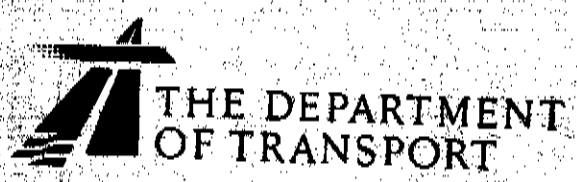


A249 Stockbury to Sheerness Trunk Road

**BRIELLE WAY/DOCKS ENTRANCE,
SHEERNESS**

ENVIRONMENTAL STATEMENT

May 1991



SOUTH EAST NETWORK MANAGEMENT DIVISION
Senet House,
Station Road,
Dorking



**HIGHWAYS &
TRANSPORTATION**
Springfield,
Sandling Road,
Maidstone

Loges:

A copy of the E.S. for Brnell way.
for your info and retention.

1.	INTRO	3
2.	THE E.S. Regional The A24 The Study Land Use Wildlife Archeological & Urban Conservation	4
3.	THE PUBLISHED SCHEME The Main Alignment Side Roads Footpath Traffic	7
4.	ENVIRONMENTAL EFFECTS	8
5.	MITIGATION MEASURES Design Measures Noise Landscaping Wildlife and Nature Conservation	9
6.	CHOICE OF PUBLISHED SCHEME	10
7.	NON TECHNICAL SUMMARY	11
	APPENDIX Appraisal Framework	

Alan Tugg

FIGURES

1. Regional Plan
2. Traffic Flows
3. Archeology and Conservation
4. Published Scheme

1. INTRODUCTION

1.1 The A249 Trunk Road has an unsatisfactory alignment as it approaches the entrance to Sheerness Docks. It is proposed to bypass the junction of High Street/Brielle Way by constructing a short length of new carriageway and a roundabout at the Dock entrance.

1.2 This document summarises the environmental effects of the published scheme in accordance with subsection 105A(2) of the Highways Act 1980.

1.3 The document includes a Non-Technical Summary. Copies of this summary are available, free of charge, from the Department of Transport, South Eastern Network Management Division, Senet House, Station Road, Dorking.

2. THE EXISTING A249 AND ITS SURROUNDING AREA

Regional Context

2.1 The A249 - M2 to Sheerness Trunk Road forms the only link between the M2 and the Isle of Sheppey with its expanding port facilities and industrial areas at Queenborough and Sheerness. The M2 Motorway in turn provides a high standard link (via the A2) to the channel port of Dover to the east and the M25 London Orbital Motorway to the west. The continuation of the (non-trunk) A249 south of the M2 provides a further link to the M20 Folkestone to Swanley Motorway and gives easy access to the proposed Channel Tunnel, and the M26/M25 Motorways. Figure 1 shows the A249 Trunk Road in its regional context.

2.2 The Department of Transport is progressing schemes for the dualling of the A249 between the M2 and A2, for an A249 bypass of Iwade and for a new crossing of the Swale from the northern end of the proposed Iwade Bypass to Queenborough. Subject to satisfactory completion of statutory procedures it is anticipated that the A2-M2 dualling and the Iwade Bypass will be completed by the mid 1990's. The new crossing of the Swale is likely to be a longer term proposal.

The A249 Trunk Road and its local Significance

2.3 The A249 is currently a single carriageway typically some 7.3m wide and carries a traffic flow of some 26000 vehicles per day onto the Isle of Sheppey at Kingsferry Bridge. There are improvement proposals described in paragraph 2.2 for the section of the A249 south of, and including, the Swale crossing. The A249 between Kingsferry Bridge and Sheerness continues as a single carriageway road in a roughly northerly direction and is on a generally good alignment with adequate visibility.

2.4 Having crossed onto the Island, traffic on the A249 disperses via the B2231 eastwards to Leysdown-on-Sea and at Queenborough Corner north eastwards via the A250 to Minster and Sheerness Town Centre and westwards via an unnumbered classified road to Queenborough.

2.5 The A249 north of Queenborough Corner primarily serves Sheerness Docks, residential and commercial development at Blue Town, the main industrial sites in Sheerness and provides an alternative access to Sheerness Town Centre. On the immediate approach to Sheerness the traffic flow on the A249 (Brielle Way) has reduced to some 12000 vehicles per day. At its junction with West Street the A249 turns north eastwards to bypass the residential and commercial development within the area known as Blue Town. It also passes and provides access to Sheerness Steel Works to the south east.

