reservations pertinent to your property.

Folk | The Council, in carrying out the recent sea defence works, has raised the maintenance gangway, replenished the beach with shingle and created a number of groins running out to sea. Integral to these works is the original sea wall, which backs up all the works recently carried out.

Contd ...

In previous correspondence I have set out my reasons why the raising of the sea wall by the Council cannot be justified under the current scheme.

In considering your request for individual property owners to raise the sea wall, the following points have been considered:-

1. How does the Council ensure that any additions to the wall do not affect the wall's integrity, stability and function.
2. There are issues of liability in that should the wall fall on to a person using the maintenance gangway it would be difficult to ascertain the cause of the fall, was it due to the Council's lack of maintenance or as a result of the addition to the wall by individual property owners.
3. Liability for future maintenance of the sea wall, how would the Council apportion repairs between itself and individual property owners that have raised the wall themselves.

It is for the above reasons that the Council has always resisted permanent structures being placed on its wall. By granting a Licence for railings or fencing to be attached to the wall, the Council retains an element of control necessary for all the above reasons. Railings or fencing are easily moveable in the event that the Council needs to carry out works to its sea wall.

After giving due consideration to your request, the Council is unable to consent to you or other property owners raising the sea wall by 50cm. Property owners are, of course, at liberty to erect any type of screening they wish on their own property, subject to any need for planning consent and the Council may consider granting a Licence to place easily removable fence/trellis or rails on its sea wall, but that would be subject to individual applications to Mr Steve Holley, the Council's Property Manager.

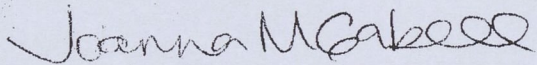
Turning to your letter of 20 September 2004, addressed to the Chief Executive, I have been asked to respond to the issue of the cycle path whilst considering the above issues.

I understand that Simon Herrington contacted the Romney Marsh Countryside Project, being the body responsible for production of the Romney Marsh leaflet. The leaflet was apparently designed to give a generic or indicative route description that guided cyclists to the right areas to pick up the official sustrans sign post. The official signs do not direct cyclists along the sea wall.

Contd ...

At the time the leaflet was printed in the winter of 2000, there was no route along the sea wall although Simon Herrington does agree that the description in the leaflet could easily be interpreted as instructing cyclists along the maintenance gangway. The Council's sign concerning public access along the gangway will remain in place to alert the public as to its limited use.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Joanna M Gabell', with a stylized, cursive flourish at the end.

Joanna M Gabell (Mrs)
Solicitor/Legal Manager

Charles Bryant - As promised, for reference. Please pass on to the Society's Secretary.

REGINALD TURNILL
Space Writer & Consultant

0303-49012

Mr Bruce Rochester
Principal Engineer
Shepway District Council
Civil Centre
Folkestone Kent

Somerville Lodge
Hillside
Sandgate
Kent CT20 3DB

11 September 1990

Dear Mr Rochester

Many thanks for getting Dr Birt of Halcrow & Partners to ring me last week. It was not your fault that my talk with him in the road adjacent to the dowelling site was particularly unsatisfactory!

The purpose of this letter is to place on record the concern of residents like myself about the way this work is proceeding. This of course has been brought to a head by the fact that the picturesque centre section of the Coastguard Cottages is heavily cracked with some danger of it falling into the main road.

From the beginning of the work we have experienced short but sharp periods of intense vibration, causing kitchen utensils to rattle, and radiators all round the house to vibrate noisily as well. This vibration extends right back to Bramble House, the new house behind Somerville Lodge in Hillside, even though that rests on a large concrete raft. The owner, Mr Doyle, expressed his concern and alarm to me.

My personal concern, of course, is the possible effects on Somerville Lodge, which is a 200-years old listed house - and even more upon the steep bank in which my garden ends just above the road opposite to the Coastguard Cottages. If this is brought down into the road I hope and presume that Shepway Council will accept responsibility. I have maintained and contained it by my own efforts for the last 15 years, but at the age of 75 it is beyond both my physical and financial capacity to deal with such an event.

That brings me to my conversation with Dr Birt. You will recall telling me that the Council paid Halcrow's to monitor the work, and it would be better if I expressed my concerns to Birt rather than to you. Birt took the opposite view, saying that he was responsible to Shepway as his customer. When I asked him what was the position about the cracked Coastguard Cottages, and who would be responsible for repairs, he took the familiar bureaucrat's escape route. He could not discuss individual cases, he said! That was

a matter between the owner, Shepway, and the contractors. If I found myself in such a position it would have to be dealt with under the terms of the contract. I saw the original contract, but not the present one, and doubt whether it contains anything specific.

I also raised with Birt the fact that, as you know of course because you were there, Prof Hutchinson at the Hythe Marina Bill hearings in the House, expressed grave doubts about the effects of the present dowelling scheme. Birt was there too, and told me that Halcrow's take a different view - supported by "150 years of marine experience". Birt also declined to tell me how many dowells had so far been sunk (none of my business, apparently!), and I gathered that the sea will be left to clear up most of the appalling mess on the beach.

Our final concern - a matter much discussed among adjacent residents - is about the way these beautiful steel beams, costing 2800,000 of ratepayers' money, and which we see arriving in pristine condition from Luxembourg, are immediately dumped on the beach to act as supports for the temporary roadway. There the tide engulfs them twice a day. I have photographs of the thick corrosive rust which results. Whether they are cleaned before being inserted I do not know but in any case the treatment seems certain to reduce their life by many years. You are probably aware of the alarming discoveries about steel corrosion and concrete cancer which has unexpectedly reduced the life of motorway bridges.

Birt dismissed these concerns too, and said that Halcrow's had given permission for the beams to be stored below the high water mark.

All these matters were recently discussed at a Sandgate Society committee meeting, where it was agreed that it was important that they should be placed on record. Bureaucratic evasions from Halcrow's, etc, rather overlook the fact that it is the residents' properties as well as the poll tax payers' money that are involved. For us it is a question of survival rather than bureaucracy as we live through "remedial" work, the merits of which we had no opportunity to judge before it was commissioned. That being the case, we look for assurances that Shepway will accept responsibility if it goes wrong!

Yours sincerely

20 October 1971

R.G.Adams Esq.,
Assistant Secretary, Ministry of the Environment
Queen Anne's Chambers
London S.W.1

Dear Mr.Adams,

SANDGATE COAST PROTECTION SCHEME

Are you prepared to accept (assumptions are irrelevant) that the information supplied to you by the Folkestone Council is correct.

If, following my visit on 10 February 1972, you consider that the information may not be entirely factual, accurate and comprehensive do you intend to call for a complete review of the facts heretofore supplied -- including a map showing the whole extent of the 1893 Land Drain. Greater and greater areas of Sandgate are now being affected, and more houses are showing severe signs of cracking. They abut the main trunk road A.259.

Even though you are not in a position to interfere in Local Governemtn, you will no doubt share my grave anxiety and that of other residents, who have contributed through rates, taxes and special levies, to Coast Protection charges in their area.

Yours sincerely

(Mrs.) L.Rene-Martin

(CONFIDENTIAL - Ca 125/48E.

29 January 1971

Sir Matthew Stevenson, K.C.B., C.M.G.,
Permanent Secretary,
The Ministry of Housing and Local Government
Whitehall, S.W.1

Sir,

COAST PROTECTION -- A MATTER OF URGENCY

I write to you in much distress, and to say that I hold the Folkestone Borough Council entirely responsible for any further damage to property as a result of landslip and coastal subsidence due to delays in carrying out a Coast Protection Scheme in the Sandgate area as advised by your Ministry. (Letter 23 April 1970, LG1/Q/153 from D.W. Hayward Exec. Officer to FBC)

While we are relieved to know that your Inspector considers a Coast Protection Scheme necessary, and grateful that your Ministry is prepared to make a grant, we are nonetheless under great harassment from the Folkestone Council who say in effect NO VOLUNTARY CONTRIBUTIONS FROM RESIDENTS -- NO COAST PROTECTION SCHEME.

It is difficult to understand why residents on the Coastguard Terrace (no longer Admiralty property) of which my cottage forms part, and which lies immediately between the main A 259 trunk road and the sea defences, are being called upon for the third time in 25 years for contributions towards Coast Protection despite your Ministry's circular to Local Authorities 41/62 (20 August 1962) which says that there should no longer be compulsory contributions from private interests.

A well-known consultant civil engineer (who was kind enough to make his advice freely available to me recently) said it was the first duty of the Local Council to protect public property. If private property was protected, this was incidental.

The whole area is rapidly deteriorating -- the main trunk road and seawall is at risk; there are frequent breakdowns in the main services -- and much needed housing and garaging is lying derelict. Meanwhile, we have to suffer the ^{public}jibes of certain ignorant Councillors who have been misled as to the true facts of the situation.

The Town Clerk maintains that the 4000 ft land-drain laid in 1893 at the suggestion of the Local Govt. Board's Inspector, across half a mile of Sandgate to minimise the risk of future danger to the town, is a 'private drain' on a 'private estate'. Neither statement is correct, and I have documentary evidence which refutes this, and which I beg to submit to you.

A serious matter of principle is at stake. I fully realise that your Ministry cannot interfere in Local Government, but I fear there has been a completely innocent misappraisal of the facts and from which has stemmed

37 Garages.

the last paragraph in the letter of 23 April 1970 (quoted above) which suggests that the Local Council should seek such contributions (towards expenditure) by agreement where these apply.

We are all private interests, that is working people and retired folk many of whom have put their life savings into their homes, and are living on small fixed incomes. We would not now be in a position to need 'substantial protection' if the Council had not simply forgotten the existence of the land+drain and failed to maintain this vital link with coastal protection.

From my reading of the 1875 Public Health Act Section 13, and definitions the Latham drain is a 'sewer' within the meaning of the Act, and vested in the Local Authority. This section is repealed but consolidated in the Public Health Act 1936 Section 20.

I would be most grateful if you could arrange a confidential interview with a senior officer of your Ministry, so that we can discuss these matters and come to some solution. In view of the postal strike could you please 'phone me at my office 722-3333 ext 21 to suggest a convenient time, preferably before February 9, when I shall be taking my annual leave.

Yours truly

(Mrs.) L. Rene-Martin

FIRST CLASS MAIL

BOROUGH OF FOLKESTONE



YOUR REF.:

TC/C/319/1/4

MY REF.:

THE CIVIC CENTRE,
FOLKESTONE.

2nd November, 1970

N. C. SCRAGG, LL.M.

SOLICITOR

TOWN CLERK
CLERK OF THE PEACE

TELEPHONE: 55221
(STD 0303)

Dear Mrs. René-Martin,

Earth Movement at Sandgate

Thank you for your letter of 29th October.

With reference to the points raised in your letter, I have the following comments :-

1. I have written to the Ministry of Transport, the statutory undertakers in the area and Radio Rediffusion, requesting these bodies to make a contribution towards the costs of the ~~Roast~~ protection scheme. * should the Council decide to proceed with it. As you will appreciate, these contributions are voluntary and no guidance is given in the Act as to the amount or proportion of such contributions. So far, I have heard from the Folkestone and District Water Company that they are not agreeable to make any contribution. I have heard from the other bodies and, in no case, have I received any refusal. It may be that if the other statutory undertakers agree to contribute, the Water Company will be persuaded to change its mind.

The Ministry of Housing and Local Government has given an indication without binding itself, that a grant of between 40 and 45% of the balance of the cost of the works (after deduction of the amount of any voluntary contributions) would be considered. The Coast Protection Act provides that where the Minister undertakes to make or makes a grant towards expenditure, the County Council should pay to the County District Council a contribution towards the expenditure of such amount as may be agreed. The County Council has been informed of the proposal of the Borough Council, but has not yet specified the amount the County will be prepared to contribute. In the two former Coast Protection Schemes in Folkestone, the County Council has paid one-half of the balance of the expenses after Ministry grant and contributions by the owners, so that the balance of the expenses have been shared equally by the County Council and the Borough Council.

The person dealing with this matter ~~on my behalf~~ is the Town Clerk Ext. 202
All correspondence to be addressed to the Town Clerk

2.

I am afraid that I have no further information with regard to the matter other than as set out above.

2. I understand that Messrs. Halcrows are in full agreement with the inclusion in any scheme of works to improve the stability of the area adjacent to the garages and filled ground to the north-west, although I believe that they do not advocate such methods as beach feeding. However, the Council regard the works suggested by Halcrows and the Ministry as works necessary to improve the stability of the land in the area and, in my view, expect the residents to contribute towards the total of such costs, together with the other expenses mentioned below.

3. (1) The expenses of the Consultants' reports, subsequent test borings and Consultants' fees in connection with the carrying out of the works will all be included in the total cost. I have been assured by the Ministry of Housing and Local Government that such expenses will be taken into account for grant purposes and, in my view, quite properly they ought to be regarded as chargeable to the costs of any scheme.

(2) I do not agree that the Council undertook the expenses of the Consultants' reports and subsequent test borings as a moral obligation. As has been said on more than one occasion, the Council have no obligation, either legal or moral under this matter. The reason why they first invited Halcrows to report was because they, as a responsible authority, wished to assist the residents. They thought that this was the right and proper thing to do and the same remarks apply to the carrying out of the subsequent test borings. But this does not indicate that they considered they had a moral obligation to the residents.

4. When the Council carried out the coast protection works in 1952, as a condition of the grant, they undertook to maintain the sea defences and, presumably, if the Council carry out coast protection works in the Encombe area, they will be required, as a condition of the grant, to maintain those works.

With regard to the penultimate paragraph of your letter, it would not be proper for me to refer to what was said by one of the Sandgate Councillors last May. However, the opinion expressed by the Council that drainage works, as recommended by their Engineering Consultants, would substantially benefit properties in the Encombe area, is based on the advice of Sir William Halcrow & Partners who have a very high reputation as Consulting Engineers.

Yours sincerely,

Mrs. L. René-Martin,
Flat J, 4 Oxford and Cambridge
Mansions,
Old Marylebone Road,
London, N.W.1.

Town Clerk.

* On 2nd thoughts, I think the words used by Banfield were 'moral responsibility' at the Public Meeting

COAST PROTECTION 1952
Condition of grant

See 125/29
Nov 2

£3549
(125/30A)

C.F. 125/6/4
125/23/100T
CONE. HIST
P2 line 7

See 125/19/11
line 2

C/F 125/6/7
Nov 4 205
8/25/32/19

See
125/29/4

Flat J, 4 Oxford and Cambridge Mansions, Old Marylebone Road, N.W.1

(AMBASSADOR) 262-6320

Sandgate Seawall seriously breached
in several places in December 1951
storms.

1. Oct. 1952 Folkestone & Hythe Gazette.

Subject to certain specified conditions,
Ministry of Housing and Local Govt. give
grant of £135,000 for coast protection
works at Sandgate.

23 Sept 1953 Folkestone & Hythe Gazette.

(Folkestone's almost completed £220,000
Sea-wall at Sandgate received its first
real test during the 60 mph. S.W. gale
gales this week and came through it well.

Borough Engineer to L.R.T. 28.5.69

Promenade & seawall beyond coastguard to
West, owned by Transport Authority for
whom the B. Council are agents.

P.T.

125/84

HERALD Sat. 4.12.1976 p.23

SDC SHEPWAY DISTRICT COUNCIL

COAST PROTECTION ACT, 1949

THE Shepway District Council acting in their capacity as coast protection authority, hereby give notice under sub-section (1) of section 5 of the above Act that they propose to carry out coast protection work as described herein at Sandgate, Folkestone, Kent.

The work will consist of the construction of a system of permanent vacuum well points and associated pipe work, pumps and pump house.

The estimated cost of the work is £45,000.

Any person may, not later than the 8th January 1977 serve a written notice of objection to the above proposal on the Secretary of State for the Environment and on the above-mentioned authority. Any such notice must contain a statement of the grounds of objection and must be sent by pre-paid post to the Secretary of State for the Environment, 2 Marsham Street, London, SW1P 3EB, and to the Chief Executive of the authority at the address shown below.

