

Folkestone - Honiton Trunk Road A27
Crossbush Bypass

Environmental Statement

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August 1988

Folkestone - Honiton Trunk Road A27
Crossbush Bypass

Environmental Statement

1. Scheme Description

- 1.1 The village of Crossbush, with a population of about 150 lies about 1.25 km east of Arundel and astride the present A27 trunk road. Much of the village is residential in character, there are no shops or schools, and includes two public houses, a garage and the Convent of Poor Clares, located north of the main road. Woodland dominates the area north of the village, with mainly open fields in agricultural use to the south.
- 1.2 The village is located on slightly undulating land substantially above the Arun valley with intervening steep slopes. South of the village the land drops gently and evenly to the coastal plain.
- 1.3 The whole of the area north of the A27 is located within the Sussex Downs Area of Outstanding Natural Beauty.
- 1.4 Within the village there are a number of Grade II listed buildings namely Crossbush Lodge, Bushacre, Calceto Cottage, Old Well House, Howards Hotel and The Plough and Sail Inn. To the south of the village there are two further Grade II listed buildings, namely Brook Lawn and Calceto.
- 1.5 The proposed scheme lies between the A284 junction with the A27 trunk road adjacent to Howards Hotel, and the termination of the dual carriageway at Poling Corner.
- 1.6 The line of the proposed road will be approximately 200 m south of the village, will be of dual two lane layout and approximately 2 km long. When the full Arundel Bypass is constructed the junction between the A27 trunk road and the A284 will be of the two level type. In the meantime, however, the section of A284 north from this junction will be widened to provide a single 7.3 m wide carriageway.
- 1.7 The vertical alignment of the proposed scheme is such that at its western end it will be in cutting. This cutting will be of maximum depth of 4.5 m and extends for a length of approximately 700 m. From the end of the cutting eastwards the road will be located on a shallow embankment of maximum height of 1.1 m over a distance of approximately 500 m. The rest of the route to Poling Corner will be at ground level.
- 1.8 The existing road network is shown on Figure 1 and the layout of the proposed scheme is shown on Figure 2.
- 1.9 The re-distribution of traffic flows resulting from the implementation of the scheme are shown on Figure 3 of this report.

2. Mitigation Measures

- 2.1 In order to reduce the impact of the road from the rear of the properties located in the village and also from Calceto Farm south of the route it is proposed to provide earth bunds and planting.
- 2.2 On the north side of the road the bund will extend westwards from Stubbs Copse for about 200 m. The height of this bund will be variable, up to about 1.8 m in order to achieve an effective height of 3.0 m above the carriageway.
- 2.3 On the south side a similar bund will be provided of an effective height of 2.5 m above the carriageway.
- 2.4 In order to extend the screening effect on the south side areas of tree planting are proposed. These will extend west of the bund for approx. 200 m and to the east will link with the areas of Stubbs Copse and Westlands Copse. A continuous length, therefore, in excess of 1 km will consist of existing and proposed planting.
- 2.5 Additional small areas of tree planting at the eastern end of the scheme, between Poling Corner and Westlands Copse, will further soften the impact of the road.
- 2.6 In order to retain the same level of parking available adjacent to the properties at Poling Corner the existing layby will be extended.

3. Environmental Data

This data is included in the appraisal framework, Appendix A to this report.

4. Non-Technical Summary

- 4.1 The proposed bypass will be dual carriageway layout and a two level junction will be provided at its connection with the A284 Lymminster road. The A284 will pass over the new road and will be widened as far as its junction with the A27 at Howards Hotel.
- 4.2 The implementation of the proposed scheme will substantially remove all through traffic from the village. The present daily traffic flows are in the order of 17,500 vehicles which will reduce to something less than 1000 per day. (Note: Figure 3 shows zero traffic, i.e. no through traffic.)
- 4.3 This reduction in traffic will bring environmental benefits to residents and visitors to the village. Noise levels and air pollution will be substantially reduced, accessibility to property will be greatly improved and conditions will be safer for pedestrians.

