



A419 LATTON BYPASS

**ENVIRONMENTAL STATEMENT  
ADDENDUM**

March 1992





**Head office**

Shinfield House  
School Green  
Shinfield  
Reading  
Berkshire RG2 9EW  
Telephone 0734 882222  
Fax 0734 885274  
Telex 848830 Grampa G

**UK regional offices**

**Exeter**

22 Waterbeers Street  
Guildhall Centre  
Exeter  
Devon EX4 3EH  
Telephone 0392 432748  
Fax 0392 412846

**Hertford**

Graham House  
Yeoman's Court  
Ware Road  
Hertford SG13 7NJ  
Telephone 0992 587848  
Fax 0992 551872

**Maldstone**

65 College Road  
Maldstone  
Kent ME15 6SX  
Telephone 0622 692442  
Fax 0622 692443

**Reading**

Shinfield House  
School Green  
Shinfield  
Reading  
Berkshire RG2 9EW  
Telephone 0734 882222  
Fax 0734 885274  
Telex 848830 Grampa G

**Wakefield**

6 South Park Way  
Wakefield 41 Business Park  
Wakefield  
West Yorkshire WF2 0XJ  
Telephone 0924 290484  
Fax 0924 368468

**Worcester**

Elgar House  
Shrub Hill  
Worcester WR4 9EN  
Telephone 0905 613910  
Fax 0905 613907

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**Environmental Statement  
Addendum**

March 1992

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Department of Transport  
South West Construction Programme Division  
Tollgate House  
Houlton Street  
Bristol BS2 9DJ

A419 Latton Bypass  
Environmental Statement  
Addendum

This Environmental Statement Addendum updates the Environmental Statement for A419 Latton Bypass published in October 1991 and should be read in conjunction with that Statement.

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## 1.0 Introduction

1.1 The Environmental Statement for A419 Latton Bypass was published in October 1991 at the same time as the draft Line, Side Roads and De-trunking Orders for the scheme.

1.2 As a result of representations made concerning the impact of the scheme on the villages of Cerney Wick and Latton, it is now considered desirable to provide additional screening between the bypass and these villages. As a result, two substantial earth bunds which will provide screening and noise attenuation, are now proposed; land for the construction of these bunds has been included in the draft Compulsory Purchase Order which was published in February 1992. Consequently, certain paragraphs in the October 1991 Environmental Statement are withdrawn and are replaced by new paragraphs contained herein. Two new paragraphs are also included.

1.3 In addition, the opportunity has been taken to update the statement to incorporate the results of further detailed work or additional data which has become available. Minor drafting errors have also been corrected. These changes are identified in the schedule below.

## 1.4 Schedule of Alterations

### 1.4.1 Text

1.4.1.1 The following paragraphs in the original statement are hereby withdrawn:

2.2.6, 4.2.1.2, 4.2.3.4, 4.2.3.5, 4.2.3.6, 4.2.3.8.

1.4.1.2 The following paragraphs (the texts for which are contained in this document) are added to the statement:

2.2.6, 4.2.1.2, 4.2.3.4, 4.2.3.5, 4.2.3.6, 4.2.3.8, 4.7.2, 4.7.3

### 1.4.2 Assessment Framework

1.4.2.1 Groups 1, 5 and 6. Entries in these sections have been modified to reflect both up to date accident data on the existing road network and up to date indices used in the calculation of the Present Value of construction costs.

- 1.4.2.2 Groups 1, 2 and 3. Entries in these sections have been modified to reflect the noise, visual and land take effects of the new bunds adjacent to Cerney Wick and Latton.
- 1.4.2.3 Group 4. Entries in this section have been modified to reflect the effects of the new bunds adjacent to Cerney Wick and Latton, notably that they will screen the bypass from certain listed buildings.
- 1.4.2.4 Group 5. Entries in this section, regarding gravel deposits that would be sterilised by construction of the bypass, have been modified to reflect the recent planning application to extract gravel from the area between the Spine Road and Scheduled Ancient Monument No. 899.
- 1.4.2.5 The entire assessment framework has been included for completeness. Sidelineing has been used to indicate those sections of the assessment framework which have been modified.
- 1.4.3 Figures
  - 1.4.3.1 Figures 2a and 2b. Personal Injury Accidents have been updated to cover the period 1986-1990 and a minor drafting error has been corrected. Figures 2c and 2d (although not modified) are also included for completeness.
  - 1.4.3.2 Figures 3b, 3c and 3d. These drawings have been modified to include the new bunds adjacent to Cerney Wick and Latton, the locations of the proposed soakaway lagoons, the correction of a minor drafting error and the inclusion of a ramp on the pedestrian route adjacent to the northbound off-slip at Marston Meysey junction. Figure 3a (although not modified) is also included for completeness.
  - 1.4.3.3 Figures 4a, 4b, 4c and 4d. The modifications to these plans include all those made to the series 3 figures. They also include additional planting proposals to complement the modifications to the series 3 drawings and include proposals to manage the series of overlapping sparse hedgerows between Cerney Wick and the disused canal.
  - 1.4.3.4 Figure 5. The existing traffic figures now shown on the A419(T) reflect changes in traffic flows that have taken place following the opening of the M40 extension.

## 2.0 Site Description

- 2.2.6 Accidents are spread fairly evenly throughout the length under consideration, with clusters near junctions and accesses.

#### 4.0 Mitigation Measures

#### 4.2 Landscape Proposals

##### 4.2.1 General

4.2.1.2 This will be achieved primarily with tree and shrub planting which will screen the route and integrate the scheme into the existing landscape. In addition, substantial earth bunds have been included in the vicinity of Cerney Wick and Latton to provide visual screening and noise attenuation. Ground modelling will also modify the more angular profiles of embankments relating the new road more closely to the existing landform.

##### 4.2.3 Principal Landscape Proposals

4.2.3.4 South of the Spine Road towards the Creamery the road will be on a low embankment. Hedgerow planting with intermittent tree groups would reflect the character of roads in the surrounding area and form new field boundaries. The hedgerow planting would form a link with the scrub vegetation surrounding the refuse tip west of the Creamery. A bund is proposed to run on the western side of the bypass from the northern boundary of the Creamery site to approximately 500m south of the Cerney Wick Bridge. This will provide screening and noise attenuation for Cerney Wick and the Roundhouse, a Grade II Listed Building. The bund would generally be constructed to a height of 4m above bypass level (approximately 6m above existing ground level).

4.2.3.5 Mass tree and shrub planting will extend along the bund to provide a strong visual buffer between the bypass and the village. This will tie in with the existing vegetation within the Creamery site and the proposed planting on the approach embankments to the C69 Cerney Wick overbridge. Additionally, off-site planting and management agreements are proposed to retain, maintain and reinforce the series of overlapping sparse hedgerows which currently provide some screening between the village and the disused canal.

4.2.3.6 Views from Westfield Farm, a Grade II Listed Building, would be reduced by planting on the embankments of the Cerney Wick overbridge. This would link with hedgerow planting with intermittent tree groups on the eastern side of the bypass between the Cerney Wick Road and the Basin. Off-site hedgerow planting to the west of Westfield Farm Cottages will, in time, reduce any middle distance views.

- 4.2.3.8 To the west of Latton, additional land would be acquired for bunding and planting adjacent to the bypass in order to screen moving traffic from properties in Latton and provide noise attenuation. The bund would generally be constructed to a height of 3m above bypass level (approximately 4m above existing ground level). Off-site planting along the western side of the existing A419(T) would reinforce the existing hedge and also help to screen moving traffic.

#### 4.7 Noise

- 4.7.2 An earth bund, 4m higher than bypass level, will be constructed alongside the bypass where it runs adjacent to the village of Cerney Wick. Whilst properties in Cerney Wick would not be eligible for noise insulation under statute, the bund has been included in order to reduce both the visual and noise effects of the scheme on the village, in recognition of the proximity of the bypass. This will generally reduce noise levels in the village such that they are less than 3dB(A) higher than they would be if the bypass were not built.
- 4.7.3 An earth bund, 3m higher than bypass level, will be constructed alongside the bypass between chainages 6150 and 6400, adjacent to Latton village. This will, in particular, reduce noise levels at the rear facades of nos 4, 5/6 and 8/8a The Street such that noise insulation is not required. It will also generally reduce noise levels at properties in Latton close to the existing A419(T).



5.0 Data On Environmental Effects (Appraisal Framework)

## A419 LATTON BYPASS

## ASSESSMENT FRAMEWORK

## GROUP 1: TRAVELLERS

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE		DO MINIMUM		COMMENTS
			High	Low	High	Low	
Car Users	Time savings	£m (PVB)	14.712	7.892	0	0	<p>A. Each column shows the improvements of the Published Route over the 'Do Minimum'. Hence the 'Do Minimum' entries are zero.</p> <p>B. Present value of benefits (PVB) are for a 30 year period from the expected date of opening and discounted to 1988 prices at 8% pa.</p> <p>C. It is assumed that national average figures for vehicle occupancy and for accident rates and costs will apply.</p>
	Vehicle Operating Cost Savings	£m (PVB)	- 1.603	- 1.366	0	0	
Users of Light Goods Vehicles	Time savings	£m (PVB)	2.572	1.297	0	0	
	Vehicle Operating Cost Savings	£m (PVB)	- 0.257	- 0.266	0	0	
Users of Other Goods Vehicles	Time savings	£m (PVB)	2.162	1.066	0	0	
	Vehicle Operating Cost Savings	£m (PVB)	- 0.815	- 0.887	0	0	
Bus Operators and Passengers	Time savings	£m (PVB)	0.245	0.154	0	0	
	Vehicle Operating Cost Savings	£m (PVB)	- 0.018	- 0.023	0	0	
All Vehicle Travellers	Value of Accident Savings	£m (PVB)	8.478	5.786	0	0	
	Reduction in Casualties -						
	Fatal	Number	27	23	0	0	
	Serious	Number	271	228	0	0	
	Slight	Number	693	581	0	0	
	View from the road	-	Mainly agricultural. Localised industrial at Creamery. View restricted by bund at Cerney Wick		Mainly agricultural. Residential at Latton village; localised industrial at Creamery		
	Driver Stress	-	Opening year : Low  15 years after opening : Moderate in peak periods, otherwise low		High on single carriageway trunk road at present throughout the working day		

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## **ASSESSMENT FRAMEWORK**

### **GROUP 1: TRAVELLERS (CONTINUED)**

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
All Vehicle Travellers (Continued)	New severance	-	Connection between trunk road and 41000 side road to Driffield closed resulting in slight severance  Journeys from Cricklade to Latton, Down Ampney and Cerney Wick lengthened resulting in slight severance  All other public highways will be maintained or diverted	Continued traffic growth will worsen the existing severance of Latton village and other settlements currently separated by the trunk road	
	Relief from Existing Severance	-	Slight relief for east-west journeys across trunk road due to proposed bridges across bypass	Traffic growth on existing roads will cause existing situation to deteriorate	
	Traffic delays during construction	-	Slight at northern tie-in, crossing of A419 adjacent to the 'Horse & Groom' PH, the Spine Road junction, the southern tie-in and the Marston Meysey junction	Significant delays throughout the day will occur during ongoing future maintenance of single carriageway trunk road; no suitable local diversion routes are available	An 18 month construction period is envisaged
Pedestrians	Change in amenity	-	Amenity on certain cross country footpaths will be reduced due to presence of new roads and traffic  General improvement in amenity within Latton due to the diversion of trunk road traffic from the existing A419	Pedestrian amenity in entire Latton area will continue to deteriorate due to increasing traffic congestion along A419	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening
	Safety	-	Diversion of trunk road traffic away from Latton will improve pedestrian safety.  Footpath L16 diverted via Marston Meysey overbridge to cross trunk road - at grade crossing eliminated.  Journeys between Latton and Cricklade significantly improved	Traffic growth on existing roads will lead to increased risk of vehicle/pedestrian conflict	

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## ASSESSMENT FRAMEWORK

### GROUP 1: TRAVELLERS (CONTINUED)

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
Pedestrians (Continued)	New Severance	-	Slight to moderate. Whilst footpath diversions or facilities for pedestrians to cross the new roads will be provided, certain footpath routes will be lengthened.	Traffic growth on existing roads will worsen existing severance in Latton village	
	Relief from existing severance		Substantial relief in Latton: diversion of trunk road traffic away from 'The Street' will reduce existing community severance.	Existing community severance caused by the trunk road through Latton will worsen as the growth of traffic continues	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening
Cyclists	Amenity and Safety		Increase in amenity on existing A419. Cyclists between Cricklade and the Driffield roundabout will be encouraged to use the existing and proposed side road network rather than the bypass by signing. Diversion of trunk road traffic from existing A419 will reduce the conflict between cyclists and other road traffic	Cyclist amenity and safety is likely to worsen as traffic growth continues	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening

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## **ASSESSMENT FRAMEWORK**

### **GROUP 2: OCCUPIERS**

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
Residential	Noise	Number of houses experiencing an increase of more than 15dB(A)			The changes in noise are the difference between the forecast for 2010 (high growth) and the existing (1990) levels. The units are dB(A)L10 18 hour, 6am to midnight
		10-15dB(A)	3	0	
		5-10dB(A)	4	0	
		3-5dB(A)	17	0	
		Number of houses experiencing a decrease of: more than 15dB(A)	14	0	Of the properties experiencing an increase, 13 also experience a decrease in noise of 10-15dB(A) at their facade which faces the existing A419.
		10-15dB(A)	25	0	
		5-10dB(A)	0	0	
		3-5dB(A)	4	0	
		Number of properties likely to be eligible for insulation.	14	0	
			10	0	
			24		
			6	Nil	
	Visual Obstruction	Number of properties subject to		No change	Where an embankment or structure causes visual obstruction, an allowance for the height of vehicles on the new trunk road has been made
		High	Nil		
		Moderate	8		
		Slight	8		
	Visual Intrusion		The construction of a new roundabout and slip roads at the Driffield crossroads will cause slight visual intrusion for Ermin Farm, Rats Castle, Fosse Dogotel & Cattery and Northmoor	No change	Proposals include extensive tree and shrub planting to gradually reduce the visual impact of the junction
			New dual carriageway between Driffield Roundabout & the Spine Road and new side road between the Horse & Groom PH and the Spine Road will lead to high intrusion for 7 properties from Fosse Dogotel & Cattery to Fosse Farm, high/moderate intrusion for Meadow View and low intrusion for Fosse Farm bungalows, Sisters Farm and Field Barn	No change	South of Driffield the bypass closely follows the alignment of the existing A419 on its eastern side, crossing to the west side adjacent to the Horse & Groom PH  Substantial screen planting between the existing A419 and the new dual carriageway will gradually reduce the visual impact of the route

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## **ASSESSMENT FRAMEWORK**

### **GROUP 2 : OCCUPIERS (CONTD)**

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
Residential (continued)	Visual Intrusion (continued)	-	Construction of a new junction at the Spine Road will cause slight intrusion to Fosse Farm and moderate intrusion to Manor Farm and Manor Farm Cottages	No change	Proposals include extensive tree and shrub planting to gradually reduce the visual impact of the junction
			Road and bund construction between the Spine Road Junction and Latton Village will cause high intrusion to the Round House, moderate intrusion to Nos 1-4 Cirencester Road and low intrusion to Manor Farm and cottages, Westfield Farm and cottages, Nos 1-8 Down Ampney Road and 3 properties in Cerney Wick	No change	Proposals include hedgerow planting to gradually reduce the visual impact of the scheme. Proposals also include bunding and tall screen planting to the west of the bypass to reduce visual intrusion in Cerney Wick. Planting on the bund will gradually reduce visual intrusion, particularly at the Round House
			Road construction at Latton village will cause low intrusion to 3 properties east and 1 property west of the existing A419 and at the Basin and moderate intrusion to 2 properties east and 3 properties west of the existing A419	No change	Proposals include bunding and tall screen planting to the east of the bypass to gradually reduce the visual impact of the scheme
			Road construction south of Latton village to the Marston Meysey Junction will cause high intrusion to 5 properties east and west of the existing A419, moderate intrusion to Court Farm and Cotswold Gate and low intrusion to properties at Lertoff Well, Upcott House and on the southern edge of the Lake Louise Mobile Home Park	No change	South of Latton, the dual carriageway closely follows the alignment of the existing dual carriageway. The new link road from Latton to the Marston Meysey junction closely follows the dual carriageway on its eastern side. Proposals include hedge planting to gradually reduce visual impact
			Construction of a new junction with C124 to Marston Meysey will cause high intrusion to the Wharf and 3 properties at Weavers Bridge	No change	Proposals include tree and shrub planting adjacent to the junction to gradually reduce visual impact

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## ASSESSMENT FRAMEWORK

### GROUP 2 : OCCUPIERS (CONTD)

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
Residential (continued)	New severance		<p>Connection between trunk road and 41000 side road to Driffield closed resulting in slight severance for properties in Driffield village and moderate severance for Field Barn</p> <p>Diversion of existing access from Fosse Farm and Fosse Farm bungalows onto A419(T) will result in slight severance</p> <p>Journeys from properties at Weavers Bridge and in Cricklade to Latton, Down Ampney and Cerney Wick lengthened resulting in slight severance</p>	Continued traffic growth will worsen the existing severance of Latton village and other settlements currently separated by the trunk road	
	Relief from existing severance	-	Substantial relief for Latton due to diversion of trunk road traffic	No change	
	Access	-	Access to the bypass for local residents will be available via the local road network and the new/existing junctions with C124 B4696 and at Driffield Roundabout	No change	
	Disruption during construction	-	There are 37 houses within 100m of the site	No effect	An 18 month construction period is envisaged
	Land Take	Area (hectares)	0.2	Nil	Land comprises small holdings attached to Mill House and Nos. 60-62 The Street, Latton
Industrial Premises	Noise	Number subject to an increase of more than 3dB(A)	1	No change	Premises is CWS Creamery Offices (south west facade). North east facade subject to a decrease of greater magnitude.
	Land Take	Area (hectares)	1.3	Nil	CWS Creamery site

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## **ASSESSMENT FRAMEWORK**

### **GROUP 2 : OCCUPIERS (CONTD)**

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
Commercial Premises a) Public Houses, Guest Houses, Restaurants, Cales and Hotels	Noise	Number subject to an increase of more than 3dB(A)	1	No change	Premises is The Crown, Cerney Wick
		Number subject to a decrease of more than 3dB(A)	3	No change	Premises are Fosse Dogoiet & Cattery, Dolls Guest House and Bowron Cottage, Bed & Breakfast, Latton
	Visual Obstruction		Slight at Dolls Guest House, Latton	No change	An allowance for the height of vehicles on the new trunk road has been made
	Access		Direct/adjacent access from the Horse & Groom PH, Bowron Cottage and Dolls Guest House to the trunk road no longer available	No change	
	Land Take	Area (hectares)	0.007	Nil	Land is part of garden associated with the Horse & Groom PH
Commercial Premises b) Garages and Service Stations	Noise	Number subject to a decrease of more than 3dB(A)	1	No change	Premises is Latton Filling Station
	Visual Obstruction		Moderate at Latton filling station	No change	An allowance for the height of vehicles on the new trunk road has been made
	Access		Direct access from Latton filling station to the trunk road no longer available	No change	
Commercial Premises c) Retail	Noise	Number subject to a decrease of more than 3dB(A)	1	No change	Premises is Fosse Nurseries
	Access		Direct access from Fosse Nurseries to the trunk road no longer available	No change	



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## ASSESSMENT FRAMEWORK

### GROUP 2 : OCCUPIERS (CONTD)

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
Public Authority Depots	Noise	Number subject to a decrease of more than 3dB(A)	1	No change	Premises is Thames Water Pumping Station offices adjacent to Manor Farm
Agricultural land	Land Take	Number of units affected	6	Nil	
		Area (hectares)		Nil	
		Grade 2	19.1		Based on MAFF Land Classification. Cost of land acquisition and compensation included in Group 6. Areas include land to be acquired for landscaping purposes.
		Grade 3	24.2		
		Grade 4	0.3		
		Land predominantly in non agricultural use	0.03		
		Total	43.6		
	Severance	Number of units affected	3	No change	Units affected are CWS Down Ampney Estate, Fosse Farm, Eysey Manor Farm
	Disruption during construction	-	Slight to moderate generally	Nil	

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## **ASSESSMENT FRAMEWORK**

### **GROUP 3 : USERS OF FACILITIES**

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
St John the Baptist Church, Latton (C of E)	Amenity/Severance	-	450m from bypass Diversion of trunk road traffic from 'The Street' will reduce existing severance	330m from existing trunk road Existing severance caused by the trunk road through Latton will worsen as the growth of traffic continues	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening
Latton Village Hall	Amenity/Severance	-	450m from bypass Diversion of trunk road traffic from 'The Street' will reduce existing severance	330m from existing trunk road Existing severance caused by the trunk road through Latton will worsen as the growth of traffic continues	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening
Latton Recreation Ground	Amenity/Severance	-	420m from bypass Diversion of trunk road traffic from 'The Street' will reduce existing severance	280m from existing trunk road Existing severance caused by the trunk road through Latton will worsen as the growth of traffic continues	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening
Cotswold Water Park Recreational & Tourist facilities	Access	-	Grade separation of the A419/TyB4696 junction will facilitate access to the water park	Traffic growth on existing roads will lead to an increase in congestion at the existing A419/TyB4696 junction	-

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## **ASSESSMENT FRAMEWORK**

### **GROUP 4 : POLICIES FOR CONSERVING AND ENHANCING THE AREA**

<b>POLICY</b>	<b>AUTHORITY</b>	<b>INTEREST</b>	<b>PUBLISHED ROUTE</b>	<b>DO MINIMUM</b>	<b>COMMENTS</b>
To protect listed buildings	English Heritage Department of Environment North Wiltshire District Council Colswold District Council	The Horse & Groom (Grade II)	20m from bypass 4m from link road	6m from existing trunk road	Construction of the bypass is predicted to lead to a reduction in traffic on the existing trunk road of over 90% in the year of opening
		Fosse Farm (Grade II)	35m from bypass	10m from existing trunk road	
		Fosse Farm Barn (Grade II)	50m from bypass	25m from existing trunk road	
		Westfield Farm and attached farm buildings (Grade II)	290m from bypass	70m from existing trunk road	
		Milestone (by Westfield Farm) (Grade II)	400m from bypass	3m from existing trunk road	
		Street Farmhouse (Grade II)	180m from bypass 2m from improved access track to the Basin	20m from existing trunk road	
		Bowron Cottage (Grade II)	150m from bypass	25m from existing trunk road	
		7,8,8a Elm Farm (Grade II)	80m from bypass	2m from existing trunk road	Currently known as 8 and 8a 'The Street'. Construction of the bypass is predicted to lead to a reduction in traffic on the existing trunk road of over 90% in the year of opening Proposed bund will screen bypass from rear of buildings
		Latton Cross (Grade II)	140m from bypass	in junction bellmouth adjacent to existing trunk road	
		Mill House (Grade II)	80m from bypass	85m from existing trunk road	Also a Scheduled Ancient Monument. Construction of the bypass is predicted to lead to a reduction in traffic on the existing trunk road of over 90% in the year of opening Direct access onto trunk road will be closed
		Court Farmhouse (Grade II)	25m from bypass	15m from existing trunk road	Building fronts old A419 north of Cricklade
		Wharf Farmhouse (Grade II)	No change to trunk road 90m from Marston Meysey Junction slip road	90m from existing trunk road	Building fronts old A419 north of Cricklade Currently known as Turnpike Cottage
		Milestone (outside Colswold Gate) (Grade II)	15m from bypass	8m from existing trunk road	Milestone is adjacent to old A419 north of Cricklade
		The Round House (Grade II)	160m from bypass 60m from improved section of Cerney Wick Road	No effect	Proposed bund will screen bypass from building

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## **ASSESSMENT FRAMEWORK**

### **GROUP 4 : POLICIES FOR CONSERVING AND ENHANCING THE AREA (CONTD)**

<b>POLICY</b>	<b>AUTHORITY</b>	<b>INTEREST</b>	<b>PUBLISHED ROUTE</b>	<b>DO MINIMUM</b>	<b>COMMENTS</b>
To protect listed buildings  (Continued)	English Heritage  Department of Environment North Wiltshire District Council Cotswold District Council	Orchard House, Cerney Wick (Grade II)	400m from bypass	No effect	Currently known as Brook Cottage Proposed bund will partially screen bypass from building
		Baker's Farmhouse, Cerney Wick (Grade II)	370m from bypass	No effect	Proposed bund will partially screen bypass from building
		Small Stable at Baker's Farm (Grade II)	380m from bypass	No effect	
		Cerney Wick Mill and adjoining House (Grade II)	250m from bypass	No effect	Currently known as Mill House Proposed bund will screen bypass from building
		Holy Trinity Church, Cerney Wick (Grade II)	370m from bypass	No effect	Proposed bund will screen bypass from church
		Ivy Cottage, Cerney Wick (Grade II)	410m from bypass	No effect	Proposed bund will partially screen bypass from buildings
		Barn 30m east of Ivy Cottage (Grade II)	400m from bypass	No effect	
		Stones Farmhouse, Cerney Wick (Grade II)	450m from bypass	No effect	
		Cerney Wick Farmhouse (Grade II)	490m from bypass	No effect	
		North Meadow Boundary Stones (Grade II)	No change to existing trunk road in vicinity of North Meadow	No change	The Boundary Stones lie within North Meadow (SSSI and NNA). The effect of the scheme on North Meadow is covered elsewhere

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## ASSESSMENT FRAMEWORK

### GROUP 4 : POLICIES FOR CONSERVING AND ENHANCING THE AREA (CONTD)

POLICY	AUTHORITY	INTEREST	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
To protect sites of Archaeological and Historic Interest	English Heritage Department of Environment Wiltshire County Council Gloucestershire County Council North Wiltshire District Council	Upper Thames Area of Special Archaeological significance	Approximately 70% of the bypass passes through this area	No change	Area identified by cropmark complexes more or less continuous between Ashton Keynes and Inglesham. Features relate to later prehistoric and Romano-British periods
		AM 899	Site crossed by bypass on embankment and amenity bund	No change	Complex cropmark sites representing late prehistoric and Romano-British settlements. Archaeological investigation has confirmed interest is of high importance. Mitigation measures to be agreed with English Heritage
		AM 900	Edge of site affected by new link road generally on slight embankment	No change	
		AM655 Latton Cross	140m from bypass	In junction bellmouth adjacent to existing trunk road	Wayside or preaching cross of medieval origin. Also a Grade II listed building
		Site of archaeological finds including flint and a copper alloy disc with gold threading opposite the Horse & Groom PH	Edge of site crossed by bypass on slight embankment	No change	A great deal of previously unknown information was recovered about this site from the archaeological survey. It is considered to be of high importance. Discussions with English Heritage will take place with a view to allowing rescue archaeology prior to road construction.
		WCC SMR SU09NE 625	Edge of site crossed by bypass on embankment	No change	Ring ditch west of Manor Farm of uncertain date, probably a ploughed out barrow of Bronze Age date. Considered to be of high importance. Discussions with English Heritage will take place with a view to allowing rescue archaeology prior to road construction.
		Site adjacent to AM 899 and WCC SMR SU 09 NE 621	Site crossed by Bypass on embankment	No change	Route passes close to elongated ring ditch immediately north of AM899. The results of the archaeological investigations, including discovery of a discord scraper, have provided a Late Neolithic - Early Bronze Age date for the site but have failed to reveal much about its function. Mitigation measures to be agreed with English Heritage