K. H. G. Mills,
Chief Executive,
Shepway District Council,
Civic Centre,
Folkestone,
Kent.

4th December, 1976.

CIVIC CENTRE FOLKESTONE KENT



COPY
via
SEABROOK
(E.S.)

TO MR. G. EDMUNDS
SANDGATE SOCY.



SHEPWAY DISTRICT COUNCIL

Report Number

4355

To: ENVIRONMENT AND CONSERVATION COMMITTEE - 25 JANUARY 1993
Subject: HYTHE COAST PROTECTION SCHEME

1. SUMMARY

- 1.1 This report updates the position and seeks formal approval with regard to the Hythe Coast Protection Scheme. Authority is also sought for the release of capital programme monies in order to undertake an environmental impact survey.

2. INTRODUCTION

- 2.1 During the severe storms of February 1990, there was widespread flooding in Folkestone and Hythe caused by overtopping of the coastal defences which also suffered from fairly widespread damage. This matter was reported to the former Environmental Services Committee on 5 March 1990 (minute 129) when it was resolved that the Hythe Flooding Protection Scheme be given a higher priority and brought forward in the capital programme and that the Scheme incorporates permanent protection of the Fishermen's Beach area.

- 2.2 This matter was reported to the Environmental Services Committee again on 11 June 1990, when the Committee considered a short term solution to the severe flooding problem in the Chelsea Court/Admirals Walk area of Hythe. The Committee acknowledged that the long term solution to the problems in Hythe and Seabrook would probably necessitate altering the future overall strategy for coast protection along the whole coastline between Hythe Ranges and the Sir John Moore memorial at Sandgate. It was also suggested that this was likely to result in a new comprehensive scheme being promoted which would incorporate the following former schemes:-

- i) Hythe Coast Protection Works Stage 2 (Replacement Groynes)
- ii) Hythe Flood Protection
- iii) Replacement Groynes - Sandgate Esplanade

- 2.3 In 1990, it was of course too early to say what solution should be adopted. However, the Committee was advised that the likely solutions were:-

- a) Rock revetment protection to the sea walls
- b) Shingle replenishment with artificial headlands or rock groynes

- c) Splash walls
- d) Reconstruction of sea walls along whole frontage
- e) Combination of the above.

Options a) c) d) and e) were investigated but subsequently rejected by officers on benefit, cost and environmental grounds. Consequently, feasibility studies have concentrated on option (b), the shingle replenishment scheme.

3. INVESTIGATIONS

- 3.1 Hydraulics Research Wallingford were commissioned to undertake a coastal management study of the Hythe to Folkestone frontage. The study consisted of a computer model which was set up to reproduce the development of an 8km length of coastline over a period of 10 years. Random wave physical model tests of the Hythe Coastline (at a scale of 1 to 70) were also used to calibrate the computer model, examine the effects of existing and proposed beach structures and to quantify overtopping discharges at various locations along the frontage. Committee and ward members, together with Hythe Town Councillors, were invited to view the model at Wallingford at the conclusion of the testing programmes. A second computer model was also used to examine shingle beach profiles and their suitability for storm protection.
- 3.2 In conjunction with the beach management study, additional research was undertaken comprising:-
- i) Installation of recording equipment and collection of wind and tide data
 - ii) Beach profile monitoring
 - iii) Wave height monitoring
 - iv) Offshore bathymetry and sea-bed composition survey.
- 3.3 Based on the results of the research and the physical/mathematical modelling, Hydraulics Research, Wallingford, has proposed a scheme for the long term protection of the Hythe/Sandgate coastline using shingle beach replenishment in conjunction with large rock headlands. This scheme, which is currently being examined in more detail, requires in excess of 1 million cubic metres of shingle for the Hythe, Seabrook and Sandgate coastline.

The quantity is based on a flat beach width of 20m and a beach profile of 1 in 8 assuming shingle gradings similar to the existing beach material.

4. CONSULTATIONS

- 4.1 There has been considerable co-operation with the Ministry of Agriculture, Fisheries and Food with regard to the South Coast Shingle Study which was set up by the Ministry following the 1989/90 storms, to determine appropriate actions and the subsequent national study which was undertaken by MAFF to reflect the national significance of beaches. Close liaison with MAFF's Regional Engineer has also continued throughout and subsequent to the completion of the Coastal Management Study.
- 4.2 Because of the large amount of shingle required, the Crown Estate, together with their managing agents, were consulted from an early stage. Shingle will, of course, have to be obtained from licensed dredging areas but, unfortunately, a suitable source has not yet been located. However, negotiations are currently taking place with dredging contractors and although these negotiations are at the preliminary stages, the situation is looking optimistic. The outcome of the shingle availability will influence the final proposals for the scheme and will be one factor that will affect the phasing of the works.
- 4.3 The environmental impact of the proposals is another important factor which needs to be taken into account before the detailed designs are finalised. It is proposed to undertake research into all environmental issues for the whole of the Shepway coastline to enable the environmental impact of the coast protection proposals to be fully examined. This will involve consulting all interested organisations, groups or societies, etc and preparing a catalogue of all relevant environmental matters. Tenders are currently being obtained for the survey, together with an environmental impact assessment for the scheme which is a requirement of MAFF for consideration of approval under the Coast Protection Act 1949. It will also be a requirement for planning consent for the proposed works.
- 4.4 The estimated cost of the environmental survey and report is £40,000. Authority is therefore being sought for this sum to be released from the Committee's current approved capital programme.
- 4.5 At this juncture, the Committee are not entering into a commitment for the Hythe scheme. The investment in the environmental impact assessment will be included in the claim for grant assistance from MAFF when the scheme is approved by MAFF.

5. ESTIMATED COST OF SCHEME

- 5.1 The detailed design process which is currently being undertaken involves looking at a number of options involving various combinations of shingle volumes and locations of rock headlands. The corresponding maintenance proposals and

capitalised costs of each scheme variation are also an important consideration. This is a requirement of the Benefit Cost Study to enable the selection of the most cost effective long term solution. Until this process is complete, it is not possible to accurately forecast the overall cost of the scheme. However, the scheme is provisionally estimated to cost £25m. A factor affecting the phasing of the works is the number of rock headlands required. This may also be related to shingle availability. However, assuming the construction works are phased over four years, the anticipated annual capital expenditure is estimated as follows:-

5.2 Capital Expenditure

£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's
Pre 92/93	92/93	93/94	94/95	95/96	96/97	97/98
121	82	1,805	7,500	7,000	4,000	4492

Details of the Council's expenditure commitments and associated detailed scheme proposals will be provided for the Committee when authority is subsequently sought for release of capital expenditure for phase 1 of the proposed works. However, based on the provisional estimated cost, the net capital cost which will be covered by supplementary credit approval is as follows:-

	£
Total Capital Cost	25,000,000
Less MAFF Grant (assuming 75% max)	18,750,000
Net Capital Cost	<u>6,250,000</u>

5.3 Revenue Expenditure

Average annual loan charges on net capital cost	734,000
Less KCC contribution (50%)	<u>367,000</u>
Net average annual cost to the Council (based on full cost of scheme)	<u>367,000</u>

Existing budgets have provided for expenditure up to 1992/93. The additional anticipated net annual revenue cost to the Council as the scheme progresses is as follows:-

£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's
93/94	94/95	95/96	96/97	97/98	98/99	Full Year
18	82	188	269	332	365	367

The report to the Committee on new expenditure proposals for 1993/94 makes provision for the envisaged expenditure next year.

The ability of the Council to fund its share of the revenue costs is a further factor that may influence the phasing of the works.

6.0 Future Maintenance Costs

- 6.1 The report has already advised (para 5.1) that the future costs of maintaining the proposed coastal defences is a factor that is considered when evaluating the cost benefit analysis of various design options. It should be noted that the costs of ongoing unplanned maintenance are not fully reflected in the projected scheme costs outlined above.

7. RECOMMENDATIONS:

1. That the detailed design of the proposed beach replenishment scheme for the Sandgate, Seabrook and Hythe coastline be completed without delay and the scheme submitted to the Ministry of Agriculture, Fisheries and Food for approval.
2. That the necessary funds be released from the Committee's approved capital programme to enable the environmental survey of the coastline and environmental impact assessment to be effected.

UNANIMOUSLY APPROVED.

(MR. RUSSELL IS THE OFFICER
LEADING THIS DEPT.
(prev. was in Housing))

SHEPWAY

DISTRICT COUNCIL

Environmental Services



PROTECTING
YOUR
COASTLINE!

ENGINEERING DIVISION
Improving the Environment



What is Shepway doing to improve our coastline?

Shepway District Council has begun an ambitious programme of works to upgrade the coastal defences within the District to relieve the risk of erosion and flooding by the sea.

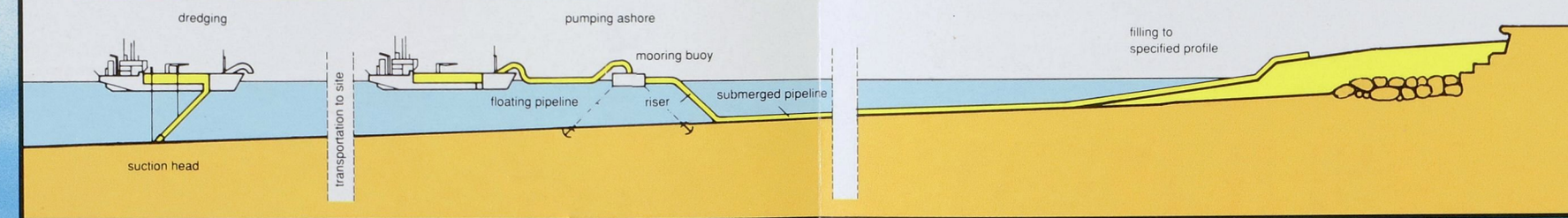
The storms experienced across the south east of England during the 1980s resulted in considerable unprecedented losses of shingle from the beaches in Shepway. The shingle beaches are the main protectors of the seawalls. Without the beaches the seawalls would fail and the land behind would suffer dramatic erosion and flooding. A solution was needed that would relieve these risks and provide enhancement to the District.

Bold measures are now being undertaken to replenish the shingle beaches in two areas: at Marine Walk to the west of the Harbour, and at Sandgate between Granville Parade and Sandgate Esplanade.

This work follows the construction of the two rock headlands at Marine Walk and the four rock groynes at Sandgate which will act as retaining structures for the new beaches.

These Coast Protection Works are substantially grant-aided by the Ministry of Agriculture, Fisheries and Food.

The replenishment works will involve the pumping of shingle through a pipe-line from an offshore barge to the two sites where bulldozers will give the shingle beach its final shape.



The need for care . . .

A construction site, whilst appearing an exciting place, is an area full of dangers. During the course of the engineering works hazards will be introduced by large machinery, extra boat traffic, submerged pipes and the use of barges. The works will be clearly visible by the presence of contractor's machinery and in some cases by the positioning of warning buoys.

As a result we do ask that everyone enjoying the beach in the vicinity of the works respects the alterations taking place and keeps clear at all times. In addition boat owners, swimmers, windsurfers, water skiers, fishermen and all other persons using the area should keep well clear of contractor's vessels and plant both in motion and when moored. Some vessels may have hidden obstructions around them, such as pipe lines and towing cables.

In no circumstances should anyone, who is not authorised, board any vessel or climb on any plant or shore facility belonging to the contractor or others engaged in the engineering works.

Please abide by any directions given to you by the operator of any contractor's vessel or plant. These directions will be for your own safety and the safety of others using the area.



We would appreciate your co-operation

- 1** Be alert and avoid danger.
- 2** Keep away from all works.
- 3** Report any trespass or vandalism immediately, especially if you notice risks to children.
- 4** Abide by any advice given by Shepway District Council or contractor's staff, and obey any notices put up by the contractor or the Council.
- 5** Keep away from machinery, shore installations and contractors vessels.
- 6** Keep off the rocks.

IN AN EMERGENCY

Shepway District Council can be contacted out of office hours on:

(0303) 850628

The work will be completed as quickly as possible and it may be necessary to carry out part of the operation during the night.

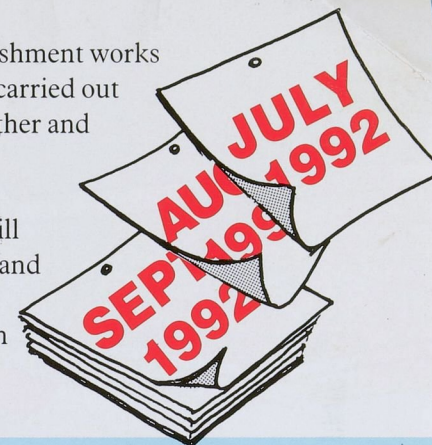
Inevitably there may be some noise and disruption, although this will be kept to a minimum. Your co-operation and patience during this difficult engineering project will be greatly appreciated. In the long term we are sure that the benefits the scheme will bring will far outweigh any shorter-term inconvenience.



AD & CJB

Beach nourishment works can only be carried out in good weather and calm seas.

Therefore the works will start in July and should be completed in September.



FOR MORE INFORMATION

Engineering Division:

ENGINEER – Bruce Rochester
The Civic Centre, Castle Hill Avenue, Folkestone
Tel: (0303) 850388

SENIOR RESIDENT ENGINEER – Ralph Young
The Site Office, Lower Sandgate Road, Folkestone
Tel: (0860) 637266

Contractor:

PROJECT MANAGER – Jan Rogier
Ham Dredging Limited, St Nicholas House,
Knoll Road, Camberley, Surrey GU15 3XZ

SITE AGENT – Hugh McAdoo
The Site Office, Lower Sandgate Road, Folkestone
Tel: (0860) 515054

ENGINEERING DIVISION
Improving the Environment

SHEPWAY
DISTRICT COUNCIL

Environmental Services,
Civic Centre, Castle Hill Avenue,
Folkestone, Kent CT20 2QY
Telephone: (0303) 850388 Fax: (0303) 258854

BRIEFING NOTE 138

SHEPWAY
DISTRICT COUNCIL

Date Issued: **19 FEBRUARY 1999**

Subject: **BEACH REGRADING STUDY**

SUMMARY

This Briefing Note details a study being funded by the European Union and jointly managed by Shepway District Council and Canterbury City Council to develop a greater understanding of the behaviour of replenished beaches used as coastal defences.

1. BACKGROUND

The Council is responsible for coast protection along the 42km of its coastline. Many of the coastal defences rely on a shingle beach to absorb wave energy. These beaches have to be maintained and renourished to ensure they provide effective protection. Understanding the development of these beaches, particularly following renourishment, will allow more effective management of the coastline.

The Council has already shown its commitment to coastal management through its involvement and adoption of the Shoreline Management Plan. It also approved the Hythe Beach Management Scheme to protect the town of Hythe. The beach regrading study is a part of the Council's development of beach management strategies.

2. INTRODUCTION

Beach nourishment schemes are effective, economic and environmentally friendly means of upgrading and maintaining coastal defences. Using beaches as the primary coastal defence does, however, rely upon that beach remaining stable and of sufficient size to adequately protect against flooding and erosion.

When planning beach nourishment one of the major unknown factors is how the beach material will be redistributed under sea action. Finer sediment tends to redistribute over time within the body of the beach. The changing grading of the beach influences its response to wave action and its ability to absorb wave energy.

The study will establish a methodology to analyse the redistribution of replenished beaches with respect to time. Fieldwork will be carried out at Tankerton, on the North Kent Coast, where major beach renourishment is programmed for April 1999. Analysis of the results will be carried out and a report produced detailing conclusions from the project and recommending areas for further research.

The study will improve the understanding of how newly nourished beaches develop once in place and this will aid the design and increase the effectiveness of future beach nourishment schemes. The beach material at Tankerton is similar to that found along the coastline within the Shepway District. An understanding of how the beach at Tankerton develops will benefit beach management at Hythe and future renourishment schemes that may be identified as part of the Folkestone to Rye Strategy Plan.