2.6 The road then turns a sharp corner northwards to meet the junction of High Street (Blue Town). The geometry of this junction is such that larger commercial vehicles are unable to pass on the corner and this gives rise to significant delays to Trunk Road traffic. At peak periods of traffic congestion some vehicles tend to divert off the A249 via West Street and Blue Town High Street to avoid potential delays.

2.7 The route of the A249 then proceeds eastwards a short distance to its terminal point at the entrance to Sheerness Docks where it meets the A250 (Bridge Road) leading to the Town Centre. This is a simple priority junction and traffic leaving the docks is required to give way to traffic travelling between High Street (A249) and Bridge Road (A250) and vice versa. This arrangement often causes significant delays for vehicles leaving the Docks.

2.8 Sheerness Docks is the terminal for the Sheerness to Vlissingen (Holland) Ferry which, in 1990, handled some 110,000 passenger occupied vehicles, 98,000 commercial vehicles, 330,000 car imports/exports and 756,000 passengers. Within the Docks complex there are also various Port related industries. These operations, together with traffic to and from the Steel Works, give rise to a considerable number of Heavy Commercial Vehicle Movements and these vehicles represent some 15% of the total daily traffic flow of 12000 vehicles on the A249 immediately west of the Docks entrance.

2.9 In the 5 year period 1985 - 1989 there were a total of 7 personal injury accidents at the two junctions affected by the published scheme i.e. A249/High Street and A249/Docks entrance.

The Study Area

2.10 The existing section of A249 traverses an industrial area dominated by Sheerness Steelworks to the south and a cluster of light industrial units around the Brielle Way/High Street (Blue Town) junction (See Figure 3). Beyond the western extremity of the scheme is the mixed residential/commercial area of Blue Town.

2.11 At its eastern end the route links up with the main approach to Sheerness Docks and abuts the Dockyard Conservation Area north of the High Street and the ramparts of the moat to Sheerness Defences, a Scheduled Ancient Monument.

Land Use

2.12 Most of the route is currently open industrial space used for the storage of materials or the parking and manoeuvring of vehicles. At its eastern end the road would necessitate the removal of a small portable industrial building within the boundary of Sheerness Steelworks.

Wildlife & Nature Conservation

2.13 The major proportion of land to be taken for the proposed scheme is hard surfaced. The exceptions are

- a) an area of recently laid turves forming a small lawn next to mobile buildings below the bund to the moat (Area A on Figure 3).
- b) a small area of waste ground on each side of the existing N - S section of Brielle Way (Area B on Figure 3). A survey was carried out in March 1991 which indicated that the herbaceous species which occur here are typical ruderals. Slightly more interesting are Perennial Wall Rocket (*Diplotaxis Tenuifolia*) a weed which often occurs in coastal towns, but also elsewhere, and Sea Beet (*Beta Maritima*). The latter is often found at the upper edges of saltings and on sea walls.

- 2.14 The survey concluded that, from the nature conservation viewpoint there would be no reasons to retain any of these plant associations.

Archaeological & Urban Conservation

- 2.15 The eastern terminal roundabout would be immediately adjacent to a scheduled ancient monument, the Sheerness Defences. Although the scheme has been designed to avoid the ancient monument, its presence would affect its setting. Formal Scheduled Monument clearance will therefore be sought from the D.O.E.
- 2.16 Care will be necessary during the construction works to avoid the risk of damage and appropriate archaeological investigation and recording will be undertaken.
- 2.17 The area to the north of the High Street is designated as a conservation area and contains a number of listed properties and is bounded on its southern side by walls and railings which are themselves listed (Nos 2/189 and 2/116) (See Figure 3).

3. THE PUBLISHED SCHEME

The Main Alignment

- 3.1 The published scheme (Figure 4) comprises a new single 7.3m wide carriageway all purpose road commencing at the Sheerness Docks Entrance/A249/Bridge Road junction and proceeding in a generally southwesterly direction for a distance of some 210m to rejoin the existing A249 Trunk Road (Brielle Way). This short new length of road will bypass part of the existing Trunk Road including the Brielle Way/High Street (Blue Town) junction and a sharp bend on Brielle Way just south of this junction. The scheme will also provide for a new roundabout at the entrance to Sheerness Docks.
- 3.2 The new link road will run at or near to existing ground levels and will include footways on both sides and road lighting.

Side Roads

- 3.3 High Street Blue Town (existing A249) will be closed to vehicular traffic just west of its junction with the Dock Entrance. Pedestrian access and footpath links will be maintained along this route. Vehicular access to the eastern end of Blue Town High Street will be maintained via a new junction onto Brielle Way just south of the existing A249/Blue Town High Street junction.

Footpaths

- 3.4 There are no definitive footpaths or bridleways within the study area.