- 4.4 The implementation of the scheme will not require the demolition of any property. With the proposed road being located in a cutting at its western end and with the provision of earth bunds and planting the impact of the new road will be considerably softened and visually less obtrusive.
- 4.5 The new road affects a public footpath (No. 2202) which diverges into two just south of the proposed road. Minor changes to the footpath route will be made, but pedestrians will still be able to use the footpath and cross the new road at surface level.
- 4.6 The new road will affect the footway alongside the A284 Lymminster road but pedestrians will be able to cross the slip roads of the new junction and continue along the Lymminster Road.
- 4.7 With the implementation of the scheme there will be increased traffic flows on the A284 between its junction with A27 and the new two level junction. This will make access to properties located along this section of road more difficult until the Arundel Bypass is constructed.
- 4.8 It is proposed to provide a layby on the eastbound carriageway in the vicinity of Westlands Copse. Also the existing layby adjacent to the residential properties at Poling Corner will be extended.

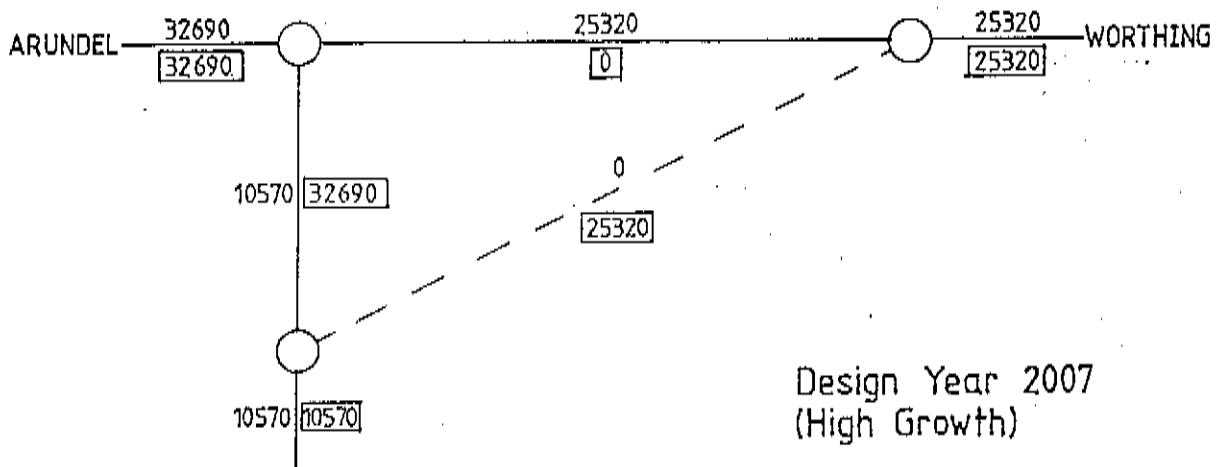
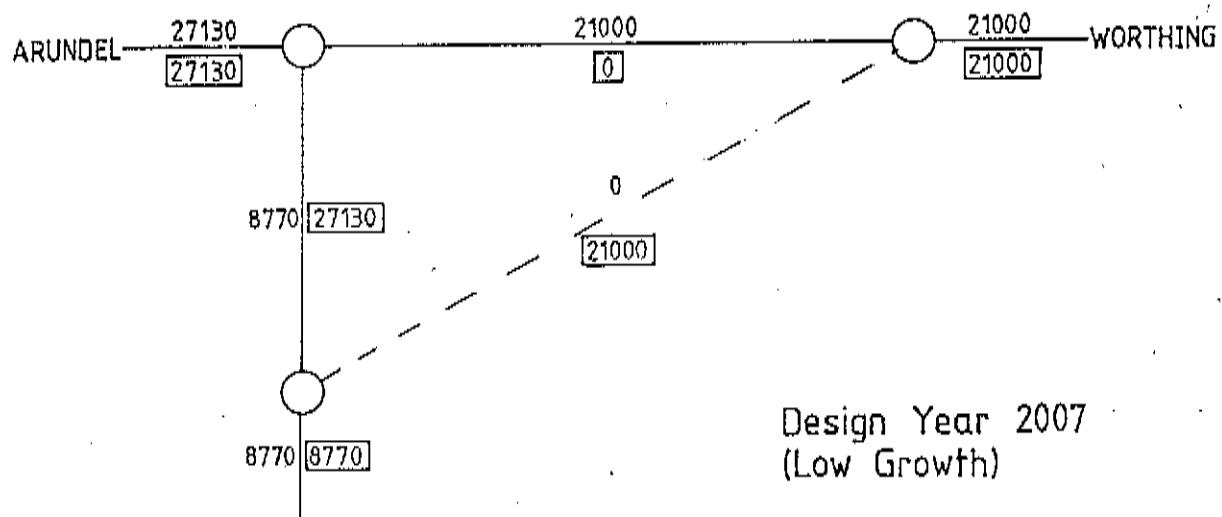
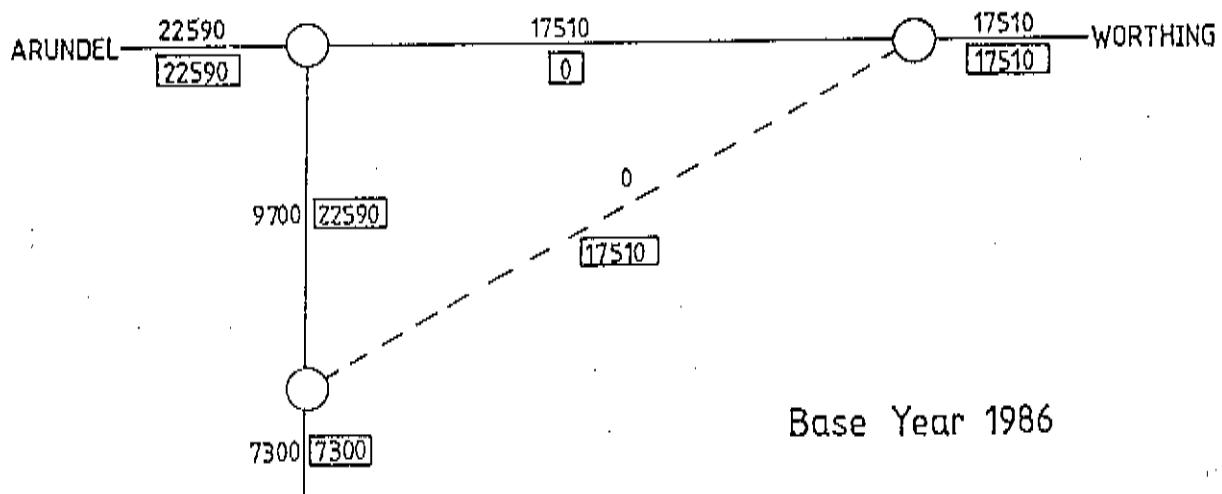
5.0 Alternatives Considered