Limited field studies at Hythe may be carried out as an extension to the proposed work.

The study is being promoted by the South East Coastal Group and European funding has been secured through Coastlink. The project will be managed jointly by Shepway District Council and Canterbury City Council.

3. SCOPE OF THE STUDY

The study is in accordance with one of the South East Coastal Group's principal objectives, to identify and promote research and development needs within the region in relation to issues of coastal engineering, shoreline management and coastal management.

The Shoreline Management Plan, which has been formally adopted by the Council, recommends that research be carried out to improve the understanding of coastal processes and ensure future management plans are based on sound economic and technical principles.

The study will meet these objectives by increasing understanding of the complex interaction between beach sediment and the sea, resulting in more effective beach management.

The study will be carried out in four phases over 36 months:

1. Identify and review existing literature.
2. Develop a methodology to analyse the redistribution of renourished beaches with respect to time.
3. Carry out field and laboratory studies in accordance with the methodology.
4. Analyse the results of field and laboratory studies and produce a report outlining conclusions and giving recommendations.

Shepway District Council and Canterbury City Council will have overall responsibility for the successful delivery of the study. Shepway will provide general project management. Specialist consultants will be appointed to carry out aspects of the study as required.

4. OUTPUT

A report will be prepared for the South East Coastal Group containing a complete appraisal of the study, drawing conclusions and making recommendations for future beach nourishment schemes. It will also identify areas where further research would be beneficial for the management of beaches. The report will be available to all members of the Group and will be of particular relevance to Shepway District Council.

5. COST

The total cost of the study is £65,000 paid for by European funds with staff support provided by Shepway District Council and Canterbury City Council. Staff resources for Shepway can be met from existing budgetary provisions for Shoreline Management.

For further information, contact Robert Beck, Construction Services, Ext 522.

Mr Robert H C Bliss
District Council/Ward (Folkestone Sandgate)
12 High Ridge
Seabrook
CT21 5TE

8 March 1999

Dear Mr Bliss

FOLKESTONE TO RYE COASTAL STRATEGY STUDY: INITIAL CONSULTATION

As you may be aware the Shoreline Management Plan (SMP) between Beachy Head and South Foreland is now complete. The next stage in the shoreline planning process is to develop a series of Coastal Strategy Plans; each covering just a portion of the coastline contained in the SMP but in more detail.

HR Wallingford has been commissioned by Shepway District Council and the Environment Agency, Southern Region to undertake such a study between Copt Point, Folkestone and Scots Float Sluice, Rye and inland along the Royal Military Canal (as shown in the attached figure). This study will consider wave and tidal processes, sediment transport, the condition and performance of the existing coastal defences and how they interact with the human and natural environment. The study will go on to identify the most appropriate future method of managing the coastline and where appropriate protecting land from flooding, erosion and environmental degradation in so far as it affects or is affected by shoreline management. Where possible opportunities to enhance the local amenity and natural environment through improved shoreline management will be explored.

In summary, the main objectives in developing a Coastal Strategy Plan, as set out by the Ministry of Agriculture Fisheries and Food (MAFF), are as follows:

- To develop a Strategy Plan that builds on the coastal policies established through the Shoreline Management Plan.
- To improve the understanding of the coastal processes and predict the likely future evolution of the coast.
- To identify all the natural and manmade assets within the area which are likely to be influenced by coastal processes.
- To identify an optimal approach to shoreline management and coast defence based on an integration of economic constraints, engineering and environmental issues.
- To develop a phased programme of sustainable works and maintenance for each of the discrete coastal frontages identified in the SMP and inland along the Royal Military Canal.
- To develop an understanding of the likely extent of flooding both now and in the future.
- To develop an understanding of the environmental sensitivities and to enhance the environment (both human and natural). If necessary, effective mitigation measures against environmental degradation arising from proposed shoreline management activities will be identified.

District Council/Ward (Folkestone Sandgate)

8 March 1999

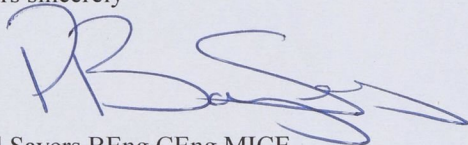
- To take advantage of appropriate opportunities to improve recreation, agriculture and commercial activities.
- To ensure effective consultation and reflect, in the strategy, the views of all interested parties as expressed through the sensitive development of preferred options.
- To establish a programme of monitoring and a method of review for the adopted strategy.
- To report the findings of the study as a detailed non-statutory plan (the Coastal Strategy Plan) for managing the coastline that will then form the basis for the development of capital schemes (where appropriate) and the implementation of management plans. (It is worth noting that this document will be subject to revision based on developments in the understanding of coastal processes and on unforeseen changes to the demands in the coastal zone).

We can only achieve the above objectives if we are fully aware of the needs and concerns of all interested parties. Following on from the consultation undertaken during the development of the Shoreline Management Plan this consultation letter represents the next stage in developing this understanding. Clearly, however, our understanding can only be as detailed as the information we receive from you. We have, therefore, attached a proforma that highlights a range of issues that may be of concern. Please complete this form and send it back to myself, Paul Sayers, at the above address, if possible by 23 March 1999. If we have left insufficient room for your comments please feel free to expand on as many additional sheets as necessary. Responses will then be compiled and, where necessary, further information will be sought to ensure that we fully understand the interests and issues.

At this stage we only wish to make you aware of the development of the Strategy Plan between Folkestone and Rye and to have your initial thoughts and comments. As the project proceeds, interested parties will be kept informed of the plans. Your comments on these plans and further relevant information will be welcomed. Where conflicts of interest arise, every effort will be made to find compromise solutions. In time, Draft Plans for each Management Unit will be circulated. These documents will describe and explain the intended approach and the preferred operational options. Once accepted these documents will be compiled to form the final Coastal Strategy Plan. At a later stage we will invite you to a public exhibition of the study findings and recommendations.

I look forward to receiving your comments.

Yours sincerely



Paul Sayers BEng CEng MICE
Principal Engineer, HR Wallingford

On behalf of Shepway District Council and the Environment Agency, Southern Region.

BOROUGH OF FOLKESTONE



YOUR REF.:

MY REF.: TC/C/319/1/4

THE CIVIC CENTRE,
FOLKESTONE.

20th October, 1970

N. C. SCRAGG, LL.M.

SOLICITOR

TOWN CLERK
CLERK OF THE PEACE

TELEPHONE: 55221
(STD 0303)

Dear Sir/Madam,

re Earth Movement at Sandgate -
Coast Protection Act, 1949

1. Following the last meeting between property owners in the Encombe area and representatives of the Council in April 1969 and protracted discussions with Government Departments including an investigation conducted by an Engineering Inspector of the Minister of Housing and Local Government, I have been informed by the latter Ministry that drainage works, as advised by the Council's Consultants, is work of a type which, in principle, could be carried out under the Coast Protection Act, 1949.
2. When the Act was first passed, works schemes normally included provisions for the levying of coast protection charges on owners of properties benefitted by the works. Since August 1962, coast protection charges can no longer be levied, but there is power in the Act for coast protection authorities to obtain contributions from owners by agreement, and the Minister has advised that contributions should be sought where appropriate (e.g. when works would protect substantial properties, such as hotels, holiday camps, etc.).
3. The Council are of opinion that drainage works as recommended by their Engineering Consultants would substantially benefit properties in the Encombe area and that if any works are carried out, owners of properties benefitted should contribute to the cost. The Ministry consider that it is reasonable that property owners should be asked to contribute if the Council undertake the works.
4. The Council have accordingly decided that action should be taken under the Coast Protection Act, 1949, provided owners of properties benefitted contribute to the cost of the scheme. The Council consider that the total of such contributions from individual owners should be 10% of the total cost of the proposed works, together with costs already incurred and consultants'.

The person dealing with this matter ~~on my behalf~~ is the Town Clerk Ext. 202

All correspondence to be addressed to the Town Clerk

fees. This is an essential condition for action to be taken by the Council who consider that the owners should, themselves, decide how much each owner should pay and should consult together to this end.

5. The estimated cost of the works is not yet known. The Council's consultants have referred (inter alia) to two drainage schemes in their report of 15th January 1969, one costing about £10,000 to £15,000 and the other (which they favour) costing £35,000. These amounts are preliminary estimates which were given nearly two years ago and are subject to revision. They do not include expenses already incurred by the Council or consultants' fees which would, as mentioned above, both be taken into account in calculating the total of contributions expected by the Council.

6. The Ministry of Housing and Local Government have indicated that they will consider an application for grant of approximately 40-45% on the balance of the estimated cost remaining after contributions have been made by private interests. It is also likely that the County Council will contribute, although to what extent is not yet known.

7. This letter is being addressed to

(i) the ratepayers of those properties where

(a) reductions in the rating assessments have been secured on the grounds of earth movement, or in respect of which appeals for such reductions have been made on those grounds and which have not yet been determined;

(b) they are structurally joined with such properties, or

(c) the owners have already agreed to make contributions

(ii) the owners of those building sites in the area that are available for development

since these would seem to be the properties which would benefit from stabilisation of the area.

8. I shall be obliged if you will kindly let me know if you are prepared to contribute to the expenses of the proposed works on the basis outlined above. It will obviously be necessary for you to consult other owners in the area and it would assist matters if representatives of the Council could discuss the matter with the solicitors, surveyors or other representatives of the owners.

I look forward to hearing from you in due course.

9. If you happen not to be the owner of your dwelling, will you please

COASTAL MOVEMENT
HYTHE TO DOVER
JANUARY 1970

In January 1970 there occurred a series of slips extending from Hythe to Dover. Except for that at the Bayle, Folkestone, the slips were minor but the way in which they came together at spring tides suggests a movement of a substantial length of coast. These were as follows (Date of spring tides in brackets).

11.1.70 (11.1.70) Slip at The Bayle, Folkestone.
 26.1.70 (26.1.70) Slips at
 The Leas (Zig Zag path) Folkestone.
 East Cliff, Folkestone.
 Dover (Cliff Falls).
 Horn Street (West side below St. Martins Church)
 Hythe-Castle Road-West side.

27.1.70 (26.1.70) Cliff fall, Folkestone-Dover Railway.

Other interesting events at this time were:-

(1) In March 1970 construction of a new Sandgate School was begun roughly in position 203 357 where the east-west peninsula of high ground behind Encombe, Sandgate falls away to the east. Water under artesian pressure was encountered and the attempt to build was abandoned in October, 1970

(2) R.H.Bowdler in his "Instability of the Lower Greensand at Sandgate" (Dept. of Civil Engineering, University of Surrey, Guildford, October, 1972) states (p. 23 & 24)
 Rainfall was low in September & October 1969 but the ground water level rose.
 Rainfall was low in April & May, 1970 but there were sudden changes in spring flows and ground water levels over a wide area in May, 1970 (From Folkestone Water Co. figures).
 Folkestone Water Co. began unusual pumping in May, 1970.

(3) A period of severe movement at Encombe which had begun in November, 1969 stopped suddenly in the period March/April, 1970 being replaced by a steady gentle movement to October, 1971 at which time movement ceased, until records ceased in June, 1972.

Comment

Litter protestor did a good job

MANY of us can probably understand and sympathise with the actions of grandmother Audrey Canter who dumped litter and cuttings on Shepway council's doorstep.

People often resort to such dramatic action and take the law into their own hands when they finally decide enough is enough.

There is usually a trigger, or an event, which marks the turning point and the crisis. In this case it was a promise from Shepway council that the area would be tidied up - which turned out to be an empty one.

Surely Shepway council could have merely given Mrs Canter a ticking off or a warning. Was it really necessary to take her to court? Also, was it worth the time and expense that preparing the court case must have taken Shepway council? Tax payers' money could undoubtedly have been used for something more important.

It could also be argued that Mrs Canter did Shepway council's job for them. So shouldn't she have been given a pat on the back rather than a fine? If only more people were willing TO take an active hand in clearing up their communities.

Mrs Canter made a small protest, and she had every right to. It is Shepway council's responsibility to keep public footpaths clean and tidy. The council was told this particular area was a problem and yet little was done to solve it.

The response of Shepway council to this matter was heavy-handed. The decision of magistrates was also a little surprising. Wouldn't a conditional discharge have been more in order?

Halt the decline

HOW long will it be before we can categorically say privatisation of the railways has not worked?

Train services in Kent are now worse than they were under British Rail. As passenger numbers rise, and Government subsidies fall, Connex South Eastern's punctuality record slips by several percentage points a year.

Commuters often travel on late, dirty, and overcrowded trains which, irrespective of their age, are prone to break down.

Staff morale is low. Drivers are being offered hundreds in cash to come to work rather than take time off sick.

The words "leaves on the line", have had more outings in the last three years than a 30-year-old slam-door carriage.

But is this enough to make the commuter pine for the days of British Rail and Network South East?

It seems 1999 will be the true year of reckoning for Connex South Eastern. After three years we must ask why one of Europe's busiest rail networks was put into the hands of one of the worst rail operators in the country?

Unfortunately, things will have to get much worse before Connex South Eastern comes within the remotest danger of losing its franchise.

At the moment it is free to run the network into the ground for the biggest profit. Instead it has been left to the public to call on the company to

Planning holds key to future

Regarding your flying the flag for Folkestone campaign - there is very little flag left to fly around the town and what pride is left is also very low.

You state the seaside resort of Folkestone is loved for its sandy beaches, picturesque harbour, stunning views across the Channel and its grand architecture.

The sands used to be a very thriving, lively resort packed with visitors, but planning and development has killed off the Sunny Sands that used to be. There isn't even a proper place for the deck chairs.

The grand architecture, the little we have left, again thanks to planning and development, much of it has been demolished to make way for these ugly, unsightly, eyesore, square box kind of buildings.

So many hotels are empty and boarded up. Buildings such as the Queen's Hotel and the Royal Pavilion could have been preserved and saved from destruction, but these once wonderful-looking buildings no longer exist.

One should also look at the alcoholics and vandals - more policing is needed. Folkestone used

to be a healthy, lively seaside resort, but sadly no more.

Folkestone could have a lot going for it, but only with the right kind of planning and development. For instance, the precinct could be livened up with the positioning of a fountain of some kind, or monument.

The bandstand should be used seven days a week, especially in the summer and Kingsnorth Gardens could have new paving and lights around the ponds.

Mr Sharman, Bouverie Road West, Folkestone.

Reassurance on coast monitoring

IT WAS intriguing to read Norman Brooks' centre-page spread, and the revealing pictures which accompanied the feature (*Express*, February 4).

One of them showed sea defences at Sandgate designed to safeguard coastal properties where, incidentally, my family have survived over six decades of coast erosion, storm and surge.

Lest your readers are led to believe that public funds are protecting private property, it must be said that this is purely incidental to the protection of public property and service along the coastline where sea defences were totally shattered twice in a century, and severely breached since the 1950s.

Obviously, coast protection is essential to the maintenance of the A259 trunk road along Sandgate Esplanade, and to protect the High Street from repeated flooding.

Also to protect the vulnerable Prince's Parade area and the Royal Military Canal from sea water coming in.

Rock groynes and recent beach replenishment (which I advocated as long ago as 1976) is also vital in this unstable area due to the complex geological strata beneath the slopes to the north.

Many years ago, the late Alex Todd, of Encombe, kept rainfall measurements and produced a correlation with spring tides which was associated with earth movement.



SEA DEFENCES: Vital to future of vulnerable Sandgate

His findings were of great interest. As long ago as 1988, in response to a parliamentary question, a spokesman for the Ministry of Agriculture suggested there could be a 30cm rise in sea levels over the next century.

It is good to know that Norman Brooks is monitoring a well-known threat to Britain's coastline. He and other readers might like to see my

recent publication *Sandgate - Rise and Progress of a Village*, particularly the section on environment.

With 52 pages including 37 illustrations, it is on sale at £2.75 through KCC libraries and booksellers.

Mrs Linda E. Rene-Martin, vice-president, The Sandgate Society.