Traffic

- 3.5 The problems associated with the existing alignment of the A249 are detailed in paragraphs 2.5 to 2.9. The published scheme would divert traffic away from Blue Town High Street and provide significant benefits for the local community. Existing delays at the Brielle Way/High Street Blue Town junction would be eliminated and the proposed roundabout would provide greatly improved access to the Docks. Road safety for pedestrians and other road users will be improved. The changes in traffic flows arising from the proposed scheme are detailed on Figure 2.

4. ENVIRONMENTAL EFFECTS

- 4.1 The new route would shorten the length of the A249 by some 40 metres, and by so doing would enhance Blue Town High Street, and the Conservation Area as through traffic would be removed from the eastern end of the High Street. It would reduce vehicle delays, improve road safety and improve access to the Docks. It would also reduce noise levels at a small number of residential properties and within part of the Conservation Area.
- 4.2 Most of the route is open industrial space used for the storage of materials or the parking or manoeuvring of vehicles. A small portable industrial building at the eastern end of the scheme will have to be re-sited. The environment will be enhanced by the proposed shrub and tree planting works included in the landscaping proposals.
- 4.3 Disturbance to traffic during construction should be minimal since the major part of the scheme is away from the existing road. The scheme follows the existing ground levels so there will be very little earthworks involved. The construction period is currently estimated to be of 7 months duration. As the works would be mainly within an area that is currently in industrial use, noise from construction works is likely to have limited impact. Nevertheless noise from the construction would be controlled by restrictions on working, both times and noise levels.
- 4.4 The environmental effects of the proposal are presented in the Appendix to this report in accordance with the Department of Transport's Manual of Environmental Appraisal (M.E.A.). The manual contains general guidance on environmental assessment and on the compilation of appraisal frameworks for comparative assessment of alternative trunk road proposals. It also gives detailed advice on the assessment of specific environmental impacts such as noise, visual impact, air pollution, effects on agriculture, ecology planning and economics.
- 4.5 Two options are presented with the following framework.
1. The Published Scheme as described in this report.
 2. The "Do Minimum" Scheme.

5. MITIGATION MEASURES

Design Measures

- 5.3.1 The roundabout at the eastern end of the scheme is immediately adjacent to the Sheerness Defences, a Scheduled Ancient Monument and the Docklands Conservation Area. The location and geometry of the roundabout have been designed to avoid encroachment into either of these sensitive areas.

Noise

- 5.3.2 Calculations based on the Department's memorandum, Calculation of Road Traffic Noise indicated that the scheme would mitigate noise at the small number of noise sensitive buildings in its vicinity. Noise from construction would be controlled by restrictions on working, both times and noise levels.

Landscaping

- 5.3.3 The landscape proposals have been formulated to reduce the impact of the proposed route and enhance the existing unattractive landscape at this major entry point into the United Kingdom.

- 5.3.4 To achieve these objectives it is proposed to implement the following measures:-

- 1) Screen off views of Sheerness Steel by a brick wall of facing bricks in keeping with other walls of the Dockyard area.
- 2) Break up and convert to green spaces redundant sections of the High Street and pieces of severed land by tree and shrub planting and seeding with a grass wild flower mixture.

Wildlife & Nature Conservation

- 5.3.5 The types of habitat which will be lost do not warrant replication in the completed scheme. Clearly in broad principle the expected provision of more soft landscape areas than currently exist, and the use of a good level of species diversity will enhance the wildlife potential of the locality.

6. CHOICE OF PUBLISHED SCHEMES

- 6.5.1 The torturous route of the existing A249 and the proximity of existing residential and commercial property effectively precludes the possibility of suitable long term on line improvements to the existing A249 (Brielle Way/Blue Town High Street). The alignment chosen for the published scheme takes the shortest and most direct route between Brielle Way and the Docks Entrance avoiding the need for property demolition.

7. NON TECHNICAL SUMMARY

The Problem

1. The A249 Trunk Road passes along a tortuous section on its approach to Sheerness Docks.

The Proposal

2. It is proposed to construct a roundabout at the Dock entrance and to link this with Brielle Way by a new single carriageway road 210m long. The new road would have footways on both sides and street lighting.

Side Roads

3. High Street Blue Town would be closed just west of the docks entrance. Traffic on the High Street would join the new road via Brielle Way.

Benefits

4. The Scheme would:
 - * Remove the tortuous approach to Sheerness Docks
 - * Remove traffic from along side the Docklands Conservation Area
 - * Reduce traffic noise at Naval Terrace
 - * Incorporate landscaping

Impacts

5. The Scheme would:
 - * Affect the setting of the Sheerness Defence - a scheduled ancient monument.
 - * Cause loss of parking space within the Sheerness Steel Works.