# A419 LATTON BYPASS

## ASSESSMENT FRAMEWORK

### GROUP 4 : POLICIES FOR CONSERVING AND ENHANCING THE AREA (CONTD)

POLICY	AUTHORITY	INTEREST	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
To protect sites of Archaeological and Historic Interest (Continued)	English Heritage Department of Environment Wiltshire County Council Gloucestershire County Council North Wiltshire District Council	OS Parcel Nos 2029/3220 Ermin Street and associated deposits including Roman gravel quarry pits	Site crossed by bypass on slight embankment and amenity bund	No change	A site containing post medieval road surfaces and Roman gravel quarry pits. It is considered to be of high importance. Discussions with English Heritage will take place with a view to allowing rescue archaeology prior to road construction
To protect areas of importance for nature conservation	Department of Environment English Nature Wiltshire County Council Gloucestershire County Council Wiltshire Trust for Nature Conservation Gloucestershire Trust for Nature Conservation	Wildmoorway Meadows SSSI	350m from bypass  170m from improved section of Spine Road  No direct effect	No change	The site consists of a number of old unimproved meadows which traditionally have been managed by grazing and cutting for hay. Together they form the largest remaining example of unimproved neutral grassland in south-east Gloucestershire
		North Meadow SSSI & NNR	No change to adjacent trunk road  120m from improved highway associated with Marston Meysey junction  New slip road at Marston Meysey junction passes within 20m of River Churn  No direct effect	No change	The site is a traditionally managed hay meadow with a rich flora which includes the largest British population of snakeshead fritillary. The meadow is 'lammas land' grazed in common between 12 August and 12 February each year and cut for hay no earlier than 1 July. This pattern of land use has existed for centuries, helping to maintain a rich grassland flora
		River Churn and river water-dropwort	Bypass passes within 60m of River Churn  New slip road at Marston Meysey junction passes within 20m of River Churn  No direct effect	No change	The River Churn is of County Importance due primarily to its diverse aquatic communities. River water-dropwort is a nationally scarce species which has been found in the sections of the Churn between Cerney Wick & The Basin and adjacent to Weavers Bridge.
		Active badger setts	Bypass and earthworks for the Basin overbridge will necessitate infilling of outlier sett. No direct effect on main sett complex although works terminate immediately adjacent thereto	No change	The Badgers will be relocated prior to construction of the bypass. The setts are considered to be of local importance

# A419 LATTON BYPASS

## ASSESSMENT FRAMEWORK

### GROUP 4 : POLICIES FOR CONSERVING AND ENHANCING THE AREA (CONTD)

POLICY	AUTHORITY	INTEREST	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
To protect areas of importance for nature conservation (continued)	Department of Environment English Nature Wiltshire County Council Gloucestershire County Council Wiltshire Trust for Nature Conservation Gloucestershire Trust for Nature Conservation	Large arable field between Spine Road and Creamery	Site crossed by bypass and slip roads associated with the Spine Road junction	No change	Areas identified by Wiltshire Ornithological Society as feeding grounds for certain birds. Of local importance
		Field adjacent to disused canal, between CWS Creamery and Cerney Wick road	Site crossed by route and amenity bund Edge of field taken for Cerney Wick overbridge	No change	
		Disused canal	Minimum 40m from bypass	No change	Provides a wildlife corridor and supports a diverse aquatic community. Of local importance.
		Field drains and ditches	5 crossed by route	No change	As above
		Hook Corner	300 sq.m. of woodland will be taken	5m from existing A419(T) No change	A small rookery of local importance is located in the woodland
Recreation and tourist facilities will normally be permitted in the Cotswold Water Park, where they do not adversely affect the amenities of the area or give rise to a traffic hazard	Wiltshire County Council Gloucestershire County Council North Wiltshire District Council Cotswold District Council	Large field between Spine Road and Creamery and land opposite Fosse Farm adjoining Spine Road	11 ha of relevant land is required for the construction of the bypass  All of the relevant land will be within 300m of the new works	No effect	Access to the Cotswold Water Park will be facilitated by the proposed Spine Road junction
The use for recreational purposes, where possible, of lengths of disused canal will be encouraged	Wiltshire County Council North Wiltshire District Council	Disused Thames and Severn Canal	Bypass crosses the line of the old canal just north of Mill House	For restoration, a bridge under the existing A419 would be required	Disused canal has been infilled in places and no longer has navigable rights  Current proposals do not preclude restoration of the canal
Landscape Policies in Wiltshire Landscape Local Plan	Wiltshire County Council	To maintain the diversity and, where necessary, to improve the quality of Wiltshire's Landscape	Landscape proposals will reduce the impact of the scheme both within the broad context of the existing landscape character and with respect to local views, particularly from properties	No change	

# **A419 LATTON BYPASS**

## **ASSESSMENT FRAMEWORK**

### **GROUP 5 : TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES**

<b>POLICY</b>	<b>AUTHORITY</b>	<b>INTEREST</b>	<b>PUBLISHED ROUTE</b>	<b>DO MINIMUM</b>	<b>COMMENTS</b>
To improve the A419 Trunk Road between Latton and the Wiltshire/Gloucestershire County Boundary	Department of Transport Wiltshire County Council North Wiltshire District Council	To facilitate the movement of people and goods	Significant improvement in journey times	Increasing delays to trunk road traffic can be expected	Roads for Prosperity and Trunk Roads, England into the 1990's by DTP refer
		To remove through traffic from the village of Latton	Construction of the bypass is predicted to lead to a reduction in traffic on the existing A419 of over 90% in the year of opening	Traffic growth on existing roads will worsen existing situation	WCC policy T1A refers NWDC policy T5 refers
		To improve road safety	Existing trunk road including at grade crossroad and priority junctions, gaps in the central reserve and onto which direct access from properties exists will be bypassed/improved	Traffic growth on existing roads will worsen existing situation	
To improve the A419 Trunk Road between Cirencester and the Wiltshire/Gloucestershire County Boundary	Department of Transport Gloucestershire County Council Cotswold District Council	To facilitate the movement of people and goods	Significant improvement in journey times	Increasing delays to trunk road traffic can be expected	Roads for Prosperity and Trunk Roads, England into the 1990's by DTP refer
		To improve road safety	Existing trunk road onto which direct access from a number of properties exists will be bypassed. Existing Driffield Crossroads junction will be bypassed	Traffic growth on existing roads will worsen existing situation	GCC policy T2B refers
To improve the class 3 road connecting the A417 and the A419(T) via Whetford and Kempstord	Wiltshire County Council Gloucestershire County Council	To function as a primary distribution route for minerals and recreational traffic	Grade separation of the A419(T)/C124 junction will improve road safety and facilitate traffic movement on this route	Traffic growth on existing roads will lead to an increase in congestion and the number of accidents at the existing A419(T)/C124 junction	GCC policy T2 refers Wiltshire Minerals Local Plan Policy 28 refers
To promote, as principal access roads to the Cotswold Water Park: i) The B4696 Spine Road via A419(T) or B4040 for the Ashton Keynes section ii) The A419(T), A417 and A361 for the Fairford-Lechlade section	Wiltshire County Council Gloucestershire County Council	To encourage traffic to use the promoted routes	Grade separation of the A419(T)/B4696 junction will facilitate traffic movement on the promoted routes	Traffic growth on existing roads will lead to an increase in congestion and the number of accidents at the existing A419(T)/B4696 junction	Wiltshire Minerals Local Plan Policy 27 refers



# A419 LATTON BYPASS

## ASSESSMENT FRAMEWORK

### GROUP 5 : TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES (CONTINUED)

POLICY	AUTHORITY	INTEREST	PUBLISHED ROUTE	DO MINIMUM	COMMENTS
To maintain reserves of sharp sand and gravel at a level sufficient for at least 10 years, normally sought within the boundaries of the Colswold Water Park	Wiltshire County Council Gloucestershire County Council	Extensive gravel deposits underlying the route	10 Ha of relevant land required for construction of the bypass	No effect	Minerals will be sterilised by the line of the proposed bypass WCC policies M1A and M6 refer Wiltshire Minerals Local Plan policies 2 and 3 refer GCC policies M1, M3 and M10 refer

# A419 LATTON BYPASS

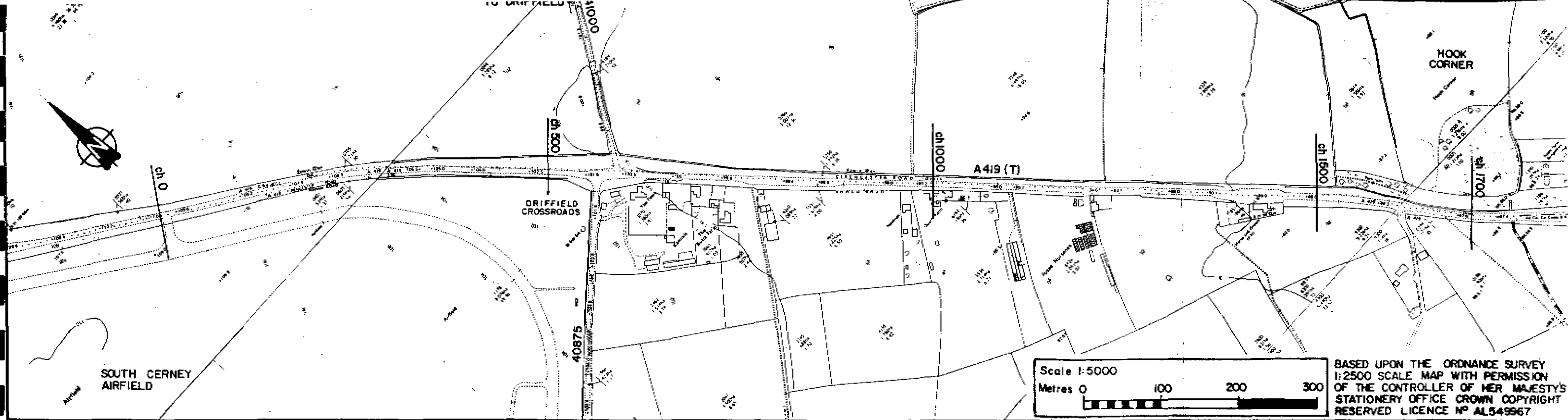
## ASSESSMENT FRAMEWORK

### GROUP 6 : FINANCIAL EFFECTS

SUB GROUP	INTEREST	UNITS	PUBLISHED ROUTE		DO MINIMUM	COMMENTS
Department of Transport	Construction costs	£m(PVC)	£9.817		-	Costs are discounted from years of expected expenditure to 1988 at 1988 prices (PVC = present value of costs. PVB = present value of benefits. NPV = net present value)
	Land costs	£m(PVC)	£0.963		-	
	Maintenance costs	£m(PVC)	£0.212		-	Excess maintenance cost due to additional length of road
	Total costs	£m(PVC)	£10.992		-	
Total Quantified Monetary Benefits		£m(PVB)	High	Low	-	Includes savings in time vehicle operating costs and accidents taken from Group 1
			25.476	13.654		
Net Present Value Compared to 'Do-Minimum'		£m(NPV)	High	Low	-	
			14.484	2.662		

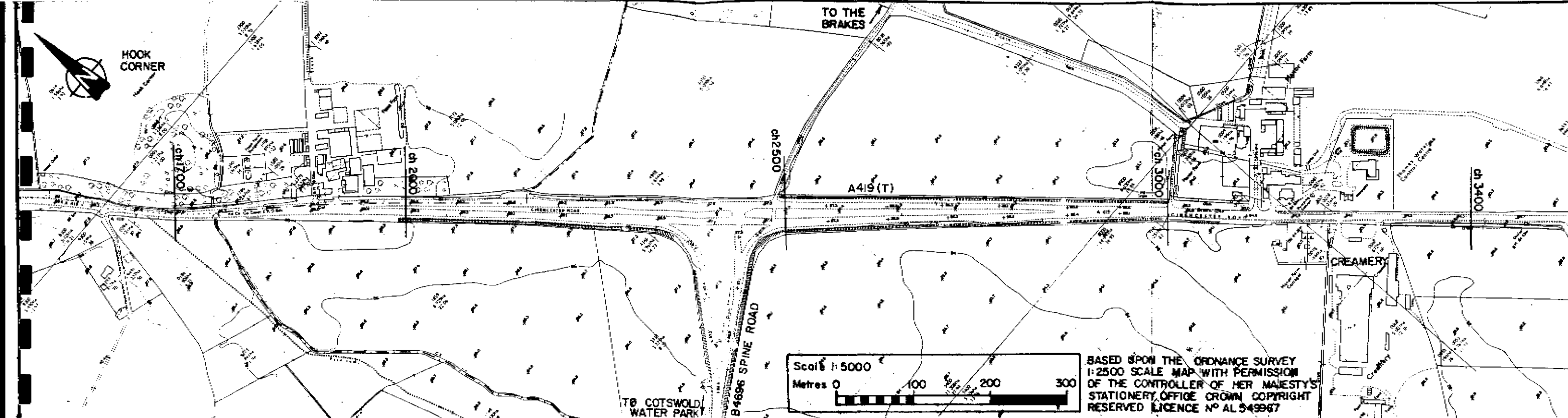
4 25.476  
 6 13.654  
 101.190  
 61.924  
183.114