Good with

CONGRATULATIONS to the campaign team. What better responsible unique position to galvanise towards a future.

Alas, your I, and member, will like the results coming mo

I wish you v and will tak all do to tid bring back s community years has be

Cllr Rory L. Conservativ

Acc wait

WHEN is th to get to gri and its effe

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The hill is lorries hea estate and Please sort not a new be left to s

Josephine Little Piec

Grati hosp

MAY I, on on the Hil and sincer readers of generosity months of such that

Unfair to say we do not care

Note this extract shows that Sandgate Local Board had reached the limit of its borrowing powers from Board of Health, Whitehall, and therefore could not receive further funds towards 1893 Landslip relief and restoration works.

Abstracted by Mrs. L. Rene-Martin 1.4.69

LOANS SANCTIONED UNDER THE PUBLIC WORKS LOANS ACTS to
Sandgate Urban Sanitary Authority

<u>20th Annual Report 1890-91</u>	<u>Purpose</u>	<u>Period</u> <u>years</u>	<u>Amount £</u>
Sandgate (Loc. Gov. Dis.) Kent	Sewerage	30	4,310
Ditto	Works of sea defence	30	3,000
Ditto	ditto	15	1,500
Ditto	ditto	3	400

21st Annual Report 1891-92

Sandgate	Kent	Sea defences	30	500
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22nd Annual Report 1892-93

Sandgate (Loc. Govt. Dist.) Kent	Works of Sea Defence	30	1,350
Ditto	ditto	15	750

TOTAL DEBT FOR PUBLIC WORKS ALONE INCURRED OVER PERIOD OF ONLY 3 YEARS, Total	<u>£ 11,810</u>
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FILE UNDER ① SEA DEFENCES or relevant
② 1893 LANDSLIP DISASTER
Funds not available for relief work
drainage etc

FOLKESTONE AND HYTHE COAST PROTECTION WORKS

The coastline between the eastern side of Hythe Ranges and Folkestone Harbour (about 5 miles) is protected by Sea Walls. The sea walls are in turn protected by a shingle foreshore which acts as a wave spending beach, and the beach itself is stabilised by a system of groynes.

Generally the sea walls are in a reasonable condition but recent storm damage at Hythe (near Cinque Ports Pavilion) has revealed that mass concrete behind the stone facing has considerably deteriorated and is in a poor condition. Earlier damage near St. Leonards Road, Hythe also revealed that the sea wall in this vicinity has no protection against undermining. No major sea wall reconstruction schemes are planned at the moment but in view of the recent discovery of concrete deterioration the situation is being kept under review.

The East Cliff, Folkestone is protected by a sea wall/promenade between the Harbour and Bakers Gap.

There are two lengths of private sea walls at the Riviera, Folkestone and Shingle Bay, St. Leonards Road, Hythe. The latter was reconstructed under emergency Coast Protection powers and negotiations are in hand for this length of wall to be adopted by the Council.

Typical sections of the sea walls in Folkestone and Hythe are attached. Also attached is a plan indicating the length of coast line for which the Council as Coast Protection Authority is responsible, together with details of recent schemes including future works.

Apart from the groynes constructed under the Hythe Coast Protection Works Stage I and Folkestone Coast Protection Works Stage I, and the emergency groyne reconstruction scheme at Marine Walk promenade the majority of groynes were constructed in the fifties and the remainder probably 10-20 years before that. They are mostly constructed of bullhead rail piles and timber planking and owing to abrasion and erosion of the steel components they are now nearing the end of their useful life.

With a dominant littoral drift from west to east there is very little source of supply of shingle. Therefore, with a virtually fixed amount of shingle on the beach it is imperative that an effective groyne system be maintained which will retain the shingle in position and spread as evenly as possible along the Folkestone and Hythe frontage.

It is proposed therefore to continue the groyne rebuilding programme and future schemes are shown on the attached plan.

The Council in conjunction with the Hydraulics Research Station, is currently monitoring the beach profiles in the Marine Parade/West Parade area of Hythe, with a view to the Hydraulics Research Station reporting towards the end of this year on the coastal regime and on the problems of sea water flooding in this area.

The Coast Protection Maintenance Budget for 1984/85 is £73,500.

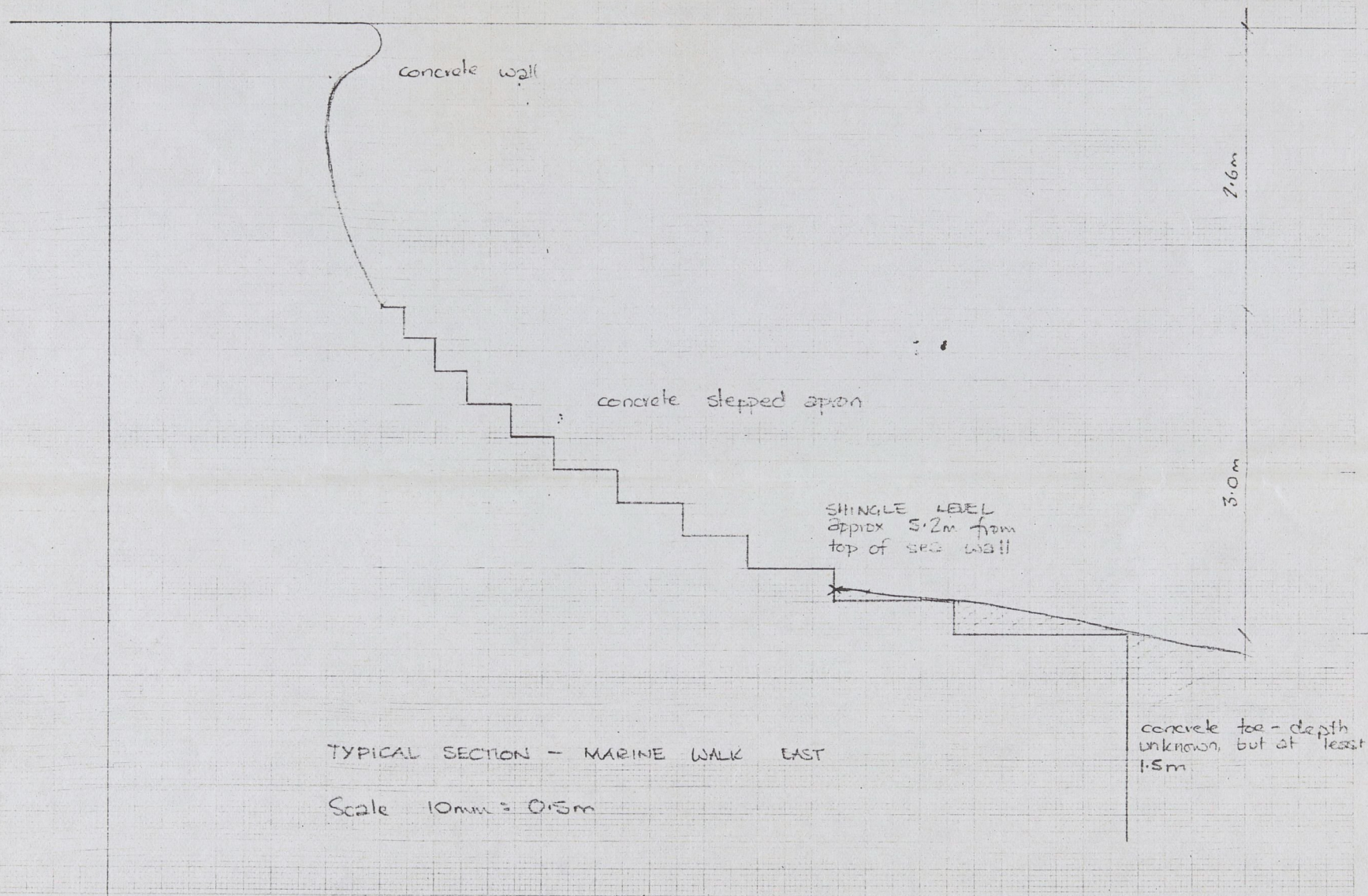
Details of schemes carried out during last 7 years.

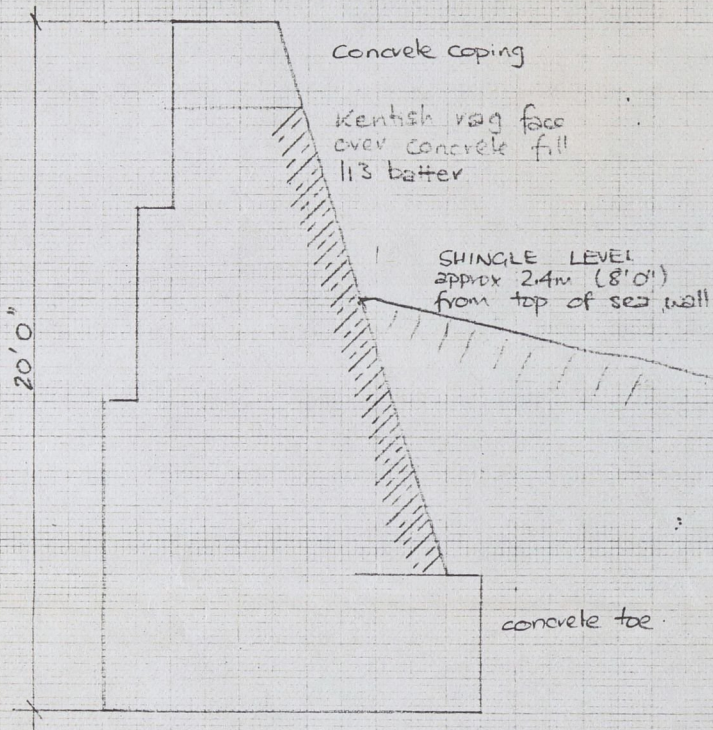
Hythe new and replacement groynes - Stage 1	£138,000
Folkestone - Encombe Drainage Scheme	£ 74,000
Folkestone - Reconstruction of groynes (collision incident)	£150,000
Damaged sea wall - Riviera, Folkestone	£165,000
Sea wall reconstruction - St. Leonards Road, Hythe	£ 42,000
Folkestone - opposite Leas Cliff Hall - Beach Replenishment	£ 22,000
Folkestone - opposite Tower Court, Sandgate - Reconstruction of	} £ 60,000
Secondary and Main Sea wall	
Granville Parade, Sandgate - Reconstruction of Sea wall	
Granville Road East - Coping repair	

Folkestone new and replacement groynes - Stage 1	£550,000
Repairs to Sea wall opposite Cinque Ports Pavilion, Hythe.	£ 8,000
Repairs to Sea wall/coping Sandgate and Hythe (Marine Parade)	£ 55,000
Emergency repairs at Sandgate (Groyne 56)	£ 19,000
Emergency repairs to Secondary Sea wall at Sandgate (Beaulieu)	£ 3,500

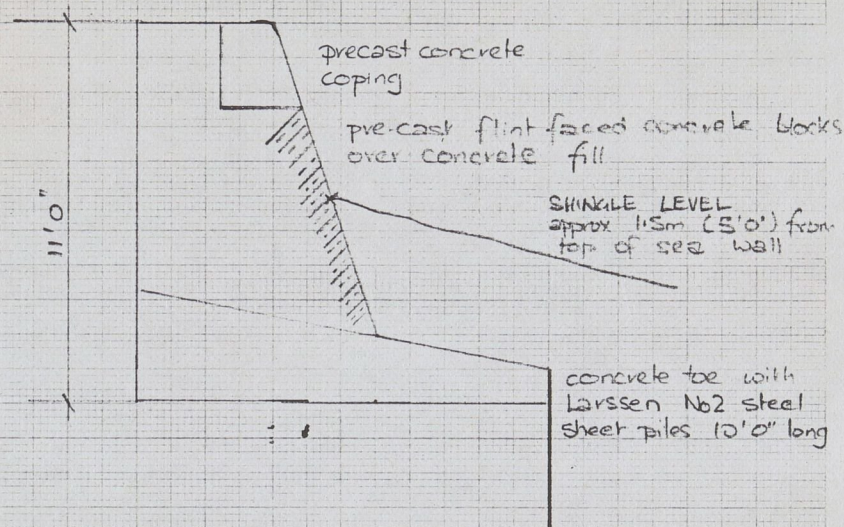
Future Schemes proposed

		Estimated Starting Date
Folkestone - New and Replacement Groynes - Stage 2	£400,000	1984/85
Hythe - New and Replacement Groynes - Stage 2	£850,000	1985/86
Folkestone - Further Works below Leas Cliff Hall	£136,000	1985/86





TYPICAL SECTION,
PRINCES PARADE



TYPICAL SECTION
SANDGATE ESPLANADE

Scale 10mm = 2ft (approx)

Christian band to visit schools

CHRISTIAN rock band Dynamis will tour East Kent schools next week to give concerts and talk to pupils.

On Monday the band is at Dover Boys' Grammar School and on Tuesday at Walmer School.

Venue

Wednesday's venue is Conyngham School, Broadstairs. Thursday's St George's Thanet and on Friday the band is at Holy Cross, Broadstairs.

The group will give a concert at Salem Baptist Church Hall, Dover, on Saturday next week at 7.30 pm.

Urgent sea defence work given go-ahead

URGENT work to stop more land slipping into the sea at Encombe, Sandgate, has been authorised by Shepway's finance and general purposes sub-committee to start immediately.

The Esplanade at Sandgate was once straight and is now one and a half metres out of alignment by the coastguard cottages and being pushed into the sea.

The sub-committee heard an environmental services committee report that the work would cost double the original £1.3 million estimate.

Increase

The reason for the increase was that few British firms specialise in the work and it will be the first time for using piles of such a size.

Replacing groynes from Sandgate

Castle to Seabrook Point was also approved.

The original \$700,000 estimate has increased to £1,111,600 because of long consultation with the Department of Transport over replacing groynes which support the A259.

Attention

Urgent attention is now needed.

Cllr Ron Brown, criticised the department for the four-year wait. He said: "The beach shingle has not been replaced in that time and the sea has been washing the underside of the sea wall.

"If we'd waited much longer the whole lot would have fallen into the sea."

Cllr Margot Jones said sea defences should be a national problem not a district one.

The Encombe landslip and the Sandgate Esplanade protection work will be partly funded by a Ministry grant and a county council contribution.



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THE HYTHE COAST PROTECTION STRATEGY

SHEPWAY
DISTRICT COUNCIL

THE
GARDEN
COAST



The Shepway coastline extends for over 40km from Lydd ranges, west of Dungeness, to the Warren, east of Folkestone.

Responsibility for the protection of the coastline falls to Shepway District Council. In addition, the National Rivers Authority is responsible for the sea defences in some areas.

Approximately 25% of the English coastline has been developed for housing, industry or leisure purposes. It is therefore necessary to minimise threat to life and to protect natural and man-made features. This can be achieved by providing defences against water inundation and protection against coastal erosion.

Coastal erosion can be defined as the loss of land and the encroachment of the sea. It is a complex process with many components such as waves, tides, geology and weather patterns.

Natural coastal defences exist in the form of sand dunes, sand and shingle beaches. Man-made coastal defences in Shepway include concrete sea walls which have a finite lifespan, timber and ironwork groynes which are now nearing the end of their useful life, recent stabilisation at Encombe, toe protection to the East Cliff and rock headlands at both Sandgate and Marine Walk.

Despite these measures, properties in Hythe and Sandgate are periodically flooded, infrastructure is disturbed and roads have to be closed due to shingle obstruction and flooding.



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THE HYTHE COAST PROTECTION STRATEGY

Impacts of the Scheme

The work will be completed as quickly as possible. Inevitably there may be some noise and disruption, although this will be kept to a minimum. Your co-operation and patience during this engineering project will be greatly appreciated. In the long term Shepway District Council are sure that the benefits the scheme will bring, will far outweigh any shorter term inconvenience.



The need for care

A construction site, whilst appearing an exciting place, is an area full of dangers. During the course of the engineering works, hazards will be introduced by large machinery, submerged pipes and the use of barges. The works will be clearly visible by the presence of contractor's machinery and in some cases by the positioning of warning buoys.