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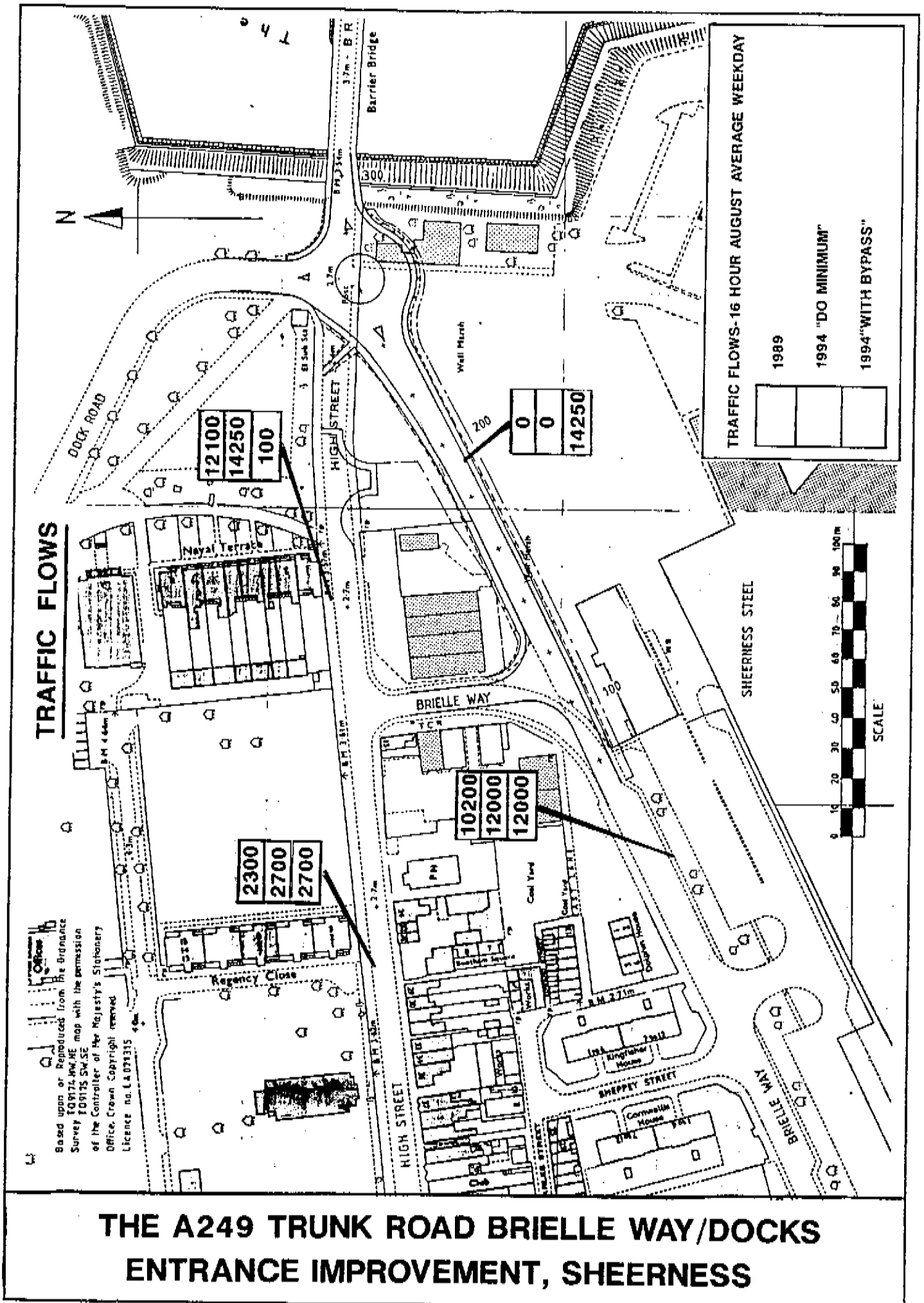
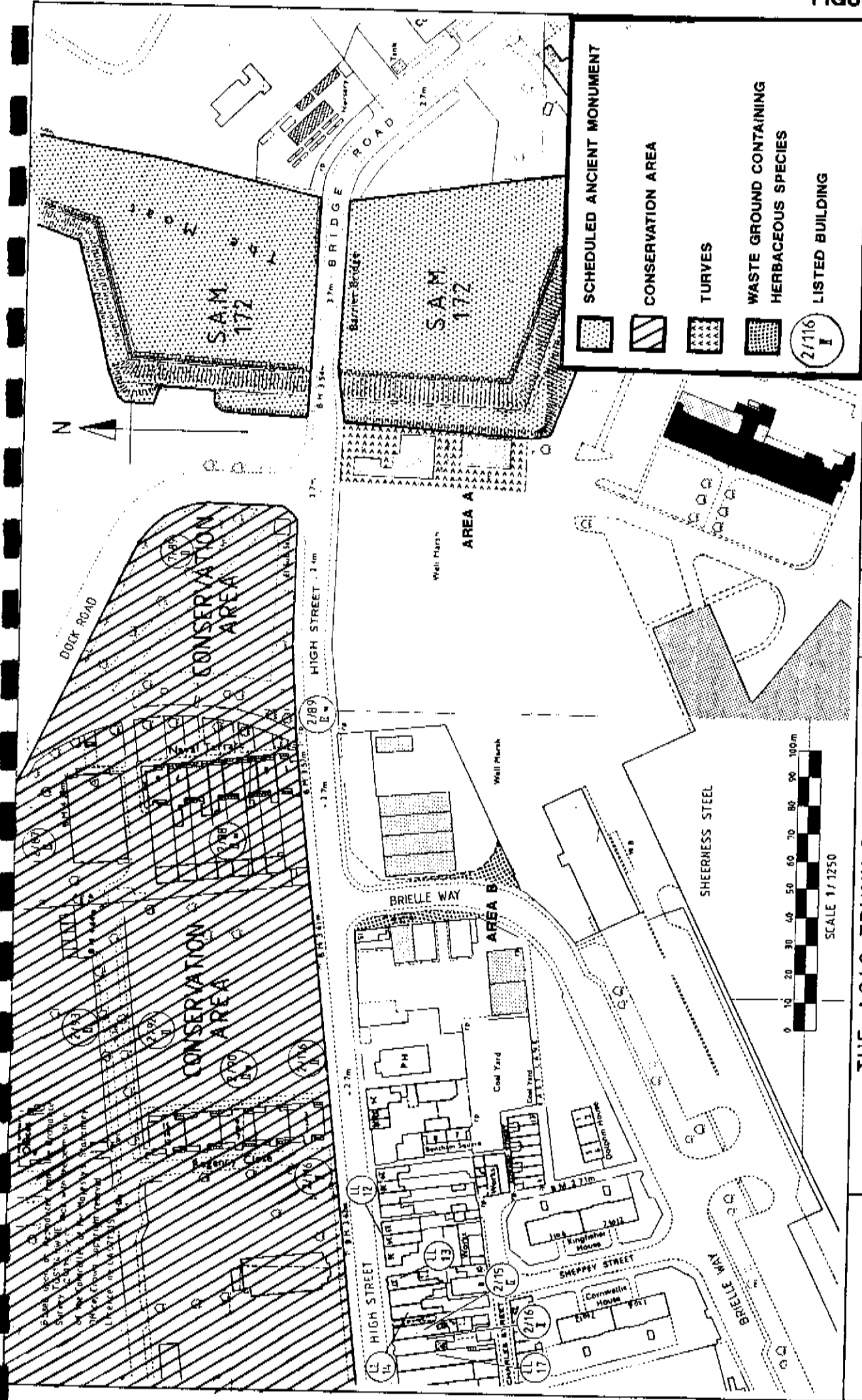