NPV  
 14.484  
 2.662  
 57.936  
 15.972  
73.908



Carriageway widths	7.3m CARRIAGEWAY
To North East	NONE PRESENT
Footways	NONE PRESENT
To South West	NONE PRESENT
Speed restrictions	SUBJECT TO NATIONAL SPEED LIMIT
Street lighting	UNLIT
Access direct onto the trunk road (North)	* UNCLASSIFIED ROAD 41000 * FIELD ACCESS * FIELD ACCESS * FIELD ACCESS
Access direct onto the trunk road (South)	* NORTHMOOR LANE UNCLASSIFIED ROAD 40875 * THE BUTTS FARM * FIELD ACCESS * FOSSELEIGH FIELD ACCESS * QUARRY FARM * FOSSE NURSERIES * HORSE AND GROOM PH * FIELD ACCESS * SISTERS FARM * FIELD ACCESS
Personal Injury Accidents 1986-1990 △ Fatal □ Serious ○ Slight	○ ○ ○ □ ○ ○    □ □ ○ ○    ○ ○    ○ □ ○    □ ○
Chainage (metres)	100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700

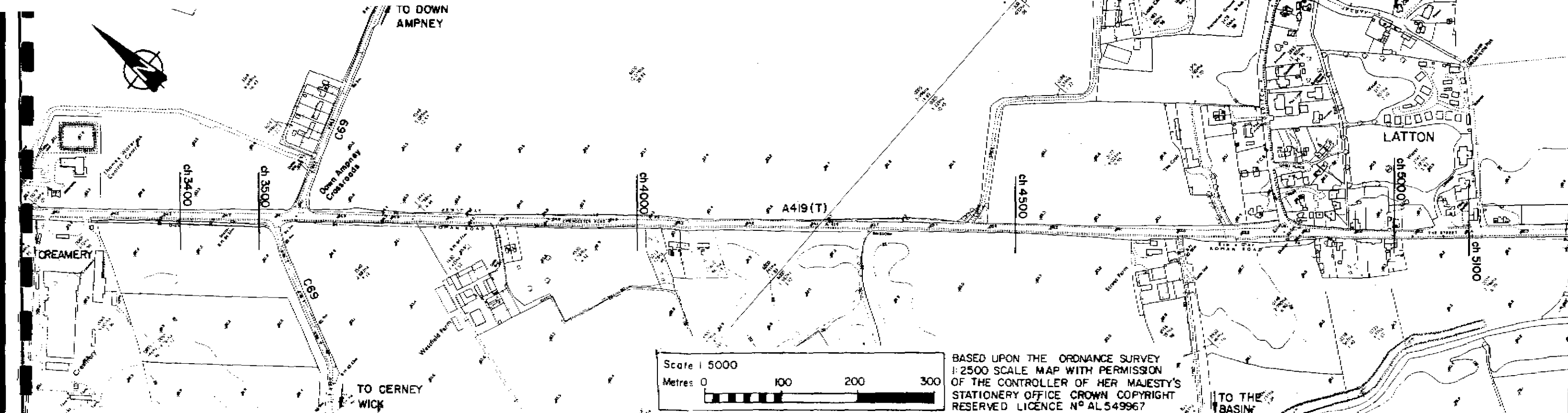
A 419 EXISTING TRUNK ROAD STANDARDS. SOUTH CERNEY AIRFIELD TO HOOK CORNER.



Carriageway width	TAPER																		DUAL 7.3m CARRIAGEWAY WITH MARGINAL STRIPS																		TAPER																		7.3m CARRIAGEWAY																																																																							
Footways	To North East																		NONE PRESENT																		1m WIDE																		NONE																																																																							
	To South West																		NONE PRESENT																		1m WIDE																																																																																									
Speed restrictions	SUBJECT TO NATIONAL SPEED LIMIT																																																																																																																													
Street lighting	UNLIT																		LIT																		UNLIT																																																																																									
Access direct onto the trunk road (North)	FOSSE FARM BUNGALOWS																		FOSSE FARM																		FIELD ACCESS																		THE BRAKES																		FIELD ACCESS																		MANOR FARM																		PUMPING STATION																	
Access direct onto the trunk road (South)																			FIELD ACCESS																		B 4696 SPINE ROAD																		FIELD ACCESS																		FIELD ACCESS																		MANOR FARM COTTAGES																		CREAMERY																	
Personal Injury Accidents 1985-1990																			○																		○○○○○ ○○○○○ □□ △																		○○○ ○○○ □																		○																		○ □ △																																			
Chainage (metres)	1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200 3300 3400																																																																																																																													

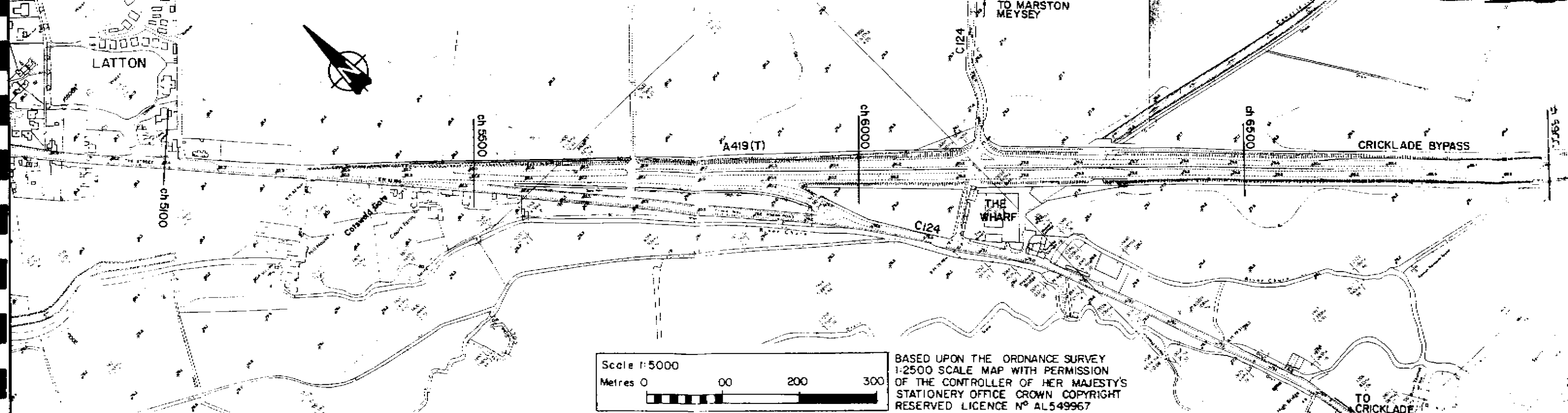


A 419 EXISTING TRUNK ROAD STANDARDS. HOOK CORNER TO THE CREAMERY.



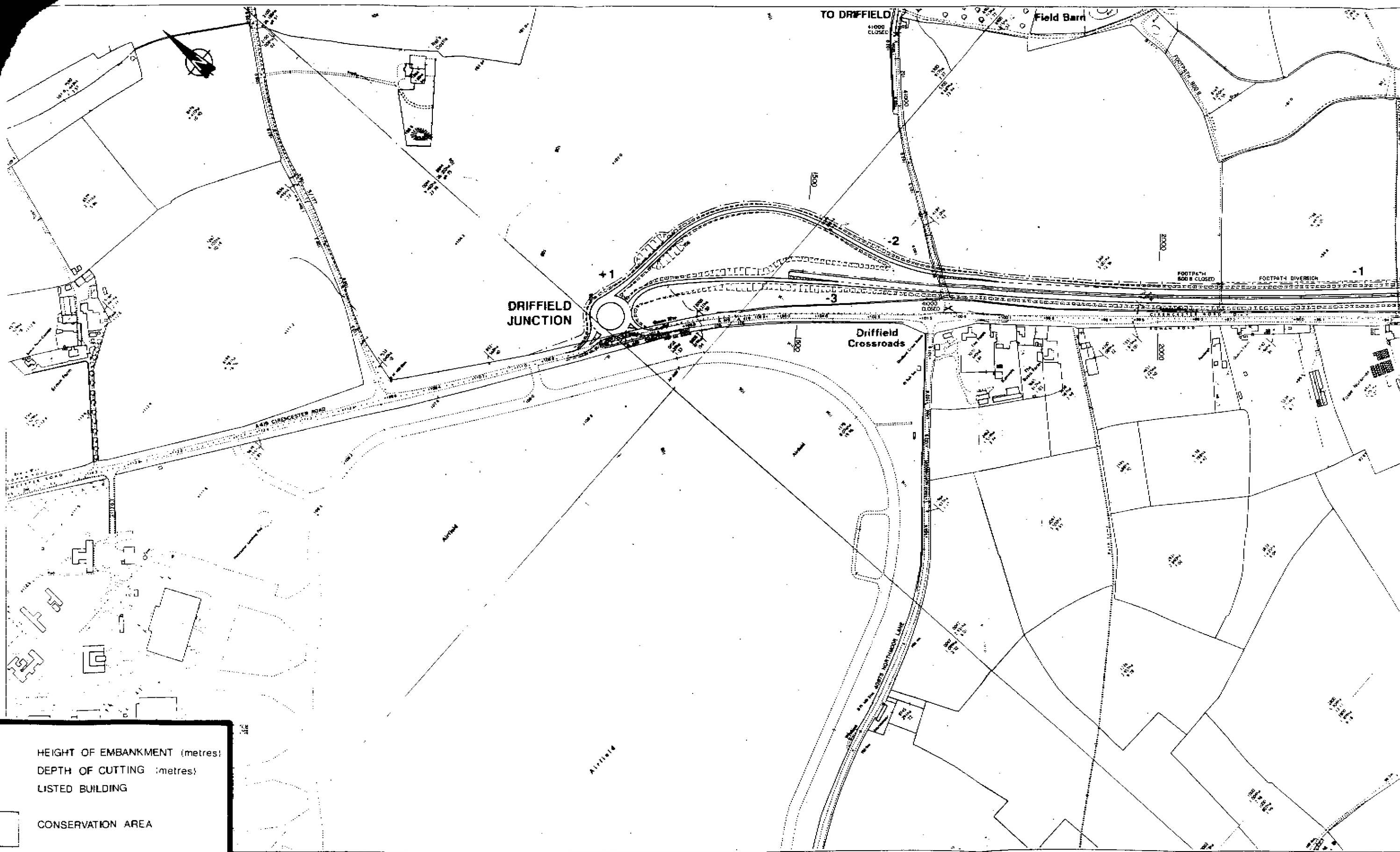
Carriageway width	7.3m CARRIAGEWAY																				
Footways	To North East	NONE	1m WIDE	NONE												1.5m to 2m WIDE					
	To South West	1m WIDE																			
Speed restrictions	SUBJECT TO NATIONAL SPEED LIMIT												50 M.P.H.								
Street lighting	UNLIT												LIT								
Access direct onto the trunk road (North)	C69 TO DOWN AMPNEY			FIELD ACCESS		FIELD ACCESS		CROFT LANE UNCLASSIFIED ROAD			FIELD ACCESS		THE CROFT	GOSDITCH UNCLASSIFIED ROAD		No. 53 THE STREET		LATTON FILLING STATION			
Access direct onto the trunk road (South)	C69 TO CERNEY WICK			WESTFIELD FARM		1 TO 4 CIRENCESTER ROAD			FIELD ACCESS		FIELD ACCESS	STREET FARM		THE BASIN COTTAGE	4 TO 8 THE STREET			FIELD ACCESS			
Personal Injury Accidents 1986-1990	○○○ ○○○			○○○ □ △		△													○○○ ○○○ ○○○ □		
Chainage (metres)	3400	3500	3600	3700	3800	3900	4000	4100	4200	4300	4400	4500	4600	4700	4800	4900	5000	5100			

A 419 EXISTING TRUNK ROAD STANDARDS. THE CREAMERY TO LATTON VILLAGE

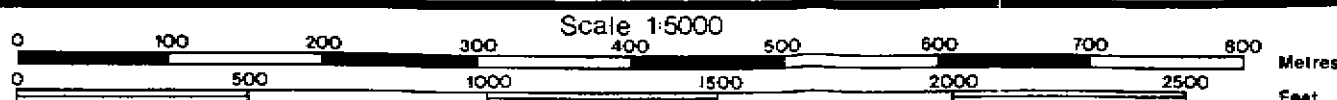


Carriageway width	7.3m	TAPER	DUAL 7.3m CARRIAGEWAY WITH MARGINAL STRIPS
Footways	3m WIDE	1m WIDE	NONE PRESENT
Speed restrictions	50 M.P.H		SUBJECT TO NATIONAL SPEED LIMIT
Street lighting	LIT		UNLIT
Access direct onto the trunk road (North)	x Lake Louise Mobile Home Park	x 62 THE STREET	x LERTOLL WELL
Access direct onto the trunk road (South)		x MILL HOUSE	x COURT FARM
Personal Injury Accidents 1986-1990			
Chainage (metres)	5100	5200	5300

A419 EXISTING TRUNK ROAD STANDARDS. LATTON VILLAGE TO THE WHARF.