As a result, we do ask that everyone enjoying the beach in the vicinity of the works respects the alterations taking place and keeps clear at all times. In addition, boat owners, swimmers, windsurfers, water skiers, fishermen and all other persons using the area should keep well clear of contractor's vessels and plant both in motion and when moored. Some vessel may have hidden obstructions around them, such as pipe lines and towing cables.

Please abide by any directions given to you by the operator of any contractor's vessel or plant. These directions will be for your own safety and the safety of others using the area.

For More Information:

Environmental Services,
Civic Centre, Castle Hill Avenue,
Folkestone, Kent, CT20 2QY.
(01303) 850388

IN AN EMERGENCY

Shepway District Council can be
contact out of office hours on:
(01303) 221888

We would appreciate your co-operation:

1. Be alert and avoid danger.
2. Keep away from all works.
3. Report any trespass or vandalism immediately, especially if you notice risks to children.
4. Abide by any advice given by Shepway District Council or contractor's staff and obey any notices put up by the contractor or the Council.
5. Keep away from machinery, shore installations and contractor's vessels.
6. Keep off the rocks.

SHEPWAY DISTRICT COUNCIL

THE SHEPWAY COASTLINE AND THE HYTHE COAST PROTECTION STRATEGY

Contents

- 1. The Shepway Coastline**
- 2. What is Coastal Erosion?**
- 3. Why Do We Need Coastal Defence?**
- 4. Existing Coastal Defence**
- 5. The Changing Environment**
- 6. The Hythe Coast Protection Strategy**
- 7. Construction Details**
- 8. Beach Management**
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September 1993

THE SHEPWAY COASTLINE

The Shepway coastline extends for over 40km from Lydd Ranges, west of Dungeness, to the Warren, east of Folkestone.

Responsibility for the protection of the coastline falls to Shepway District Council. In addition the National Rivers Authority is responsible for the sea defences in some areas.

Geology

The Shepway area is typified by drift geology and large expanses of shingle in the west (Dungeness) and the solid geology of the chalk cliffs further east (the Warren).

See Figure 1 - Geological composition of study area.

Weather

The weather patterns in the Shepway area are dominated by winds from the south west. The average rainfall is 730mm per year, October and November are the wettest months (80-90mm) and February and May the driest (46mm).

Sites of Special Scientific Interest

The Shepway coast is an area of high and varied ecological interest. There are two Sites of Special Scientific Interest (S.S.S.I.) along the coast.

Folkestone Warren

Folkestone Warren is of considerable biological, geological and physiographical interest.

The site spans the coastline between Folkestone and Dover, and encompasses the range of marine and terrestrial habitats associated with the chalk cliffs, with the underlying Gault Clay and Lower Greensand exposed at the western end of the site. These habitats support outstanding assemblages of plants and invertebrates, including a number of nationally rare species.

The site occupies approximately 120 hectares.

Dungeness

Scenically in striking contrast to the Folkestone Warren, the Dungeness Site of Special Scientific Interest is also of exceptional scientific interest and is one of the few areas of lowland Britain where natural plant communities have been little modified by man's traditional management.

Habitats including extensive shingle beaches, saltmarsh, freshwater marsh, open water and grassland, support many nationally rare plant and invertebrate species. Large numbers of birds are attracted to the beaches and open water of the gravel pits. These include the largest colonies of breeding Sandwich and Common Terns in Kent, Shovelers and Sanderling on the shoreline.

The site occupies 3241 Hectares.

Sites of Nature Conservation Interest

There are two areas designated by the Kent Trust for Nature Conservation as Sites of Nature Conservation interest.

Greatstone Beaches

Greatstone beach is a large, sandy expanse backed by shingle at the southern end and by a small dune system in the central part. At the most northern end, small grassy areas with flora of consolidated dunes back the beach. A small grassy common with scrub lies behind this and is also of interest.

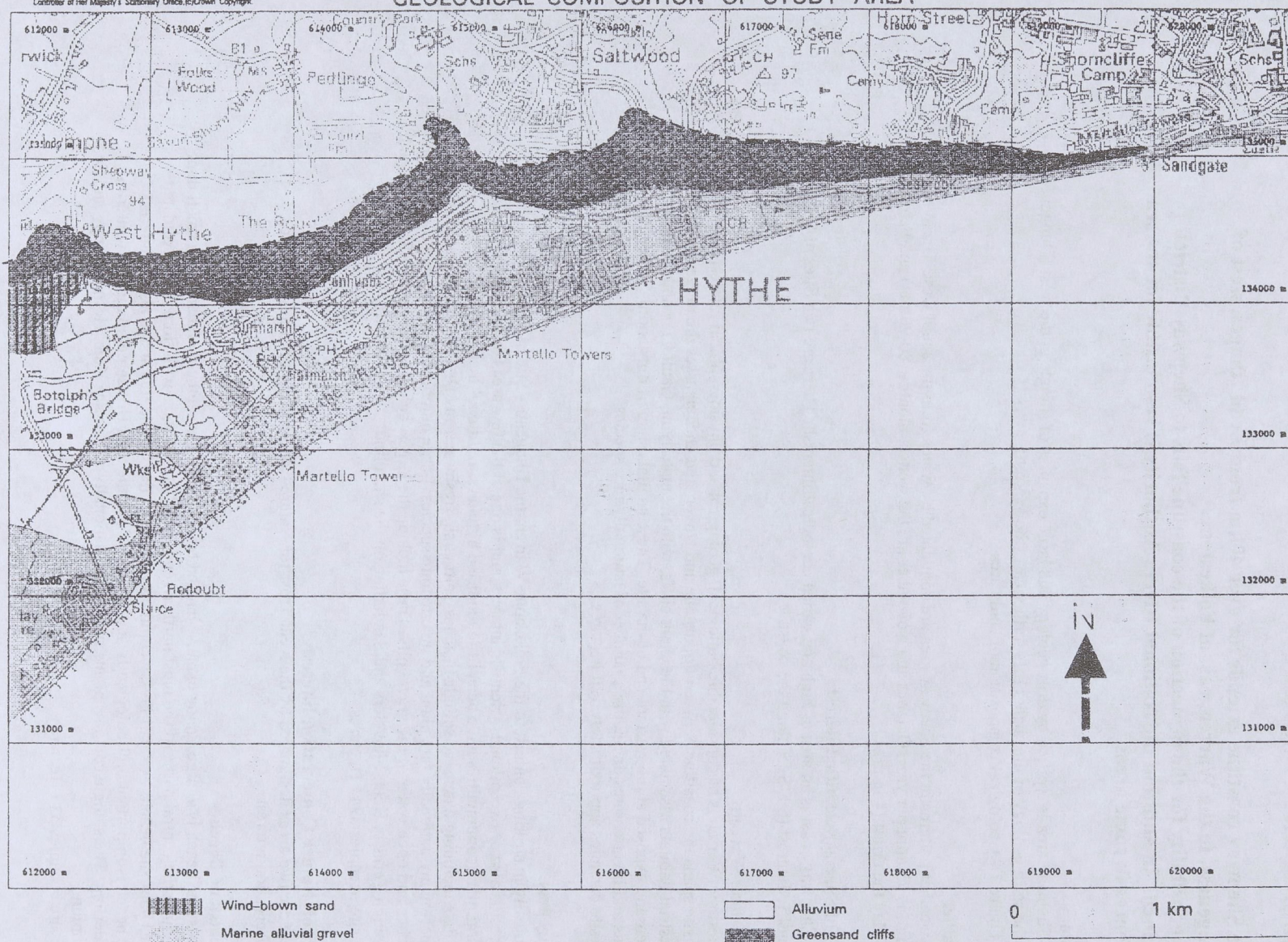
The beach is important ornithologically and carries 2% of the total British population of wintering Sanderling. The shingle contains plants such as the nationally scarce Sea Kale, Horned Poppy and Sea Campion.

The site occupies 525 Hectares.

Reproduced from the 1967 Ordnance Survey
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HYTHE COAST PROTECTION SCHEME GEOLOGICAL COMPOSITION OF STUDY AREA

Extent of
study area



Hythe Ranges

The Hythe Ranges comprise an area of shingle backed by rough grassland which is used intensively for training purposes by the Ministry of Defence.

Large colonies of Sea Kale and Horned Poppy occur on the shingle in areas closest to the sea. Other plants include Sea Pea, the nationally scarce Nottingham Catchfly and Sheep's Bit, which is a local and scarce plant in Kent.

The site occupies 178 Hectares.

Recreation

Within the district there are many varied natural features such as sand and shingle beaches, which are widely used for recreation and tourism. These naturally occurring features, including sand dunes, cliffs and sand and shingle beaches, result from the interaction between the area's geology and weather patterns.

Tourism

The naturally occurring, wide sandy beaches which are situated between the edge of the Dungeness Site of Special Scientific Interest and Dymchurch, are attractive to visitors and are an essential part of the local tourist industry for the towns of Greatstone, St. Mary's Bay, Littlestone and Dymchurch.

Beaches

Further along the coast, the sandy East Cliff beach in Folkestone and the pebble beaches of Hythe, Sandgate and Folkestone, are also popular with both local residents and visitors alike.

The sandy beaches have gentle gradients and despite steeper shingle beach profiles, there are extensive swimming areas, as the sea bed below the low water mark is less steep and sandy.

Promenades

Promenades are popular throughout the year, and access to many beaches is easy, adding to the attraction of sea angling and water sports.

The coastal towns are mainly residential, with some light industrial use at Pennypot Industrial Estate, for example, near Hythe.

Historical Buildings

Hythe and Sandgate are separate Conservation Areas, with many buildings of considerable historical and architectural interest. Many buildings are Listed, in order to protect and retain the history of the locality. This ensures that owners and occupiers of the Listed buildings seek special permission from Shepway District Council before undertaking building works, or external alterations, which may not normally require Planning Approval.

Folkestone Harbour

Folkestone Harbour Pier was constructed to protect the harbour area and the fishing boats anchored there. Since the construction of the new harbour arm a considerable quantity of shingle has accumulated on the western side, due to longshore drift. The accumulation of shingle now forms the wide beach area to Marine Walk.

Chalk Cliffs at The Warren

The deposition of shingle at Marine Walk has deprived sites further eastwards, e.g. the Warren, of shingle accumulation. This has increased the effect of wave attack to the chalk cliffs, since little beach exists to absorb the wave energy. In geological terms, chalk cliffs are soft and easily eroded, and the effects have been landslips, sometimes on a dramatic scale, in the area. The possibility of landslips at the Warren has been increased since the permeable chalk sits on a layer of impermeable clay. Surface water percolates through the cliffs until it reaches the clay and cannot fall any further. The clay is then liable to be forced outwards, due to the weight of the cliffs above, and the chalk cliff slips into or towards the sea.

WHAT IS COASTAL EROSION?

Coastal Erosion can be defined as the loss of land and the encroachment of the sea.

Many factors contribute to coastal erosion. It can be a complex process with considerable interaction between components.

Wind

The prevailing wind in the Shepway area is from the south west and thus waves also tend to approach the shore from a south westerly direction.

Waves

When the surface of the sea is disturbed by wind or tides, waves are generated and water particles are set into orbital motion.

See Figure 2 - Diagram to describe wave characteristics.

Waves can be described by the length of time between successive crests or troughs, and this is termed a wave period. Those between 1 second and 15-20 seconds are of greatest importance to all coastal processes.

Long waves tend to move fast, losing little energy, while short waves tend to move more slowly, taking much longer to cover the same distance. Therefore, short waves lose most of their energy before reaching a distant coastline.

Wave energy is proportional to height and may exist in two forms:

- Potential Energy-due to the deformation of the wave above still-water level.
- Kinetic Energy-due to the orbital movement of the water particles within the wave form itself.

Tides

Tides are due to the gravitational pull of the moon and the sun. The sun is much larger than the moon but because it is further away, the tidal attractive force is just less than half that of the moon.

The moon and the earth rotate about a common axis. This causes a centrifugal force, which attempts to pull each planet and the oceans outwards.

However, there is also an attractive gravitational force towards the moon. It is the residual force on the oceans of the earth that causes tides and tidal bulge.

i.e. tides are dictated by subtracting centrifugal force from the moon's gravitational force.

See Figure 3

Spring and Neap Tides

Tides in this area of the country have a semi-diurnal cycle.

Spring tides ("spring" meaning "upwelling" rather than the season) occur when the sun's force acts with the moon in a straight line drawn through the earth. The tide-raising force is then at a maximum and spring tides result. See Figure 4.

Lower Neap tides occur when the sun and the moon act at 90° angle to each other.

The sequence from spring through neap tides and back again takes 29 days (one lunar month).

Sediment Transport

Sediment transport is the process by which the shoreline adjusts to incident wave energy.

Wave and tidal energy enters the shallow waters of the shore and currents are set up which can drive sediment transport processes.

Most erosion and subsequent sediment transport takes place in the lower shore, because most wave and tidal energy is dissipated here.

Sediment transport can vary enormously, according to the type of material available, but a broad division can be made between fine sediment (mud) and coarser material (sands and shingles).