FIGURE 3



<p>KENT C.C.</p>	<p>THE A249 TRUNK ROAD (BRIELLE WAY / DOCKS ENTRANCE) CONSERVATION AREAS, LISTED BUILDINGS AND ANCIENT MONUMENTS</p>		<p>SCALE 1 : 1250</p>	<p>M. N. T. COTTELL, OBE, C.Eng, FICE. COUNTY SURVEYOR, MAIDSTONE.</p>
	<p>INTLS</p>	<p>DATE</p>	<p>DRAWN BY R. B. F.</p>	<p>TRACED BY Jan 91</p>
<p>DRG. No.</p>		<p>2/116 I</p>		

APPENDIX 1

APPRAISAL FRAMEWORK

Group 1: Travellers

Sub-Group	Effect	Units	Proposed Scheme	Do Minimum	Comments
All Vehicle Travellers	Value of Time Savings	fm(PVB) LOW HIGH	7.43 9.62		Present value of benefits (PVB) are for a 30 year period from the opening of the road discounted to 1988 prices.
	Vehicle operating cost Savings	fm(PVB) LOW HIGH	0.26 0.28	0 0	Savings show the improvement over the Do Minimum situation
	Value of accident Savings	fm(PVB) LOW HIGH	0.19 0.59	0 0	LOW and HIGH values are calculated using the predicted traffic growths from the June 1989 National Forecasts of Vehicle Kilometres
	Reduction in casualties	Number LOW HIGH	1 2		The figures indicate the probable total reduction in casualties over the whole of the 30 year assessment period if national average accident rates apply.
	Fatal	Number LOW HIGH	7 16		
	Serious	Number LOW HIGH	15 13		
	Slight		Slight		
	Traffic Delay During Construction		Low		
	Driver Stress				High