- 5.1 When Public Consultation for the Crossbush Diversion took place in 1979 two routes were put forward for comment, however the section from A284 Lymminster road eastwards was common to both routes.
- 5.2 Following comments made on the routes the alignment was altered in the vicinity of the village. The amended route was located further south of the village to reduce its impact on the residents of the village.

6.0 Choice of Preferred Route

- 6.1 The proposed scheme will provide an effective bypass to the village, reduce traffic flows substantially and bring about environmental improvements within the village.
- 6.2 The adverse environmental effects of the new road will be mitigated by the provision of the earth bunds and tree planting.
- 6.3 The proposed scheme alignment takes into account comments made at the time of the Crossbush Diversion public consultation. No alternative proposals have been put forward for consideration.

FOLKESTONE - HONITON TRUNK ROAD A27
CROSSBUSH ADVANCE SCHEME
TRAFFIC FLOW DIAGRAM



KEY

17500 - Do minimum
17500 - Do something

ALL FLOWS ARE ANNUAL AVERAGE
DAILY TOTALS (AADT)

Folkestone - Boniton Trunk Road A27
Crossbush Advanced Scheme

Group 1: Travellers

Sub Group	Effect	Units	Published Route		Comments
			Low	High	
Car Users	Time Savings	£M (PVB)	0.817	1.344	Do Nothing
	Vehicle operating cost savings	£M (PVB)	-0.543	-0.495	0
Users of Light Goods Vehicles	Time Savings	£M (PVB)	0.106	0.174	0
	Vehicle operating cost savings	£M (PVB)	-0.077	-0.072	0
Users of Other Goods Vehicles	Time Savings	£M (PVB)	0.688	0.140	0
	Vehicle operating cost savings	£M (PVB)	-0.167	-0.152	0
Bus Operators and passengers	Time Savings	£M (PVB)	0.005	0.007	0
	Vehicle operating cost savings	£M (PVB)	-0.002	-0.001	0
All Vehicle Travellers	Value of accident savings	£M (PVB)	0.249	0.404	0
Reduction in casualties:-					
Fatal	number		4.6	6.2	
Serious	number		35.7	46.3	
Slight	number		133.6	174.7	
Driver stress			Low	High	
View from road			Agricultural	Residential	
Traffic delays during construction	£M (PVB)	0	0	0	
Pedestrians	Change in amenity		Removal of through traffic will greatly improve the quality of the village reducing noise and pollution.	Pedestrians will continue to be exposed to noise and pollution with increase in traffic.	Very low pedestrian movements encountered. Existing footways in village generally of substandard width.
Safety		Removal of through traffic will improve safety.	The increase in traffic will increase danger to pedestrians.		
Severance (New)		Slight: 1 rural footpath crossed by new road plus 2 crossings of slip roads at A.284 interchange.	None.		

Group 2: Occupiers

Sub Group	Effect	Units	Published Route	Do Nothing	Comments
Residential	Properties demolished	Number	0	0	
	Noise new road	Number of houses experiencing increases of 5 - 10dB 3 - 5dB	0 6	0 0	The changes in noise are the differences between the forecast for 2007 and the existing levels. The units are dB A/L10 18hr. 6 a.m. - midnight.
	Number of houses experiencing a decrease of 5 - 10dB 3 - 5dB	30 1	0 0	0 0	
Visual Obstruction	Number of properties within 300m of centre line subject to:-	Severe Significant Slight	0 4 7	No change No change No change	
	Visual Intrusion	Much of the route is away from residential property but the flat open character of the landscape will mean the road will be visible from parts of Crossbush.		Intrusion effects on properties in Crossbush will grow as traffic flows increase.	With the provision of an earth bank between Chainages 1230 to 1380, road will not be visible, nor will the traffic on it except for some high- sided vehicles.
	Severance				
	(a) Relief to existing severance	Substantial	None	All through traffic removed from village.	
	(b) Imposition of new severance	Slight	None		
	Disruption during construction	Slight	None		
Commercial Premises	Severance				
	Timber yard at Stubbs Copse will be severed from the main part of the Copse.				
	Substantial relief to Plough and Sail P.H. but loss of passing trade. Through traffic still passes close to Howard's Hotel. May be possible for filling station to remain accessible to eastbound traffic only (subject to detailed planning approval).				Traffic flows continue to increase with subsequent effects on establishments considered.
	Disruption during construction				May be possible for new access to be constructed to rear of filling station.

Group 2: Occupiers Continued

Sub Group	Effect	Units	Published Route	Do Minimum	Comments
Farming	Number of farms affected by land take				
		5		0	
	Land Take	Hectares of land			Based on MAFF Land classification.
		Grade 2	1.08	0	
		Grade 3	4.66	0	
		Grade 4	1.64	0	
Woodland					
Stubbs Copse (area 4.6 ha)	Land Take	Hectares			
		0.51		0	
Westlands Copse (area 10.7 ha)	Land Take	Hectares			
		0.91		0	

Group 3: Users of facilities

Sub Group	Effect	Published Route	Do Minimum	Comments
Public House (The Plough and Sail)	Amenity and access	Improvements in amenity and access from reduction in traffic flow past property.	Traffic flows continuing to increase with consequent effects on users of establishments.	
Hotel (Howards)	Amenity and access	Trunk road traffic uses section of Lyminster Road which Passes Property. Access to car park from Lyminster Road more difficult but possibility of improved access off former A.27.	Traffic flows continuing to increase with consequent effects on users of establishment.	
Poing filling station	Severance	Filling station will not be accessible for westbound traffic. May be accessible for eastbound traffic.	Increasing traffic flows may make access difficult for eastbound vehicles.	
Caravan park	Access	Increase in traffic on Lyminster Road will make access more difficult but possibility of improved access off former A.27.	Increase in A.284 traffic will make access slightly more difficult.	