See Figure 5

Definitions used in descriptions of waves

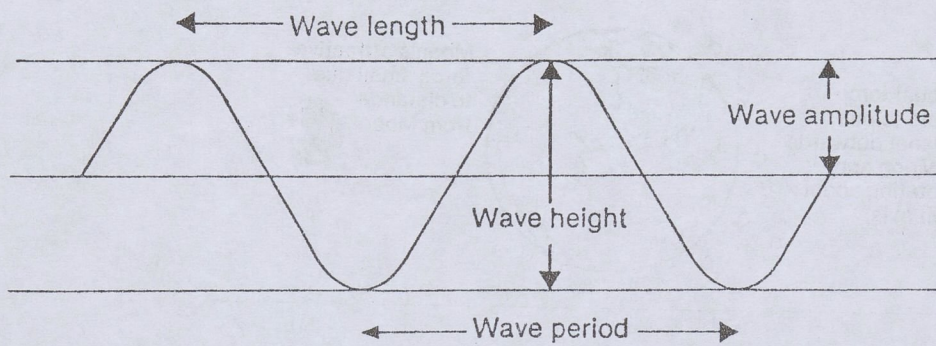


Figure 2

Sediment grain size classification

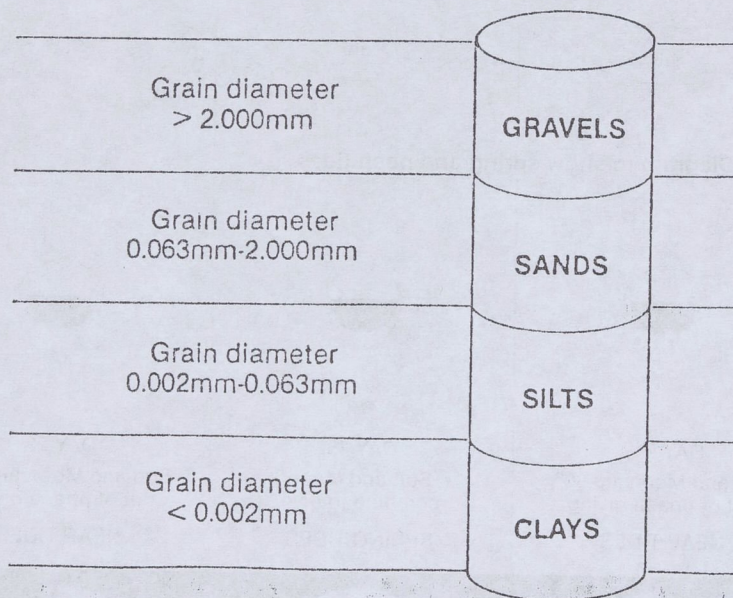


Figure 5

Diagram to show the forces on the Earth

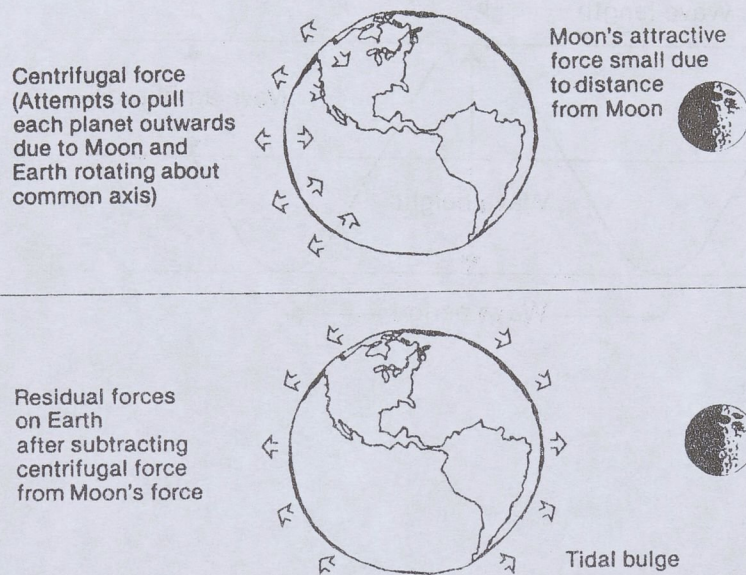


Figure 3

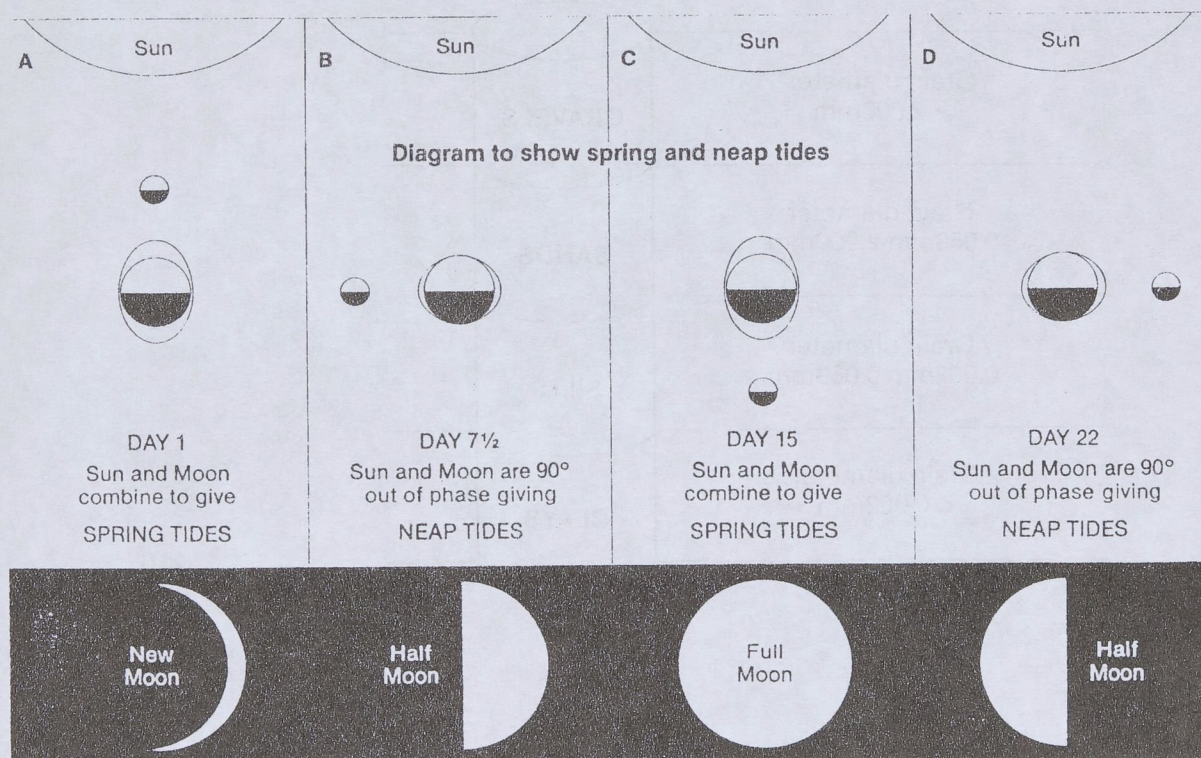


Figure 4

The difference between non-cohesive and cohesive sediment types is one of the most important distinctions which affects all processes on the coast.

Non-cohesive Sediments

These contain individual grains with diameters greater than 0.063mm. Erosion of these sediments is a grain by grain process and the diameter dictates the energy levels required for erosion and transportation to take place.

Cohesive Sediments

These contain significant proportions of clay, diameter less than 0.002mm, and their electro-magnetic properties bind the individual grains together to give a bulk strength.

Shoreline Management Implications

Shoreline management requires knowledge about the likelihood of a given sediment eroding and being transported in addition to the predicted rate of such transport.

Small increases in velocity can dramatically alter the rate at which coarse grains are transported.

In general:

- (a) Shingle tends to move onshore during high energy events and remain static during low energy events.
- (b) Sand tends to move offshore during high energy events and onshore during low energy events.

The shape of the coastline is a response to the energy inputs of the waves, currents and tides. The shape of the coastline also reflects the materials from which they are made; i.e. the relative softness of rocks and their susceptibility to erosion.

The lower shore is defined as the zone between the mean low water of spring tides and the mean high water of neap tides. Most of the work in stopping wave, wind or tidal energy is met by the lower shore.

The upper shore is defined as the zone between mean high water neap tides and mean high water of spring tides. It forms a secondary line of defence of the natural shore against wave energy.

The upper shore is unaffected by waves for long periods and can often develop plant and animal communities.

Longshore Drift

See Figure 6 - Diagram to show longshore drift

Storms

Storms on the UK coast are generally a response to rapidly tracking depressions from the Atlantic. These low pressure systems can move at the same speed as the tide in the open sea and this tends to increase tidal amplitude.

This effect is minimal in the open sea but in shallow coastal waters it can cause tidal waves with a height of 2m or more. For the Shepway area the estimated 50 year storm surge height is 2m.

Storms generate vast levels of energy, which can result in huge quantities of shingle being rapidly transported. If storms result in locations where overtopping occurs, beach material can be deposited on land. This is the case in Sandgate and Hythe.

Groynes

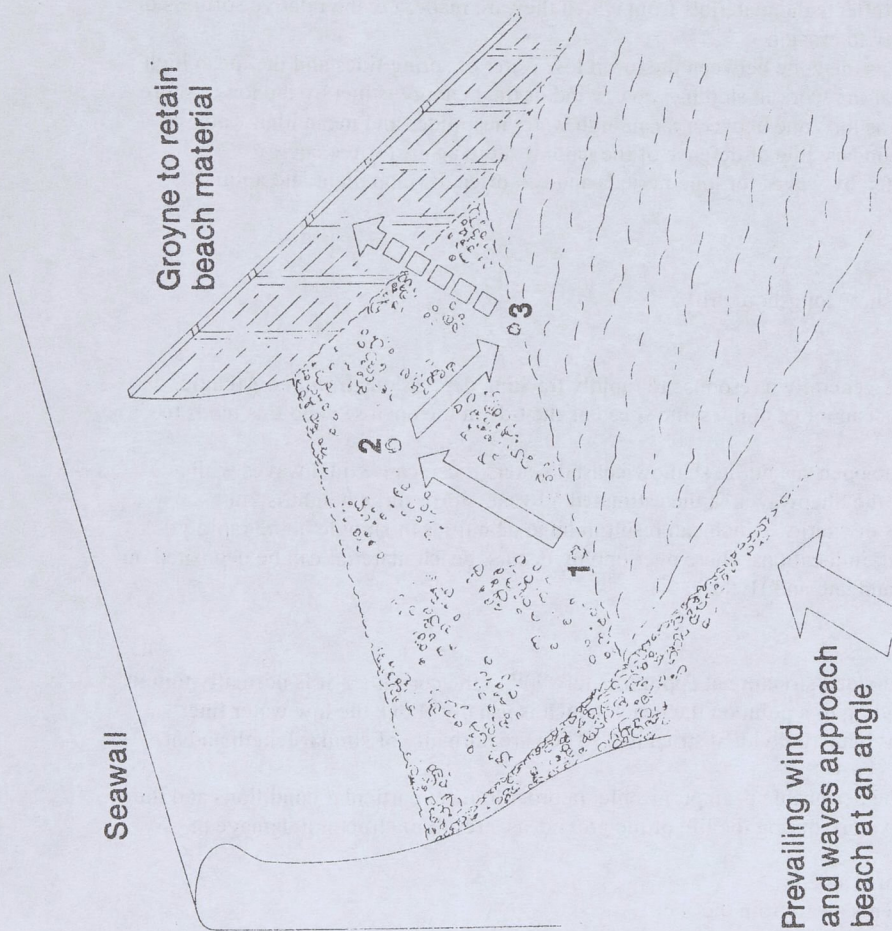
A groyne is a long, parallel-sided structure at approximately 90° to the coastline. It is normally thin in relation to its length, extending to a point on the beach which is usually above the low water line.

A groyne system comprises many individual structures. They are normally of similar length and at regular intervals along the coast.

They may be designed to be permeable or impermeable, in order to meet particular conditions and the degree of permeability may vary during the life of the groyne, as a result of structural damage or blockage by drift material.

An effective groyne system is able to:

- Deflect strong tidal currents away from the shore.
- Combat or slow down the effects of longshore drift by trapping beach material in bays. This stabilises the foreshore.



(1) Sand or shingle arrives at the beach at an angle and is carried by the swash of the sea up the beach in the same direction (2). The particle is then pulled down the beach in the direction of backwash (3).

The whole process can then be repeated and the tendency for particle movement, to follow wave direction, is established. Along the Shepway coastline, this is from west to east due to prevailing winds.

Figure 6 Diagram to show Longshore Drift

- Groynes may also:
- Help to hold beach material in place after nourishment, especially where no natural supply exists.
- Restrict seasonal movements of beach material.
- Improve the extent and quality of an amenity beach.
- Increase the depth of beach material and protect an erodible sea bed soil.

Along the Shepway coast there are typically timber and iron groynes. The majority of these groynes have been constructed since the 1950s. However, due to low beach levels they are generally no longer effective and are nearing the end of their useful life.

Beaches

Beaches are important natural protectors of the coast, as they absorb considerable wave energy, which reduces the level of attack and erosion of the land; shingle beaches are able to absorb 90% of incident wave energy. However, beach material can be lost due to storms or re-positioned due to longshore drift and over time, sand or shingle can be depleted in one area and build up further along the coast. Retaining structures such as groyne systems can stop or slow this process. Alternatively, beaches can be maintained by replenishment or recycling.

Cliff erosion

See Figure 7 - Diagram to show cliff erosion at the Warren.

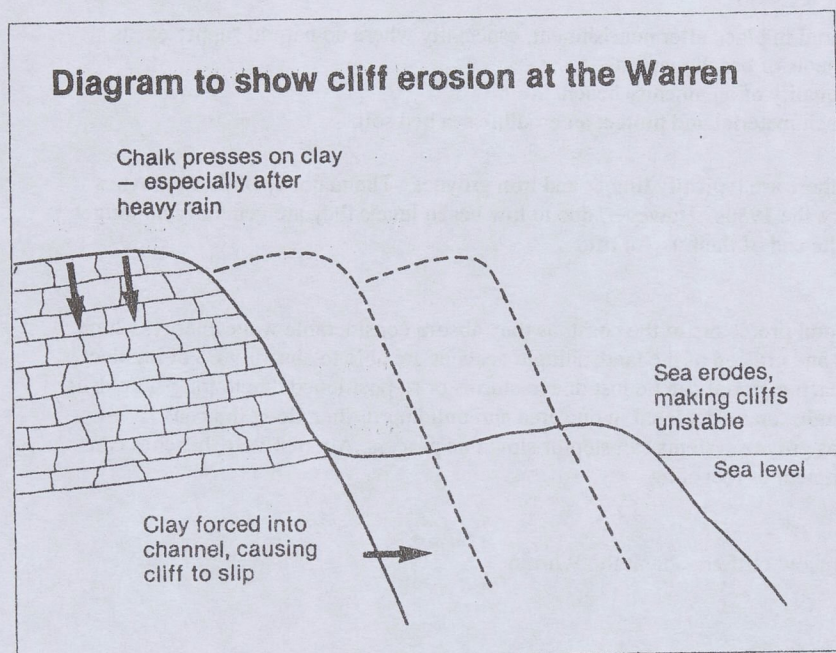


Figure 7

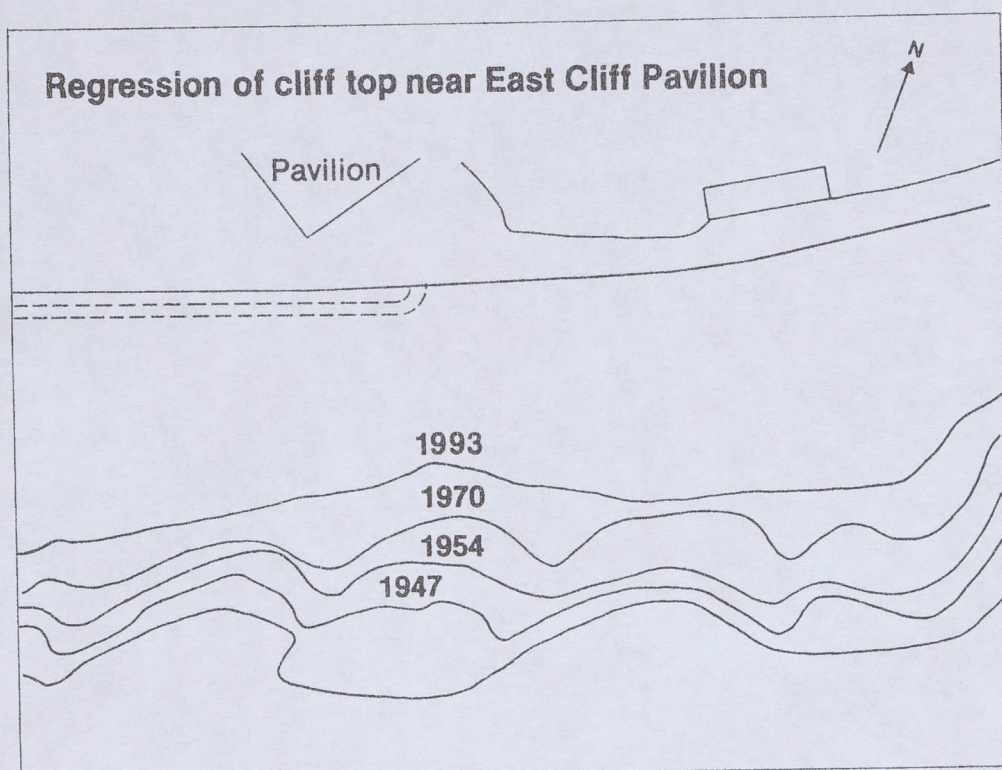


Figure 8

WHY DO WE NEED COASTAL DEFENCE?

Approximately 25% of the English coastline has been developed for housing, industry or leisure purposes. It is therefore necessary to minimise threat to life and to protect natural and man-made features. This can be achieved by providing defences against water inundation and protection against coastal erosion.

Coastal defence is the protection of the land from erosion and flooding by the sea.

Whilst essential works must be completed to ensure adequate levels of defence, environmental and conservation awareness is of great importance. UK and EC environmental legislation requirements have been exceeded by Shepway District Council during their extensive environmental assessment of the Hythe Coast Protection Strategy. National and local environmental organisations and user groups have been widely consulted. This will help to minimise the disruption to the local and regional environment

Coastal Engineering Classification

Hard Engineering

The principle objective of hard engineering is to resist energy of waves and tides by a fixed structure. Early attempts at coastal defence tried to restrict the wide expanse of the normal shore to as narrow a strip as possible to aid development. This restriction of the shore has been described by English Nature as "the coastal squeeze".