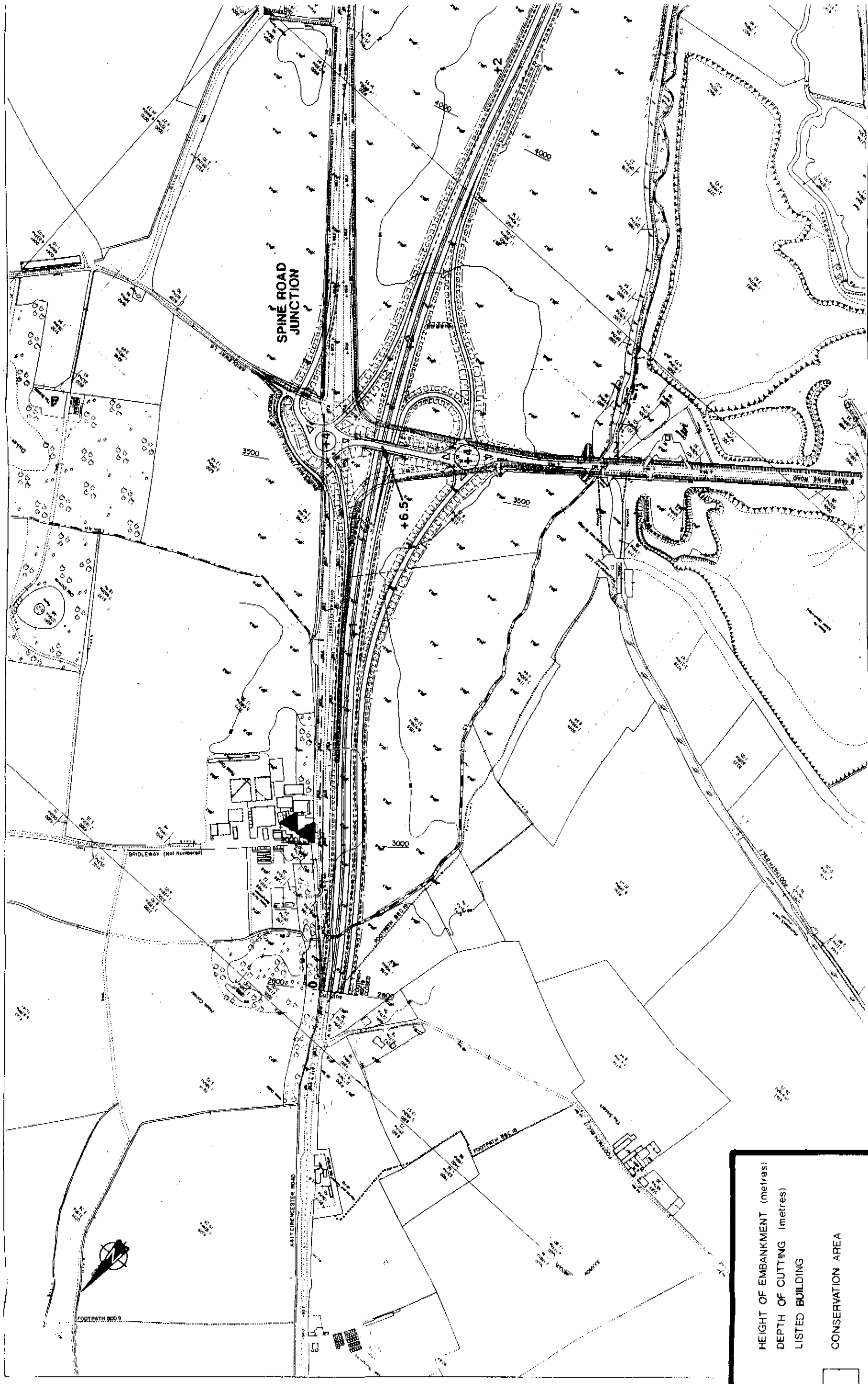


- KEY**
- +2 HEIGHT OF EMBANKMENT (metres)
  - 2 DEPTH OF CUTTING (metres)
  - ▲ LISTED BUILDING
  - CONSERVATION AREA
  - ▨ SCHEDULED ANCIENT MONUMENT





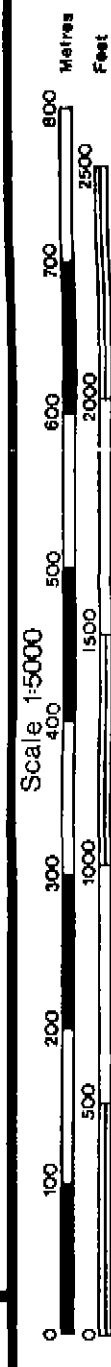


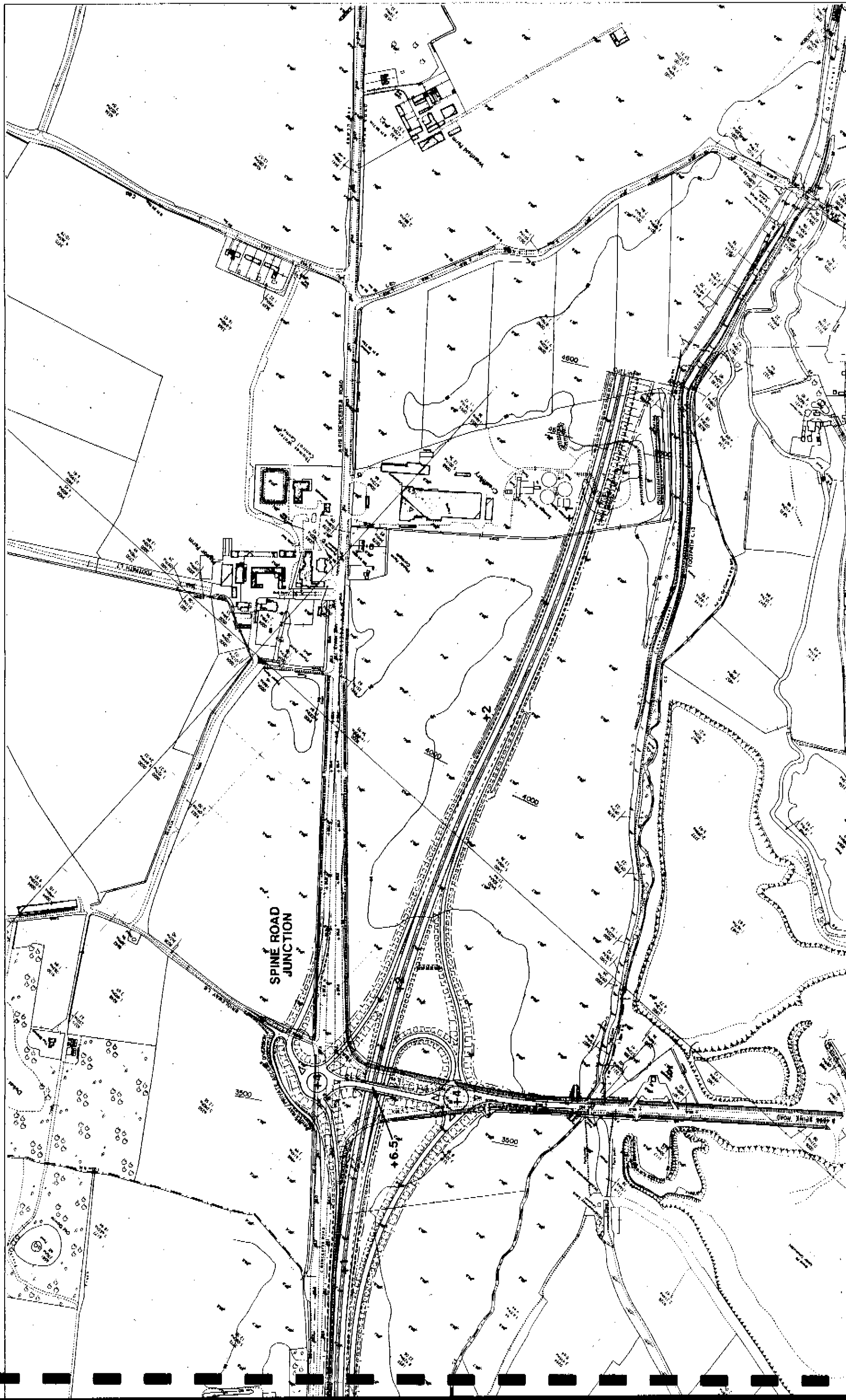


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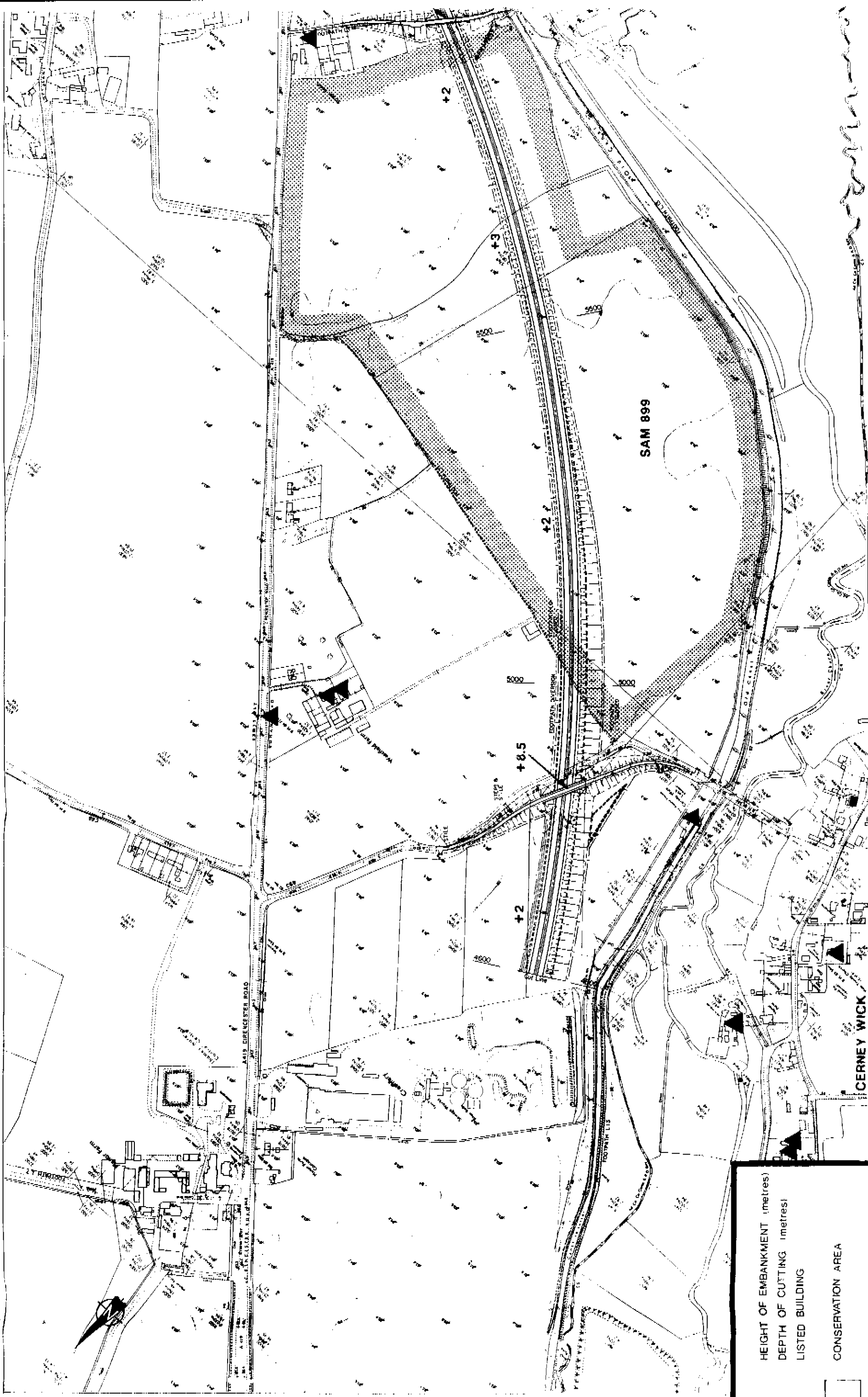
- +2 HEIGHT OF EMBANKMENT (metres)
- 2 DEPTH OF CUTTING (metres)
- ▲ LISTED BUILDING
- CONSERVATION AREA
- SCHEDULED ANCIENT MONUMENT

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A419 LATTON BYPASS - PUBLISHED ROUTE



**KEY**

- +2 HEIGHT OF EMBANKMENT (metres)
- 2 DEPTH OF CUTTING (metres)
- ▲ LISTED BUILDING
- CONSERVATION AREA
- SCHEDULED ANCIENT MONUMENT