Group 4: Policies for conserving and enhancing the area

Policy	Authority	Interest	Published Route	Do Minimum	Comments
To protect Listed Buildings	Dept. of Environ., HSCC Arun D.C.	Effect on Grade II Listed Buildings Howards Hotel	Northern roundabout off A.284 junction on 2.5m embankment 150m away. Through traffic uses Lyminster Road adjacent to property until Arundel By-pass constructed.	6m	Do minimum entry shows distance from existing carriageway (A27 trunk road).
	Plough and Sail Inn		Northern roundabout off A.284 junction on 2.5m embankment 200m away.	4m	
	Old Well House		Northern roundabout off A.284 junction on 2.5m embankment 170m away.	3m	
	Calicetto Cottage		New road in 3m cutting	4m	
	Bush Acre		New road in 3m cutting 200m away.	1.0m	
	Crossbush Lodge		New road at grade 250m away.	3m	
	Calicetto Farm		New road in 2m cutting 270m away.	500m	

Group 5: Transport, development and economic policies

Policy	Authority	Interest	Published Route	Do Minimum	Comments
To keep through traffic out of the most sensitive areas.	D.T.P. WSCC	Removal of through traffic from built-up areas.	Through route removed from Crossbush.	Through traffic still passes through Crossbush.	West Sussex Structure Plan (1980) Proposed First Alteration Policy M1.

Group 6: Financial Effects

Sub Group	Effect	Units	Published Route	Do Nothing	Comments
Department of Transport	Construction costs	£M (PVOC)	0.876	0	Costs are discounted from years of expected expenditure to 1979 at 1979 prices (PVOC = present value of costs, PVB = present value of benefits, NPV = net present value)
	Land costs	£M (PVOC)	0.092	0	
	Compensation costs	£M (PVOC)	0	0	
	Maintenance costs	£M (PVOC)	0.009	0	Excess maintenance cost due to additional length of road or improved lighting, signing, etc.
	Total cost	£M (PVOC)	0.977	0	
Total Quantified monetary benefits		£M (PVOC)	High 1.346 Low 0.474	0	Includes savings in time, vehicle operating costs and accidents. Taken from Group 1.
Net present value compared to do nothing		£M (NPV)	+0.369	-0.503	0