Hard engineering introduces discontinuities along the coastline where hard engineering structures and natural soft coasts meet. This results in conflict and disruption of the natural processes, often causing coastal erosion and with serious effect on coastal ecosystems. For instance, the loss of rock platforms, saltmarshes and mudflats denies plants and animals their natural coastal habitats. A common example of hard engineering is the traditional vertically faced concrete seawalls constructed in Victorian times. Local examples can be seen at West Parade and Marine Parade.

Soft Engineering

Soft engineering aims to work in harmony with nature. Natural systems, which adjust to wave and tide energy to good effect, are maintained and manipulated in a more environmentally friendly approach. This has the potential for economies and at the same time minimises the environmental impact of traditional engineering structures.

Soft engineering results in a wider shore and requires consideration of much greater lengths of coast to be effective. The concept perceives cliff erosion as a long term benefit, as it provides sediment which can be deposited further along the shoreline in areas that require coast protection. Alternatively, sediment can be supplied to the shoreline by dredging and transporting from offshore sources. This technique is known as "beach recharge."

Managed Retreat

The concept of managed retreat is to try to create more extensive natural defences, such as salt marshes, seaward of traditional defences. These defences can then be built to a lesser standard. This technique may be appropriate in estuarine areas, for example.

Flooding

Flooding to properties is not uncommon in areas of Sandgate, Seabrook and Hythe.

The problem is compounded in basements, and there is a risk of floodwater becoming contaminated by foul drainage. This poses a threat to the health of the occupants and neighbours, and may cause a health hazard.

Flooding causes extensive damage to properties and disrupts infrastructure. The A259 adjacent to the coast is particularly vulnerable to flooding and shingle deposits due to overtopping, which closes the road and causes delays. Services such as telephones, gas and electricity lines may be affected. The works proposed under the Hythe Coast Protection Strategy, will alleviate the fundamental underlying problems which lead to the flooding.

In the short term, to minimise these effects, Shepway District Council distributes sandbags, erects flood barriers during winter to protect areas such as West Parade, promotes the "Stormwatch Scheme", and regularly clears the A259 of shingle.

Landslips

Landslips have been recorded at the Warren, Encombe and Sandgate.

Erosion

22m of land was lost at the East Cliff between 1872 and 1933 as a result of the construction of Folkestone Harbour intercepting the longshore drift deposits and causing erosion of the toe of the East Cliff.

The present promenade at the foot of the East Cliff was built in 1938. The promenade has prevented further major erosion of the toe of the cliff.

Comparison of surveys of 1938 and 1970, indicates the crest of the cliff to have receded approximately 5m between these years.

See Figure 8 - Regression of cliff top near East Cliff Pavilion.

EXISTING COASTAL DEFENCE

Existing coastal defences for the district fall into two distinct categories: natural and man-made.

Natural Defences

Sand Dunes

Coastal sand dunes are different from all other coastal landforms, because they are formed by air movement rather than by water movement. They differ from desert dunes, too, although the basic formation process is the same. It is the interaction between air transport and vegetation which results in the differences.

Coastal dunes are normally formed within a wide zone bordering the high-tide mark and may extend up to 10km inland. Their height may vary between 1-2m up to 20-30m.

Requirements for dune formation are strong on-shore winds, a good source of sand and a vegetation cover, which is salt tolerant, to stabilise the dunes.

See Figure 9 - Diagram to show conditions necessary for dune growth.

The dune nearest the coast is normally the highest, with the most coherent form. The older ridges on the landward side become lower, because the wind contains less sand grains, having passed over the newer dunes.

Dunes form natural coastal defence mechanisms and can be important ecosystems, with a variety of wildlife. They can often be of high conservation and ecological importance.

Beaches

Beaches are important natural protectors of the coast. Shingle beaches absorb 90% of incident wave energy and reduce the level of attack and erosion of the land.

Existing Man-made Defences

Victorian Measures

Coastal defence within Shepway is not a recent requirement. It is possible that some form of wall existed during the Roman occupation, to protect the low lying Romney Marshes. Typical Victorian hard engineering projects along the coast are seawalls, which tend to have a short and finite lifespan.

Groynes

Along the Shepway coast there are typically timber and ironwork groynes. The majority of these have been constructed since 1950. However, due to low beach levels, they are generally no longer effective, and are nearing the end of their useful life.

Folkestone Harbour

At one time the Stade and Folkestone's west cliff had no sea defences, and boats were pulled up onto the open beach. During the 18th century, several wooden jetties were constructed but these were demolished by the sea. In 1807 an Act was passed to construct a stone harbour and in 1905 the harbour reached its final form.

Encombe Stabilisation

There is a long history of landslipping in Sandgate, and considerable damage resulted from a major landslide in 1893. Although the ground seems to have been stabilised by the land drains installed after that disaster, by the 1950s it was clear that the landslide was moving again. Since then the area has been closely monitored. The average annual rate of movement is 60mm and the slip has crept 2m seawards since 1951. Damaged houses, fractured service pipes and cracked roads are amongst the effects.

It appears that the Encombe landslide is principally influenced by a combination of low beach levels and heavy rainfall, with significant movement occurring in wet winters. A land stabilisation scheme to prevent further land movement, was promoted by Shepway District Council, and the construction works were completed in 1991. A stabilising force was provided by tying the land to the stable strata beneath it.

Diagram to show conditions necessary for dune growth

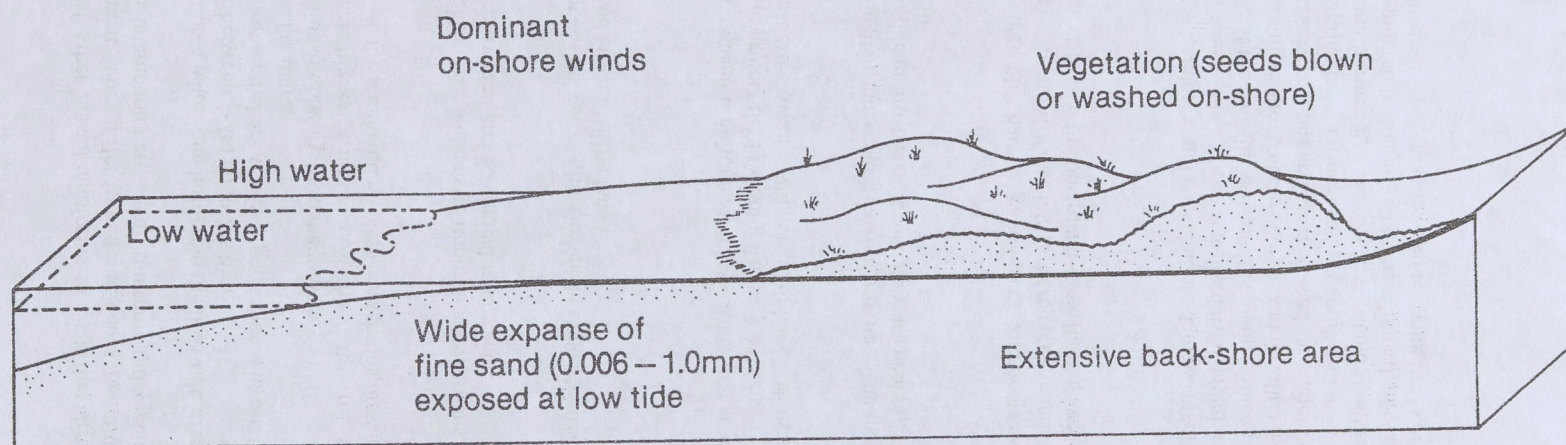


Figure 9

A line of 164 piles has been installed along the toe of the land slip, spaced at 2-4m intervals. Each 14m long pile includes a heavy steel section, lowered into 23m deep pile bores and surrounded in concrete. The top part of each bore has been backfilled with shingle to ensure free drainage of groundwater. Additional ground monitoring is being carried out over a five year period. This will establish the rate at which the scheme becomes effective and when the slip has completely stabilised. This study will influence the advisability and the timing of further development within the Encombe landslip.

Marine Walk and Sandgate

Recent examples of Shepway District Council's improvement works, are the beach replenishment schemes carried out at Marine Walk to the west of Folkestone Harbour, and at Sandgate between Granville Parade and Sandgate Esplanade.

In each case, retaining structures were first placed on the shore to prevent future erosion of the replenished shingle beaches. At Marine Walk, two rock headlands were constructed for this purpose, and at Sandgate four rock groynes were used.

East Cliff

The East Cliff comprises a lower part formed by sandy Folkestone Beds and an upper part formed by Gault Clay. Landslipping occurs in the clay upper part of the cliff and the cliff top is receding.

The rates of recession are:

1870 to 1938 with no toe protection, 0.36 metres per year;

1938 to 1970 with toe protection, 0.16 metres per year.

The toe protection comprises the promenade at the foot of East Cliff.

THE CHANGING ENVIRONMENT

The Geological History of Shepway

In geological terms, the Shepway coast has been dominated by the development of Dungeness.

This area probably started as a long spit from the coast, west of Rye, which eventually stretched to Hythe across what was then the mouth of a bay. In 1287, storms almost destroyed Old Winchelsea, and the River Rother broke through shingle banks near Rye. The river's former outlet to the sea, close to New Romney, was abandoned. Shingle was rapidly transported by the river and deposited to form Dungeness.

Prevailing winds from the south west influenced the shape of the area and the beach tended to build up at 90° to the line of the dominant waves.

See Figure 10 - Map to show the development of Dungeness.

Sea Levels are Rising

Global Warming

Global warming is the term given to increased temperatures of the earth's surfaces, resulting from carbon dioxide and other gases trapping the incoming solar radiation.

Global warming contributes to the increase in the temperature of the ocean, the melting of the fresh water stored in ice-caps, and thus increased water in the oceans.

Changes in the world ocean volumes are termed "Eustatic Changes".

Increased ocean volumes result in rising sea levels, and predictions for the next 50-100 years have already been made by the International Panel for Climatic Change.

See Figure 11 - IPCC Predictions for global sea level rise.

Land Movement Relative to the Sea

Land movement relative to the sea is termed isostatic, and can be attributed to several factors. In the UK it is explained by the melting waters of the last Ice Age. As this water has melted over thousands of years, considerable weight has been removed from the land. This has caused the land mass of Scotland to rise and Southern England to fall. Relative sea levels have therefore fallen in Scotland and risen in this region. The coast of South East England is experiencing the maximum rate of relative sea level rise, with +5mm per year being recorded. This is a combination of global Sea Level rise and glacial rebound.

See Figure 12 - Recent sea level changes.

Continued global warming will encourage rising sea levels and thus increase the need for coastal defence planning.

Increased Storminess

The apparent increased storminess and high winds of the late 1980s and early 1990s in the south east are indications that weather patterns are changing, although it is too early to draw any firm conclusions.

Pollution

The EC Bathing Water Directive (76/160/EEC), defines standards for bathing waters. It is intended to safeguard the public and the environment against pollution. In accordance with this, Shepway District Council carries out weekly monitoring of sea-water during the bathing season. Eight beaches along the coastline are sampled, and these complement the 6 EC beaches and 5 other beaches sampled by the National Rivers Authority in the District. Sampling results are posted weekly on the 14 Beach Information Points located along the coast line.

Environmental Pressure

Increasing awareness of the environment has led to added pressure to safeguard our natural habitats, and has contributed to land use conflict. In protecting our coastline, consideration will be given to conserving, protecting and enhancing the environment to the fullest degree.

Coastal Planning

The District Plan has specific coastal planning policies in respect of the following matters:

- Protection and enhancement of parts of the coast with special nature conservation or scenic qualities.