Group 2: Occupiers

Sub-Group	Effect	Units	Proposed Scheme	Do Minimum	Comments
Residential	Demolition	No of Residences Demolished	0	0	
	Noise	Number of houses experiencing a decrease of more than 10dB(A) 5-10 3-5	1 0 1	0 0 0	The changes in the noise are the difference between the forecast for each option including any mounding for the year 2009 and existing levels. The units are dB(A) 18 hour - 6 am to Midnight. The National Survey of exposure to traffic noise did not identify different levels of general dissatisfaction until noise levels were at least 3dB(A) apart.
Commercial a) Shops/ Public Houses	Visual Intrusion	Number of properties subject to High Medium Low	0 0 10	0 0 0	The degree of visual intrusion from the road that would be experienced by the residential properties Nos. 1 and 2 Dolphin House, Brielle Way and Nos. 1 - 8 Naval Terrace, High Street is low.
	Demolition	Number of Properties	0	0	
	Noise decrease	Number of properties experiencing a decrease of more than 3dB(A)	0	0	The proposed scheme would result in a 2dB(A) reduction in noise levels at the hairdressers shop on the corner of Brielle Way and High Street Blue Town.

Group 2: Occupiers (Cont'd)

Sub-Group	Effect	Units	Proposed Scheme	Do Minimum	Comments
b) Industrial	Demolition	Number of Properties	1	0	Temporary office building with steelworks grounds.
	Noise increase	Number of Properties experiencing an increase of 5-10dB(A)	1	0	Temporary office building with steelworks grounds

Group 3: Users of Facilities

Facility	Effect	Units	Proposed Scheme	Do Minimum	Comments
a) Car Park Sheerness Steel	Loss of land	hectares	0.4	No Change	

Group 4: Policies for conserving and enhancing the area

Policy	Authority	Interest	Proposed Scheme	Do Minimum	Comments
<p>a) To protect and preserve Listed Buildings (including buildings related space topography and vegetation).</p>	<p>Department of the Environment Kent County Council Swale Borough Council</p>	<p>Control of development</p>	<p>Reduces highway impact on listed buildings</p>	<p>No Change</p>	<p>Structure plan policy BE4.</p>
<p>b) Conservation and enhancement of the special character of conservation areas.</p>	<p>Department of the Environment Kent County Council</p>	<p>Effect on environment of Conservation Area</p>	<p>Reduces highway impact on conservation area</p>	<p>No Change</p>	<p>D.O.E. Circular 8/87. Kent Structure Plan Policy BE3.</p>
<p>To protect and preserve Ancient Monuments.</p>	<p>Department of the Environment</p>	<p>Effect on Ancient Monument</p>	<p>Affects setting of Sheerness Defences Ancient Monument</p>	<p>No Change</p>	<p>Ancient Monuments and Archaeological Areas Act 1979. Planning Policy Guidance - Archaeology and Planning 1990.</p>

Group 5: Transport, Development and Economic Policies

Policy	Authority	Interest	Proposed Scheme	Do Minimum	Comments
<p>Transport</p> <p>a) To improve Trunk Roads to ports</p>	Department of Transport	Industry and Commerce, movement of freight to and from ports	Significant improvement	No Change	Government White Paper 'Policy for Roads in England 1983'
<p>Development and Economic</p> <p>b) To assist, economic growth by reducing transport costs</p>	Department of Transport	Road Construction Programme	Improvement	No Change	Roads for Prosperity 1989
<p>c) To encourage the growth of Industry, Commerce and employment in Kent.</p>	Kent County Council	Sheerness identified as an area where a supply of sites will be available	Improved access to Sheerness Docks and industrial area	No Change	Structure Plan Strategic Policy S1
<p>d) to encourage and support the growth of Port Development</p>	Kent County Council	Continued expansion of trade in addition to cross channel traffic at Sheerness	Improved access to Sheerness Docks	No Change	Structure Plan Ports Policy P7
<p>e) to encourage Port Development for import of marine aggregates</p>	Kent County Council	Sheerness Docks identified as a site for the import of aggregates	Improved access to Sheerness Dock	No Change	Structure Plan Minerals Policy MWD2