UNCLASSIFIED

TOLLGATE HOUSE

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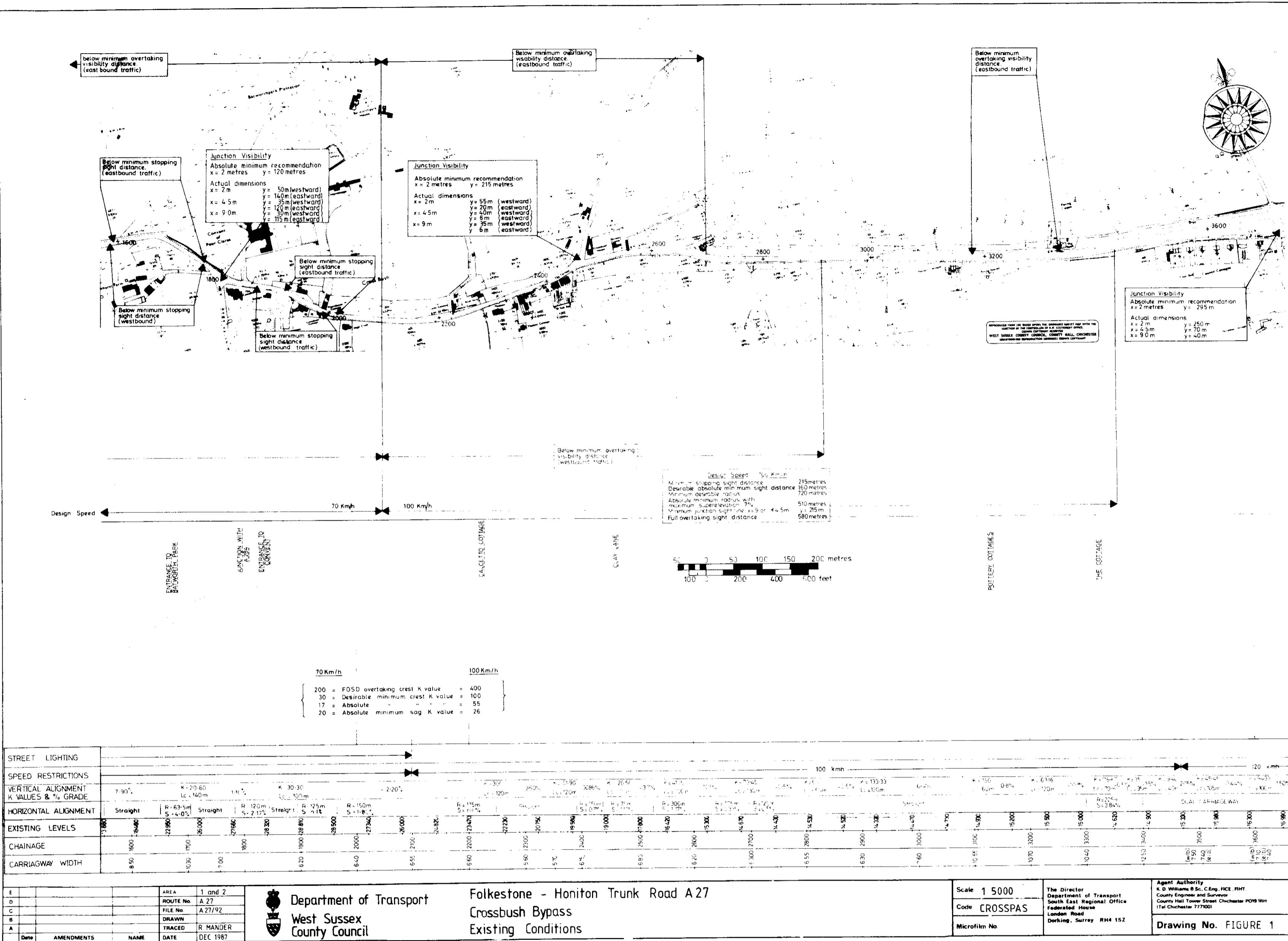
ENVIRONMENT & LANDSCAPE
Environmental Statement