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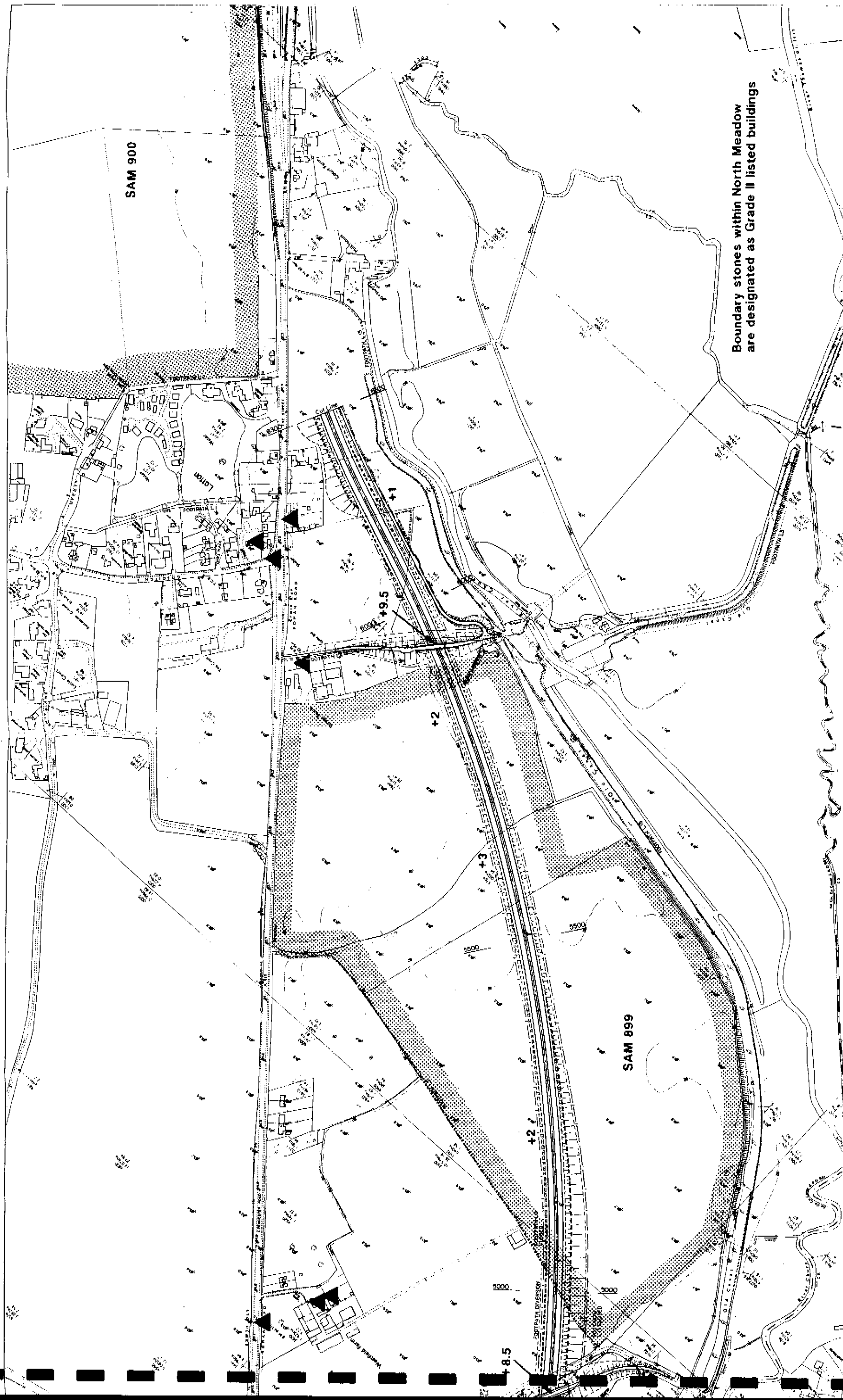
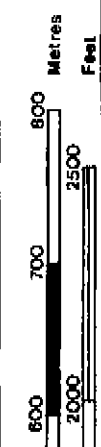
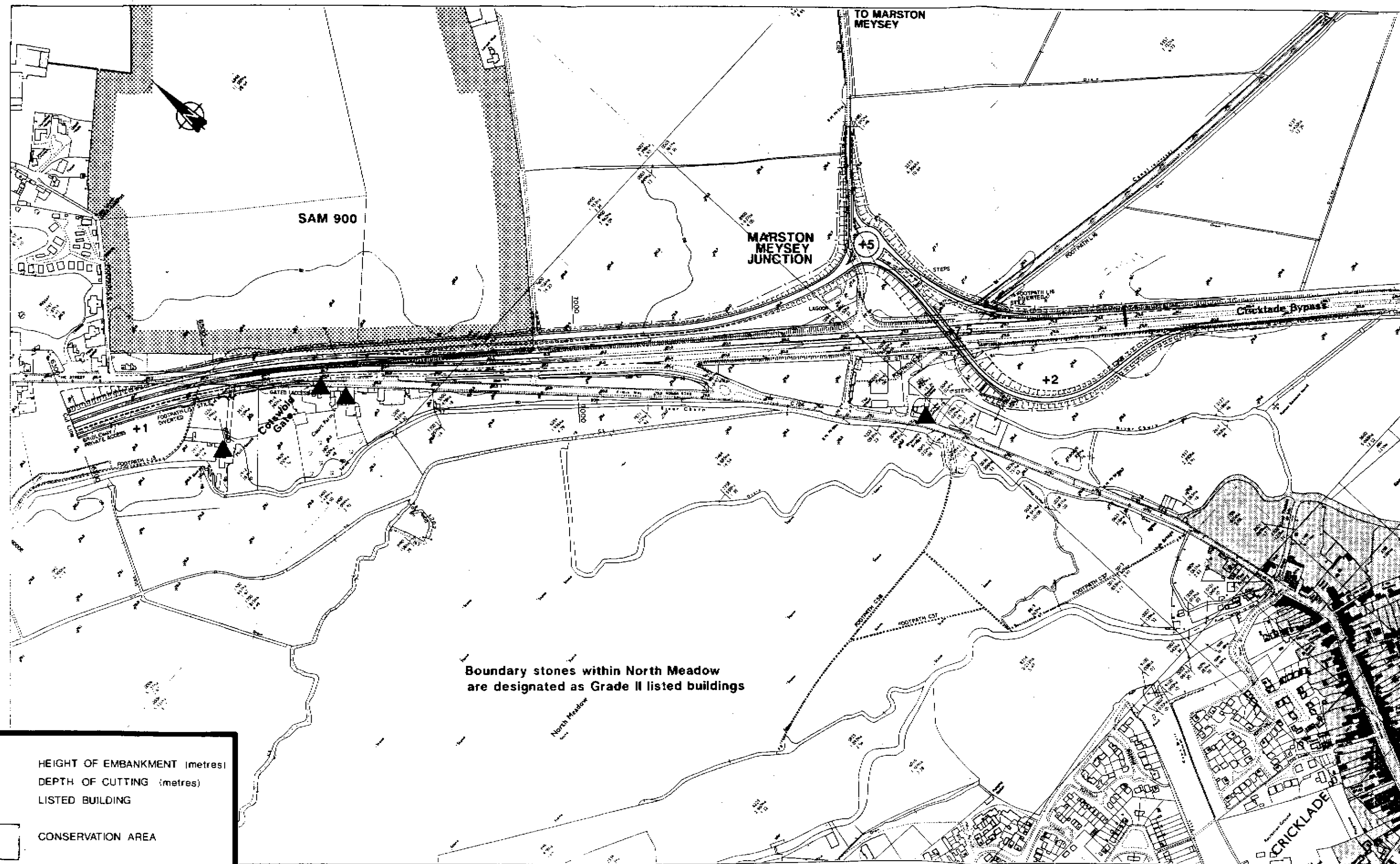


FIGURE 3c

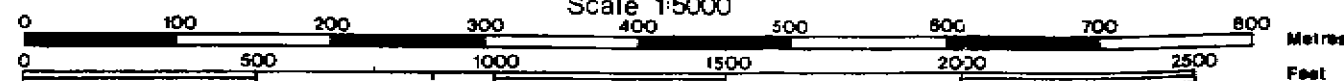
A419 LATTON BYPASS - PUBLISHED ROUTE





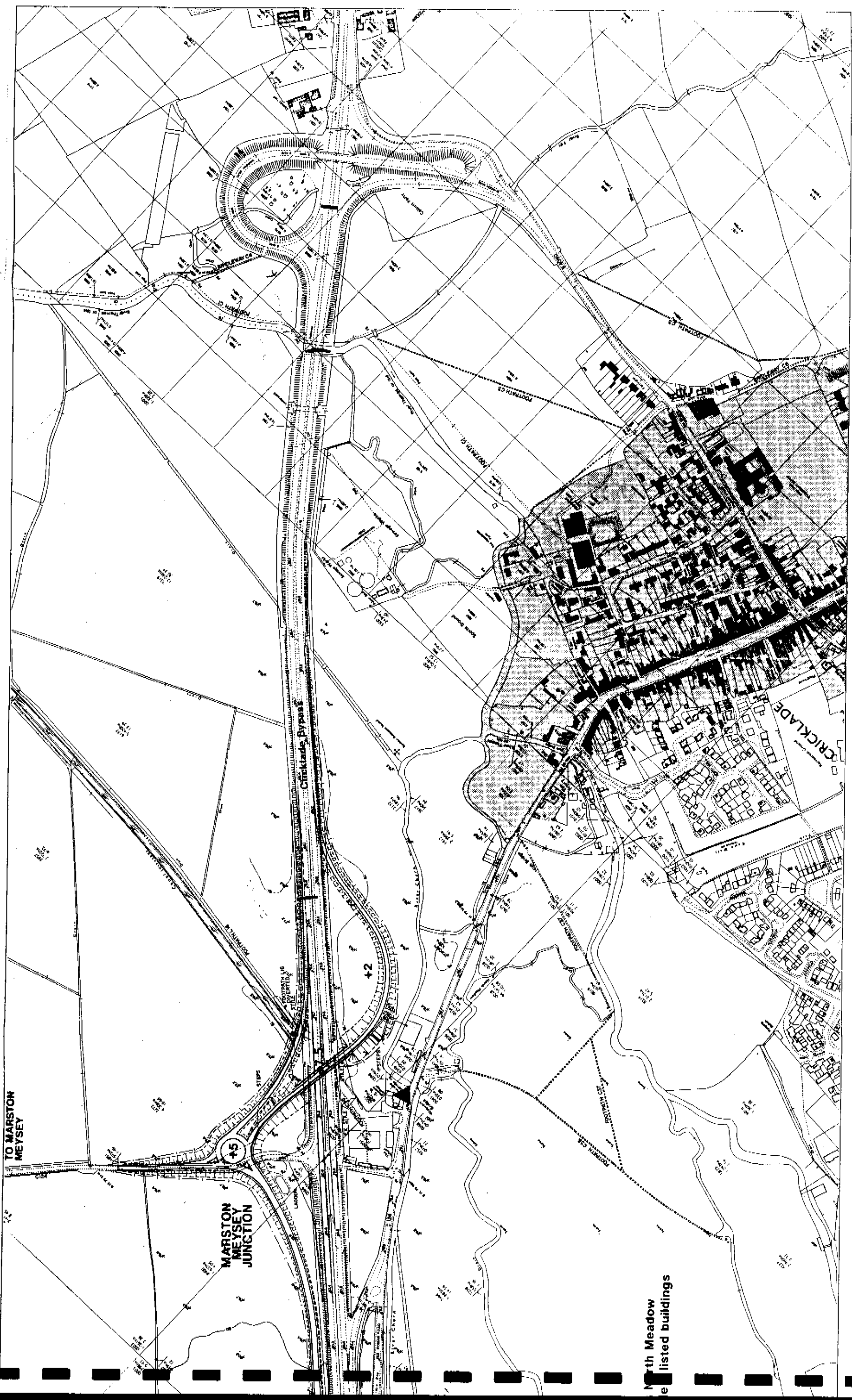
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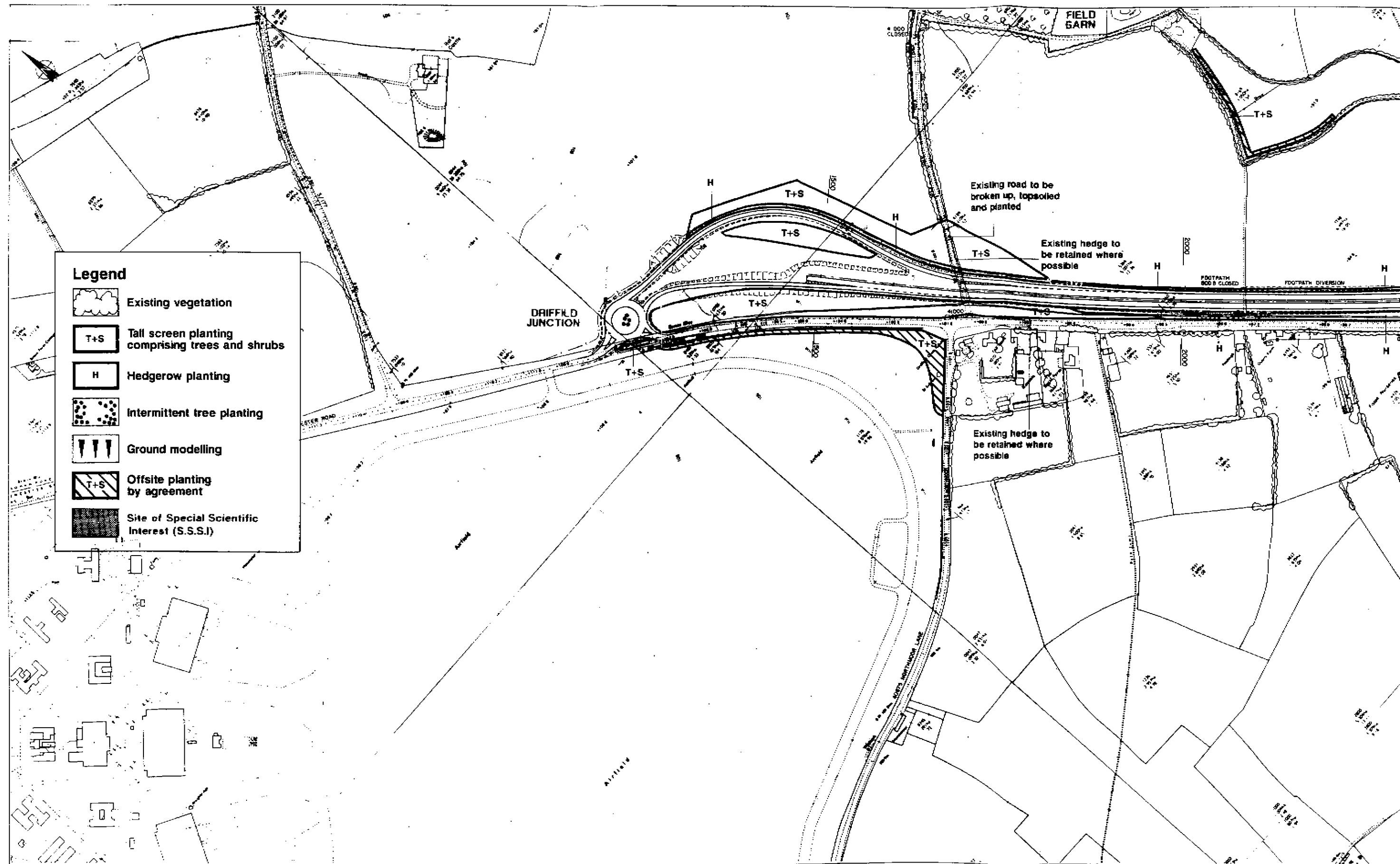
- +2 HEIGHT OF EMBANKMENT (metres)
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- CONSERVATION AREA
- SCHEDULED ANCIENT MONUMENT