Group 6: Financial effects

Sub-Group	Interest	Units	Proposed Scheme	Do Minimum	Comments
Department of Transport	Construction Costs and Land Costs	f _m (PVC)	1.12	0	Costs discounted to 1988 prices Includes compensation
	Total Cost		1.12	0	
	Total Quantified Monetary Benefit	f _m (PVB) LOW HIGH	7.86 10.49	0	Includes vehicle time savings, operating costs and accidents and from Group 1
	Net Present Value compared to Do-Minimum	f _m (NPV) LOW HIGH	6.74 9.37	0	

P.V.C. = Present Value Cost
P.V.B. = Present Value Benefits
N.P.V. = Net Present Value



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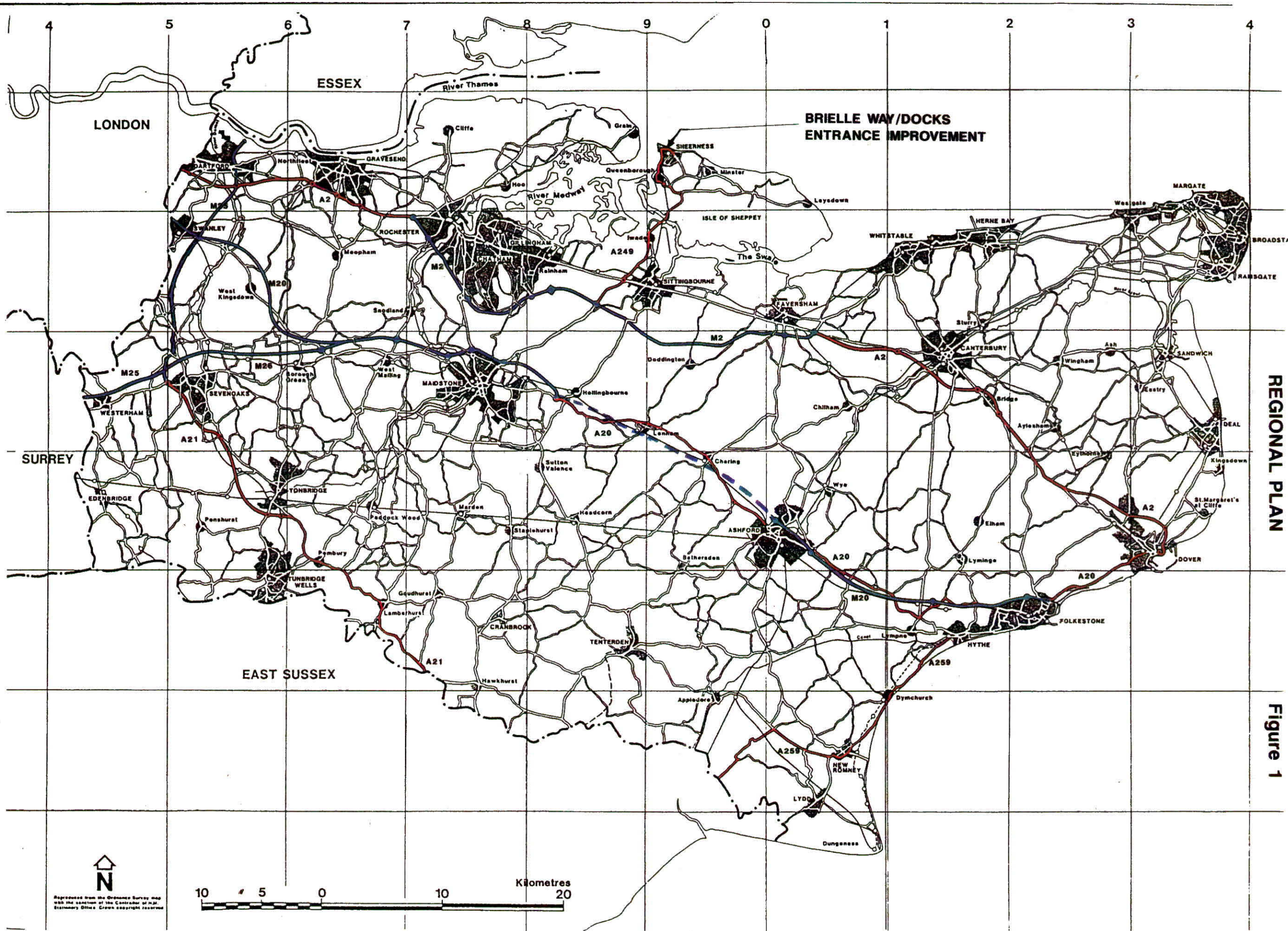
ENVIRONMENT & LANDSCAPE
Environmental Statement