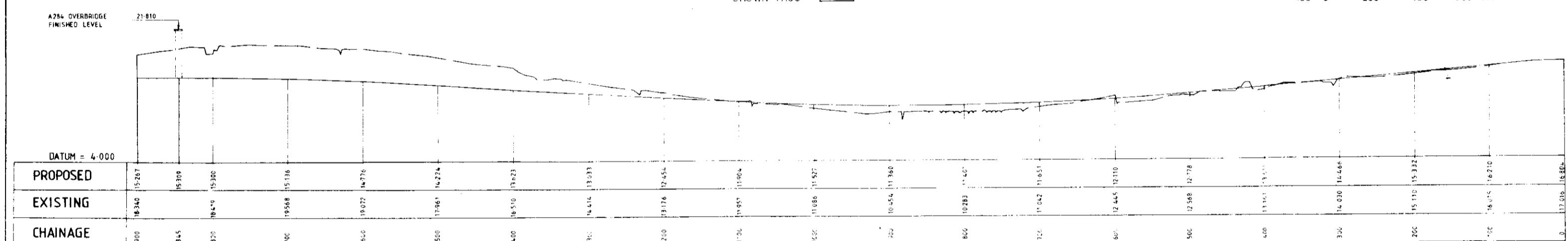
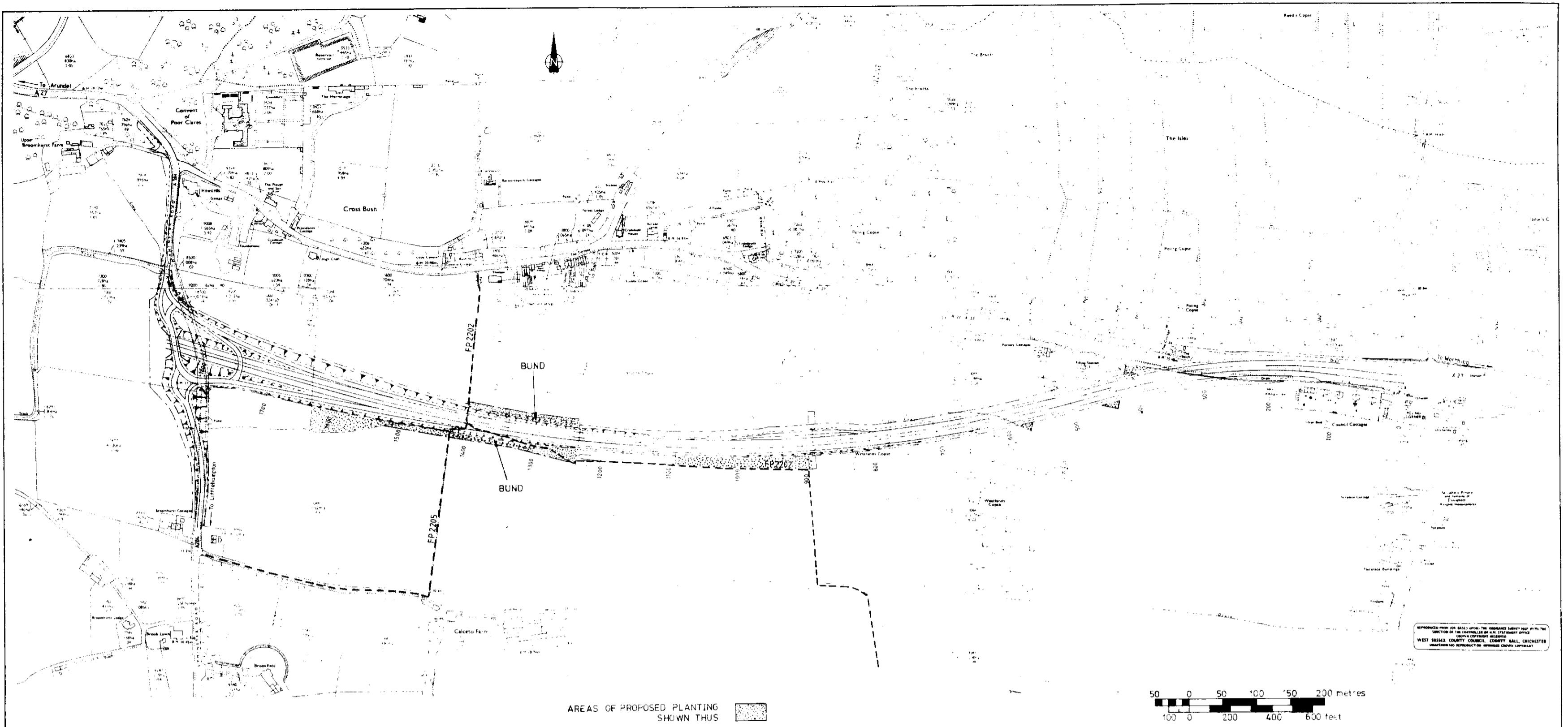
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A27 CROSSBUSH BYPASS – ENVIRONMENTAL STATEMENT 08/88



WRA 44/27/259 1M





All levels are in metres
Above Ordnance Datum

E	D	C	AREA	Z	ROUTE No.	A 27	FILE No.	A 27/94	DRAWN	A. Collins	TRACED	P. Richards	Date	AMENDMENTS	NAME	DATE
			Department of Transport West Sussex County Council	Folkestone - Honiton Trunk Road A 27 Crossbush Advanced Scheme Scheme Layout	Scale 1:5000	The Director Department of Transport South East Regional Office Federated House London Road Dorking, Surrey RH4 1SZ	Code CROSSPAS	Agent Authority R.O. Williams B.Sc. F.Eng. FICE FINT County Engineer & Surveyor County Hall Tower Street Chichester PO19 1RH Tel Chichester 777900	Microfilm No.	Drawing No. FIGURE 2						