Map to show the development of Dungeness

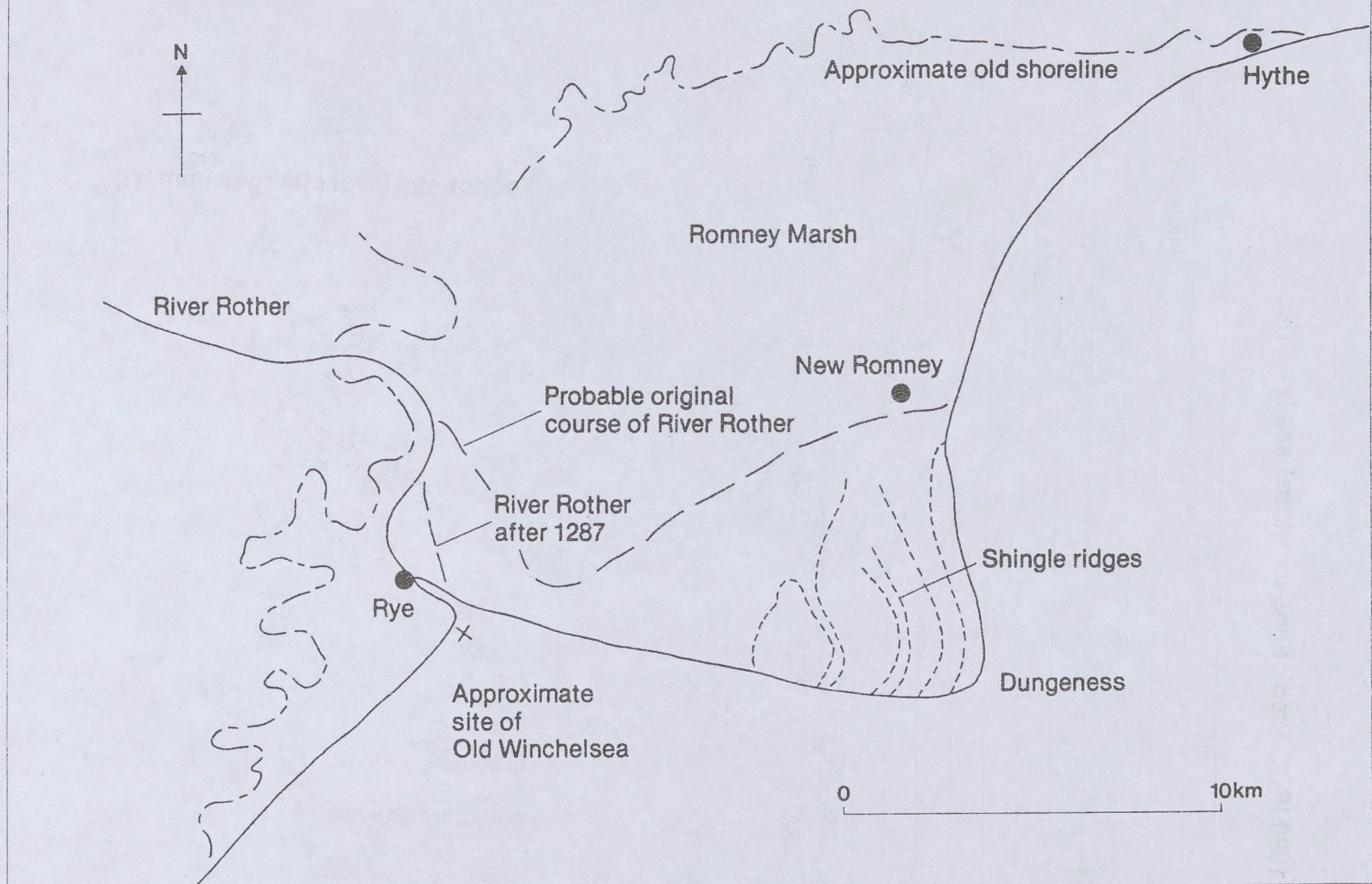


Figure 10

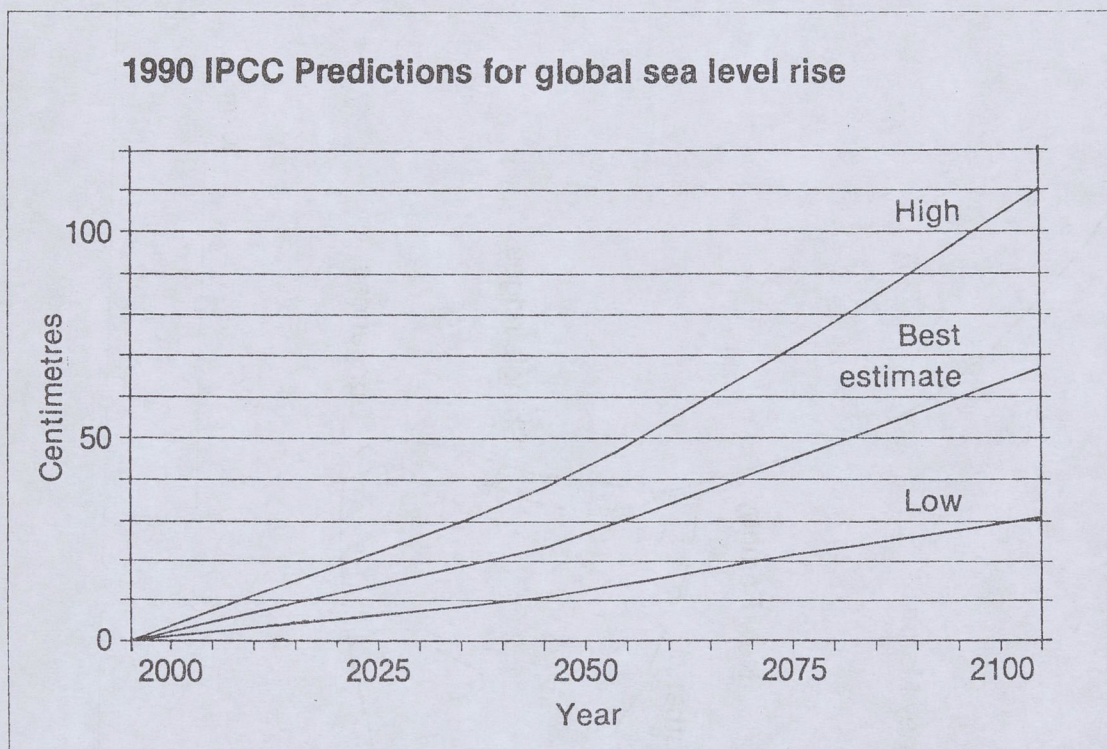


Figure 11

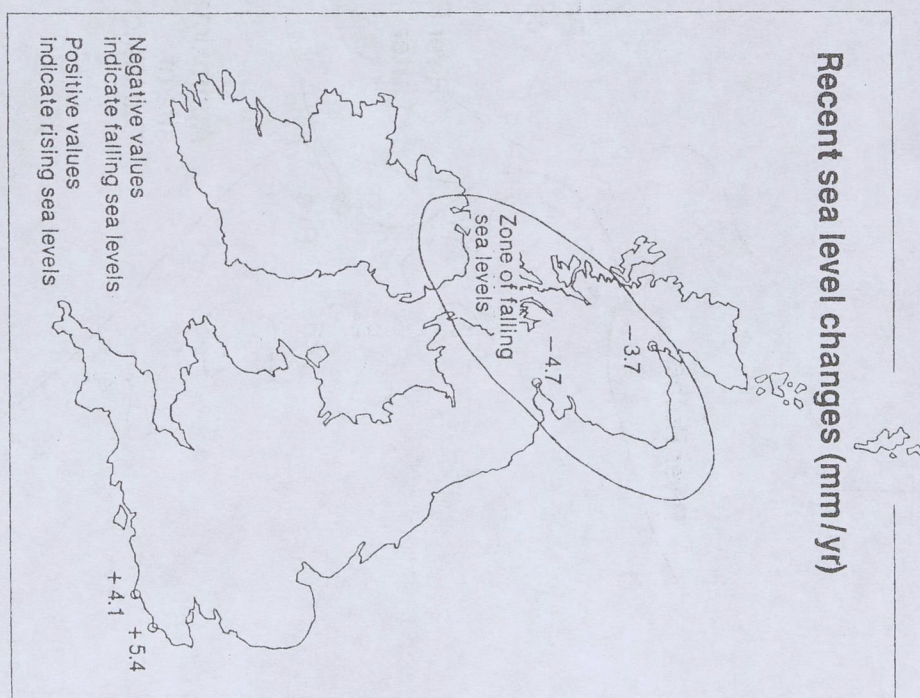


Figure 12

- Development in areas at risk from flooding by the sea.
- Identifying the extent of unstable land at Sandgate, and ensuring that any new development in that area takes account of the instability.
- The development of marinas at Folkestone Harbour and at Princes Parade, Hythe.

Beach/Water Use

Pleasure boat bye-laws controlling motor boats are in force from Folkestone Warren to Hythe Ranges. Further information is available from Beach Information Points and the "Beaches in Shepway - Enjoying your Garden Coast " leaflet.

THE HYTHE COAST PROTECTION STRATEGY

Shepway District Council's Objectives

Technical

To provide the most appropriate design solution, taking into account all local factors.

Financial

To ensure that costs are reasonable and that the benefits are sufficient to justify the cost.

Environmental

To ensure all environmental aspects are taken into account and that the strategy is as far as possible environmentally sympathetic.

Local Needs

To ensure the local residents and the locality benefit from the scheme and to minimise inconvenience during construction.

Regional Needs

To ensure the strategy is compatible with adjoining schemes and to adhere to relevant legislation.

Future Needs

The strategy is flexible and its ongoing monitoring and maintenance is feasible.

Shepway District Council commissioned a detailed study of the geomorphology and processes acting along the coast, as part of the development of a coastal management strategy by specialist consultants. Engineers examined various strategies on technical, user-groups, economic and environmental grounds. It was concluded that the optimum defence option would be large scale beach re-nourishment coupled with rock structures.

The Options Considered

Upgrade Existing

In this option, existing defences would be improved using a combination of traditional coastal engineering techniques.

This would involve such features as:

- Repairs/improvements to the existing seawall and promenade.
- The replacement and/or renovation of groynes.
- Construction of a rock revetment along the length of the existing seawall to reduce reflectivity and thus encourage deposition of the shingle.

This option is least acceptable, particularly in respect of the human environment, due to restricted beach access and aesthetic considerations.

The cost of this work would be similar to the preferred option.

Beach Recharge and Artificial Headlands

This option combines beach recharge with the construction of rock groynes along the coast, creating a series of approximately 300m long bays.

However, the beach may be more susceptible to local erosion to the east of the groynes, necessitating additional monitoring and maintenance.

This option would be less attractive in amenity and recreational terms, and would cost approximately 1.7 times more than the preferred option.

Seawall Replacement

This option entails the construction of new stepped seawalls along the entire frontage.

To prevent overtopping, the seawall would have to be considerably higher than the existing wall. The seawall would still reflect much of the wave energy, resulting in continued beach erosion in front of the wall. This option would cost approximately 2.6 times more than the preferred option.

Beach Recharge (the Preferred Option)

This option entails the construction of two rock groynes and recharge of the protective beaches between Dymchurch Redoubt and Battery Point. The proposed groynes will be used as recycling points when the beach requires replenishment.

Reasons for selection

The proposed defence strategy promotes the use of sustainable materials and emulates natural coastal features to achieve an environmentally acceptable solution.

This creates defences that are more in keeping with the natural environment and which do not place demands on scarce resources, such as hardwoods, which have traditionally been used for coastal defences.

Environmental Assessment

Extensive consultations with both national and local organisations were undertaken prior to confirming the preferred option.

A detailed consultation document was prepared which requested comments and asked what environmental contributions each recipient could supply.

All comments were considered and where appropriate, mitigation measures were taken. Shepway District Council are confident that this method of close liaison will minimise the disturbance to a large number of people.

The results of the environmental assessment have been published in the Hythe Coast Protection Strategy **Environmental Statement**.

The Impact of Taking No Action

It is expected that, given the present condition of the beaches and defences, and if no significant action is taken, many sections of the wall are likely to fail within 5 years, after which extensive flooding may be expected many times each year. Breaching is most likely to occur towards Sandgate, where beach levels are lowest and the wave climate is most severe. The precise location of seawall breaches is not critical, because the consequent flooding is likely to affect the whole area. Extensive failure of the seawall will lead to landward erosion of the coastline. Annual erosion rates of around 1.5m are quoted for this part of the south coast of England, subsequent to wall failure.

CONSTRUCTION DETAILS

Construction of rock groynes

Rock groynes will be constructed at Twiss Road and Battery Point.

Detailed design of the groynes has been completed and they are similar in design to those of the Sandgate scheme.

Prior to recharge, the groynes will be approximately 6m high with a 20m wide base at the sea wall, extending 125m out into the sea with side slopes of approximately 2:1. The cores of the groynes will comprise 0.06-1.0 tonne rocks, armoured by 3-9 tonne rocks on the outside. Each rock groyne will require approximately 20,000 tonnes (approximately 11,000m³) of rock, which will be imported from Europe (probably Scandinavia). It is likely the rocks will be brought in by sea on a barge and unloaded over the side at high water. The rocks will then be placed in position using heavy machinery.

Rock Revetment

A typical rock revetment can protect a decaying concrete sea wall. Large rocks are placed evenly against the wall, absorbing wave energy to lessen the risk of damage.

Beach Nourishment

The scheme will require approximately 1 1/4 million cubic metres of shingle between Dymchurch Redoubt and Sandgate. This will be pumped onto the shore through pipes from a barge moored close to the coast.

See Figure 13 - Beach recharge process.

The average pipe diameter will be 600-900mm and the average diameter of shingle will be 14mm. Some plant will be required on the beach to move the delivery pipe. The working area, a 50 to 100m length of beach, will be closed to the public during the recharge process in the interest of safety.

Beach Profiling

After delivery the shingle will be moved by bulldozers to achieve beach levels about 1.5m below the top of the sea wall. This raised platform will extend seawards for approximately 20m before forming a beach with a 1:10 slope.

Post Construction Maintenance

The longshore drift of replenished beach material, although reduced by the construction of groynes, means there may be a requirement for post scheme maintenance. Westward re-location of shingle, built up behind groynes, or further replenishment may be necessary. Shepway District Council intends to monitor the situation closely and will take all necessary steps where appropriate. Specially designed ramps will be constructed at Battery Point and Twiss Road to provide access to the beach.

Programme

The overall time-scale for the construction works is 2-3 years.

Subject to Government approval, it is envisaged that construction work on the two rock groynes will commence in Spring 1994 and that beach nourishment works will be completed by the end of 1996. The first section of beach nourishment will be between Twiss Road and Hythe Ranges, then followed by Twiss Road to Coast Guard Cottages.

Impacts of The Scheme

The work will be completed as quickly as possible. Inevitably there may be some noise and disruption, although this will be kept to a minimum. In the long term Shepway District Council are sure that the benefits the scheme will bring, will far outweigh any shorter term inconvenience.

Hythe to Folkestone Harbour Coast Protection Scheme

Global Warming - Sea level rise

The current predicted sea level rise for the south east of England based on government-funded research is 300mm in the next 50 years.

The accepted annual value for sea level rise for this area is 6mm and whilst there may be debate over the accuracy of these long-term predictions, it should be noted that only a percentage of this figure is due to the actual rise in water levels resulting from the melting of the polar ice caps. The majority of the 6mm per year is the affects of glacial rebound, which in simple terms, means that the Southeast of England is lowering.

Quantities of Rock Being Used in The Current Scheme

210,000 tonnes of rock from Larvik in Norway will be used to construct 5 new rock structures between Folkestone and Hythe. This equates to 130 barge deliveries onto the beach.

Quantities of Beach/Shingle Being Used In The Current Scheme

350,000 cubic metres of shingle will be used to replenish the beaches between Hythe and Folkestone. This material will be dredged from the English Channel off Hastings and pumped from the dredger onto the beach via a large pipeline.

Shepway District Council

Sandgate Works

Hythe to Folkestone Harbour Coast Protection Scheme

The principal objectives of the Scheme are to raise the existing standard of sea defence along the Shepway District Council frontage between Fisherman's Beach, Hythe to the Harbour Arm at Folkestone to provide a 1 in 200-year standard of protection.

This will be achieved by raising and stabilising beach levels to provide protection to the sea wall and therefore reduce the risk of flooding, coastal erosion and landslip reactivation.

What is proposed along the Sandgate frontage?

1. Sandgate Esplanade (Spencer Court to Coastguard Cottages)

A new reinforced concrete wave wall is to be constructed on the seaward edge of the promenade. Its height will vary between 750mm (western end) and 1250mm (eastern end).

Access points through the wall with steps to the beach will be provided at regular intervals along the Esplanade.

The wall will reduce wave overtopping and beach being thrown onto the highway.

2. Sandgate Promenade (Coastguard Cottages to Riviera Beach)

The concrete seawall/promenade is to be raised by approx. 700mm.

All existing private and public accesses to the promenade will be accommodated.

The two Enbrook Stream outfall pipes that discharge onto the beach at Granville Parade will be extended seaward beyond the crest of the beach.

The improvements will accommodate the increased size of beach whilst improving access along the promenade.

3. Riviera Beach, Sandgate

The existing buried rock revetment is to be extended eastward to Marine Walk.

Beach shape and level to be re-graded.

A new 4m wide concrete maintenance road/promenade is to be constructed at the back of the beach linking the Sandgate Promenade with Marine Walk, Folkestone.

The improvements will stabilise beach levels, provide protection to the sea wall and create a safe maintenance accessway across the beach.

4. Beach re-nourishment and future management

Additional shingle is to be deposited on the beach where required to provide a level and width necessary to protect the frontage during extreme storm events.

Beach levels will be maintained in the future by annual recycling and re-grading of the shingle.

When will it happen?

The Council will be appointing the Dutch contractor Van Oord ACZ to construct the £12m scheme. Works are expected to commence in March 2004 and be substantially complete by September 2004.

What will be done to minimise the impact of the construction works on those living and working in Sandgate?

It is inevitable that the construction will impact on residents, businesses, visitors and traffic in the village. Due to the nature of the works they must be undertaken in the spring/summer months when the weather is at its best.

Of the 5 contractors who tendered, Van Oord submitted the shortest programme thus minimising the potential disruption caused by the construction process.

These are some of the measures put in place to minimise the impact of the works:-

Newsletters, display boards and an open evening/exhibition are proposed to keep the public informed and allow them to meet with SDC and Van Oord representatives to discuss expected problems and attempt to resolve before works commence.

All beach and rock materials will be delivered by sea eliminating traffic congestion. Whenever possible the contractor proposes to programme road deliveries outside of peak/unsociable times.

A programme of traffic management will be agreed with the Councils Highways Manager prior to works commencing.

The contractor will work with the Councils Environmental Health Officers to monitor and minimise the impact of noise, dust and vibration in the vicinity of the works.

The contractor has produced construction method statements, completed activity risk assessments and produced a Health and Safety Plan. All of these processes seek to identify best practice and minimise the impact of the construction process.

Throughout the construction period the contractor will operate the Considerate Contractors Scheme, keep local residents informed of operations and be contactable at all times.

Demands growing for the completion of M20 road

1976 PRESSURE was growing in the district for the completion of the M20 extension to relieve pressure on local roads. Traffic and coast erosion were two problems worrying Sandgate residents and, 25 years ago, they packed the Chichester Hall for a public meeting to discuss the future. Officers of the District Council presented a special report, first of a series of planning studies prior to production of a new Kent Structure Plan. During the meeting it was admitted there had once been a proposal for a widening of the main street, where speed was already a problem. Originally, it was revealed, 70ft had been suggested. This had been modified to 50ft but, conceded Trevor Greening, technical and planning services director, it was not only totally impractical and too costly, but public opposition would be too great. Residents pressed for completion of the M20. Rail passengers in the Hythe and Saltwood area were demanding action, with a petition, over poor services at Sandling Station. Not only was there no bus service but, they complained, there was often no public telephone service - because of vandalism and they called for a vandal-proof phone to be installed. Villagers told of a bus pulling away from the station just as a party of 20 schoolchildren got off a train, claiming it was not an isolated incident. But the bus company said it had received no such complaint.

F.H. 1.3.01