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A249 BRIELLE WAY/DOCKS ENTRANCE, SHEERNESS – ENVIRONMENTAL STATEMENT 05/91



HA 44/27/154# 1*



REGIONAL PLAN

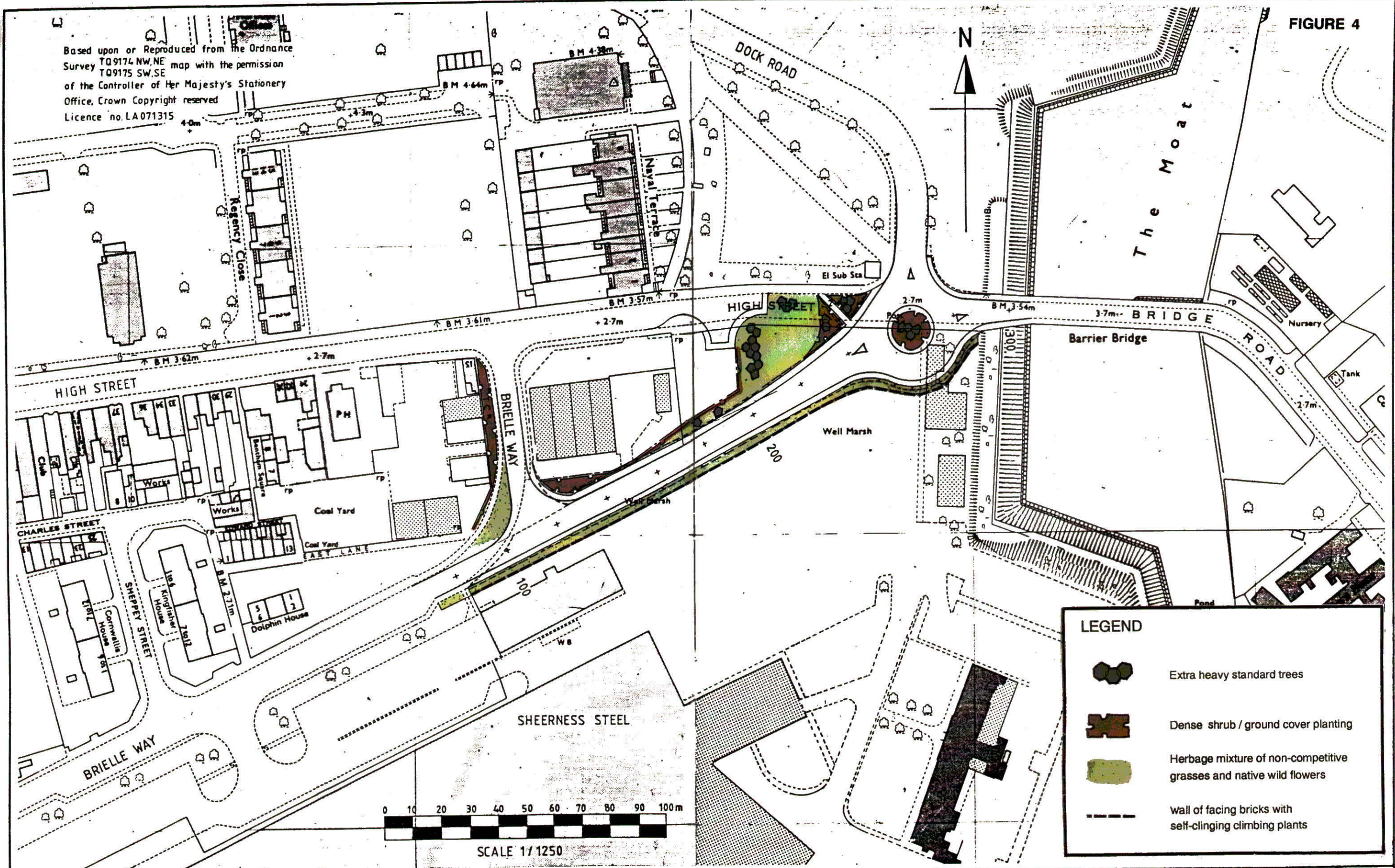
Figure 1


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10 5 0 10 20
 Kilometres

FIGURE 4

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**KENT
C.C.**

**THE A249 TRUNK ROAD
(BRIELLE WAY / DOCKS ENTRANCE)
SCHEME PLAN**

SCALE
1/1250

**M. N. T. COTTELL, OBE, C.Eng, FICE,
COUNTY SURVEYOR,
MAIDSTONE.**

	INTLS	DATE
DRAWN BY	R. B. F.	Jan 91
TRACED BY		
DRG. No.		