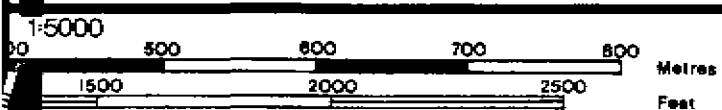
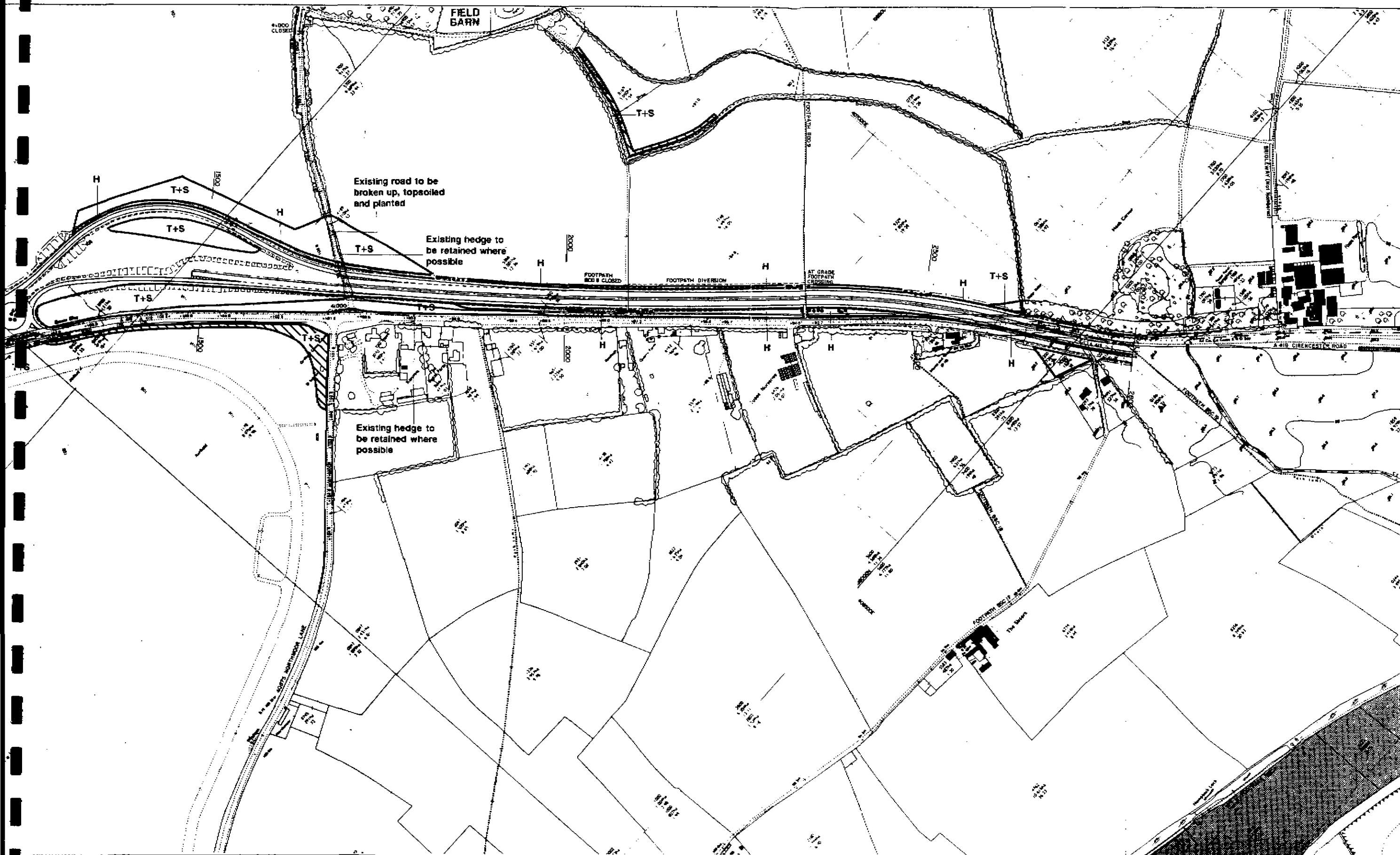
SHEET 2 OF 2





**Legend**

-  Existing vegetation
-  Tall screen planting comprising trees and shrubs
-  Hedgerow planting
-  Intermittent tree planting
-  Ground modelling
-  Offsite planting by agreement
-  Site of Special Scientific Interest (S.S.S.I.)

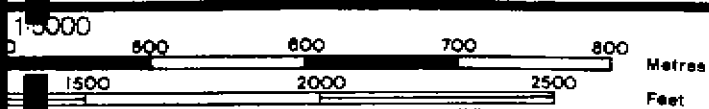
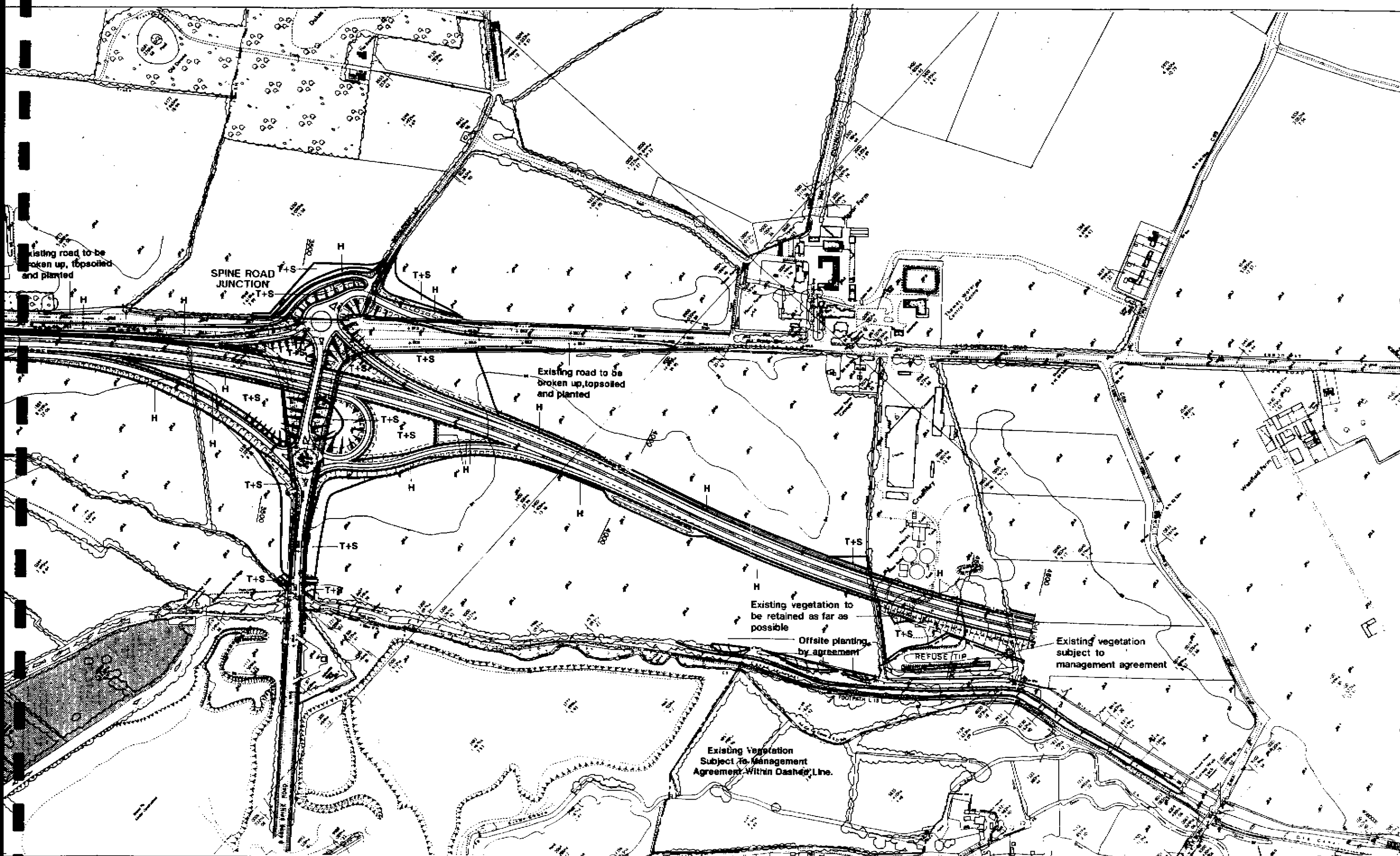


# A419 LATTON BYPASS - LANDSCAPE PROPOSALS

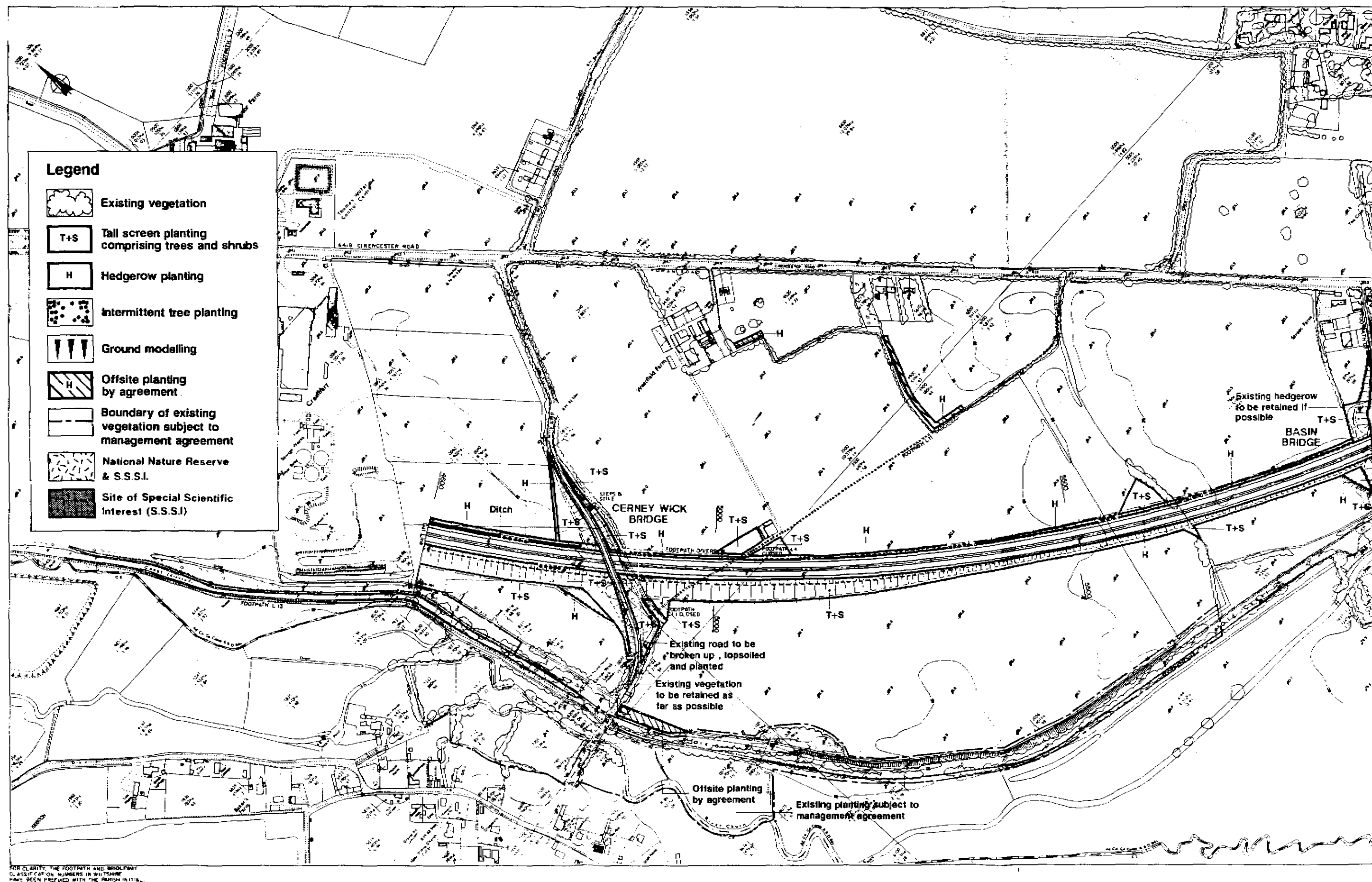
FIGURE 4a

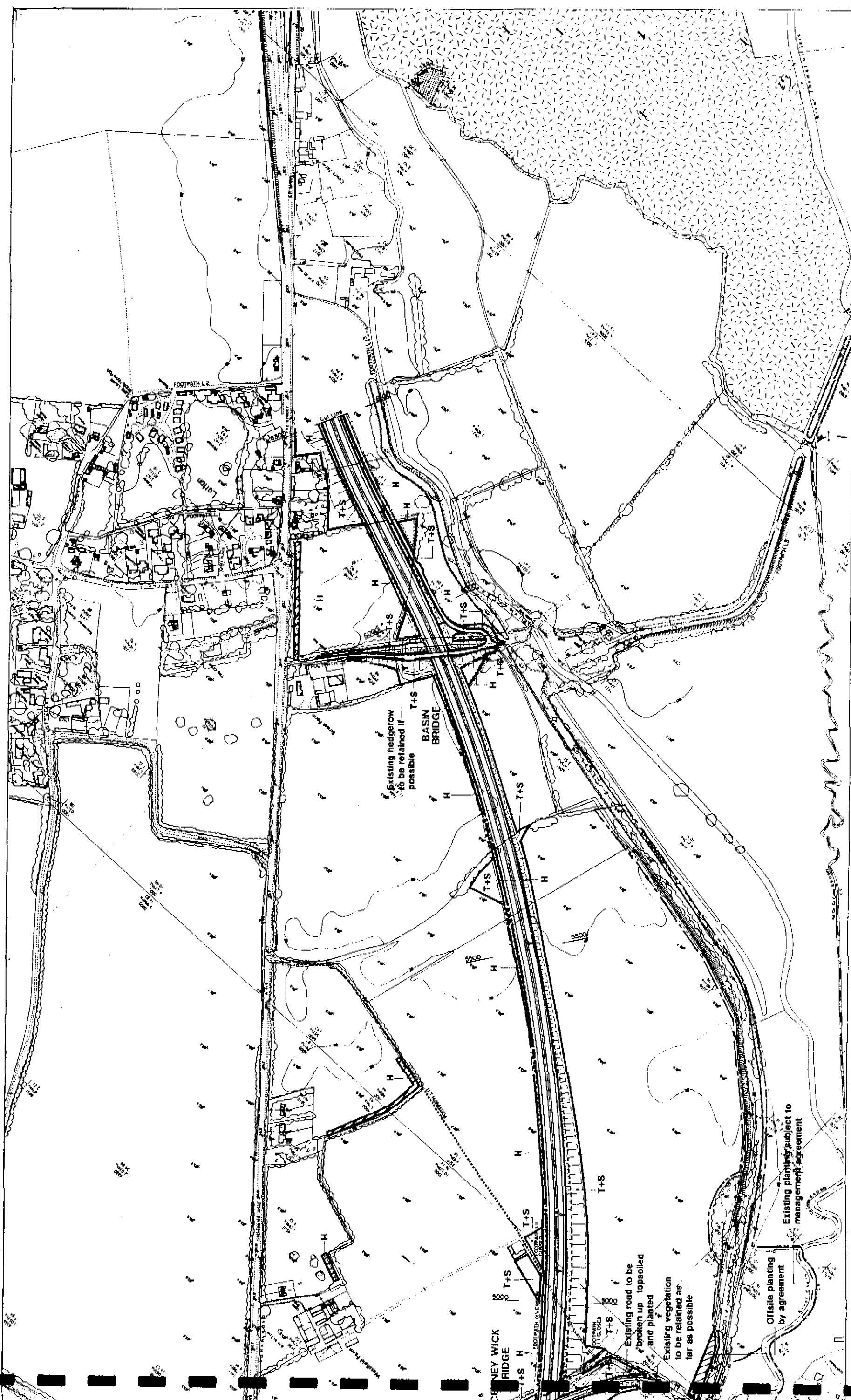






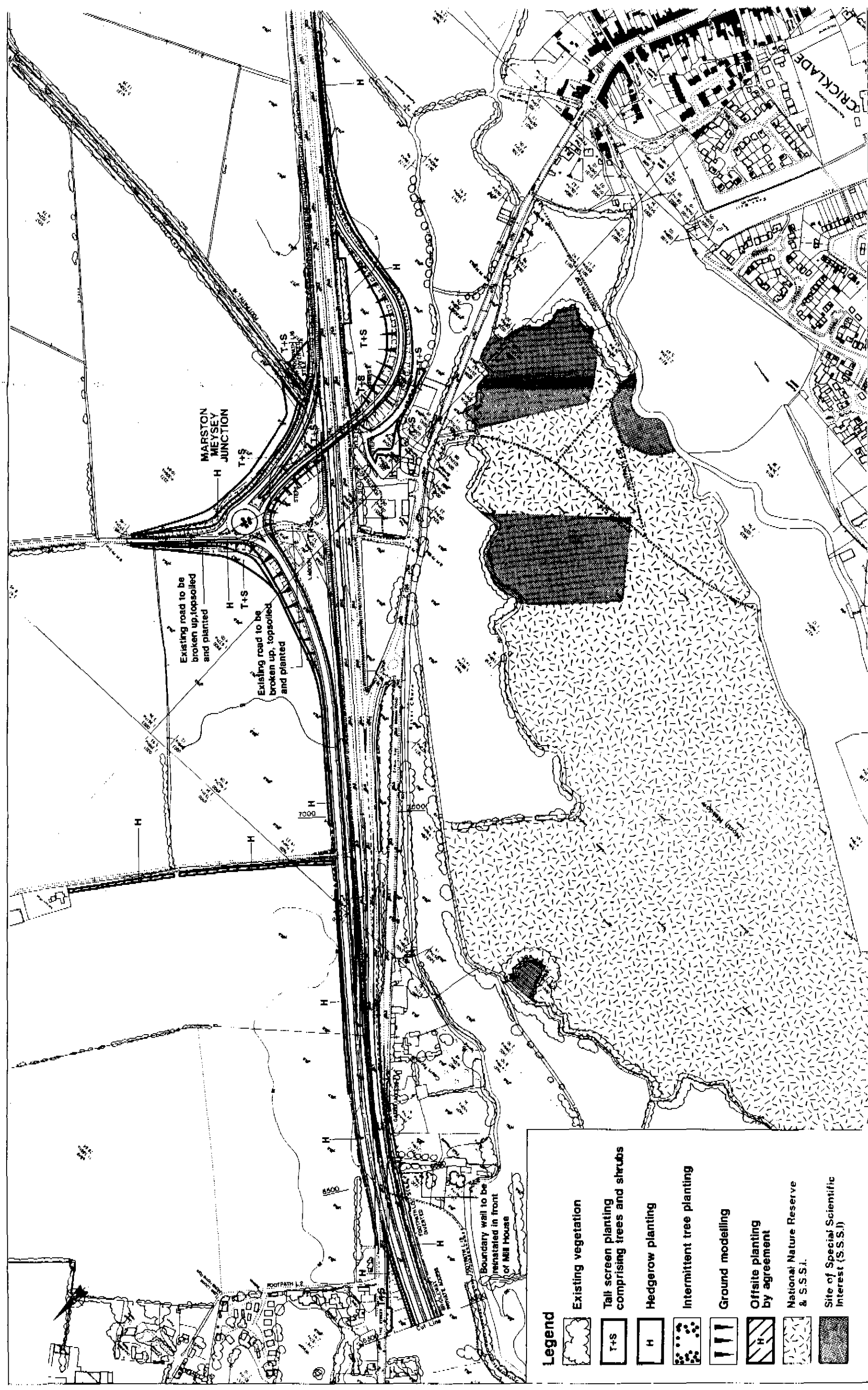
# A419 LATTON BYPASS - LANDSCAPE PROPOSALS



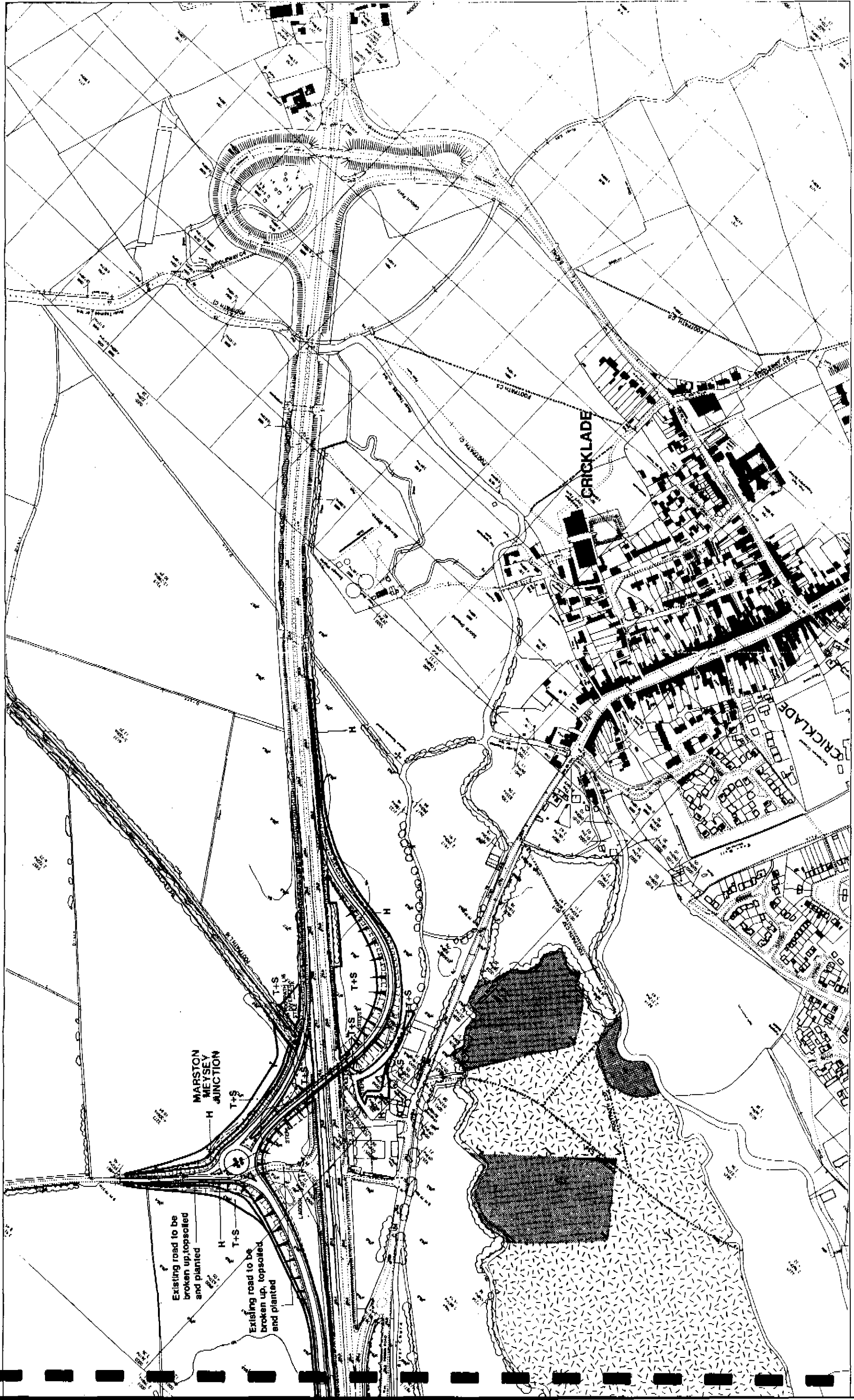


**A419 LATTION BYPASS - LANDSCAPE PROPOSALS**





SHEET 2 OF 4



A419 LATTON BYPASS - LANDSCAPE PROPOSALS





UNCLASSIFIED

TOLLGATE HOUSE

HA 044/027/000577 1

ENVIRONMENT & LANDSCAPE  
Environmental Statement

08/04/2001 15:07:58

# A419 LATTON BYPASS – ENVIRONMENTAL STATEMENT 03/92



#HA 44/27/577# 1#