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DEPARTMENT OF TRANSPORT
EASTERN REGIONAL OFFICE

A41 LONDON-BIRMINGHAM TRUNK ROAD
ASTON CLINTON BYPASS

ENVIRONMENTAL STATEMENT
AUGUST 1989

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EASTERN REGIONAL OFFICE
BEDFORD

A41 LONDON - BIRMINGHAM TRUNK ROAD
ASTON CLINTON BYPASS

ENVIRONMENTAL STATEMENT

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A Non-Technical Summary of the main features of the Published Scheme is available as a separate document.

1.0 INTRODUCTION

- 1.1 This Environmental Statement (ES) summarises an assessment of the environmental effects of the Published Route for the A41 Aston Clinton Bypass in accordance with sub-section 105 of the Highways Act 1980, as amended by the Highways (Assessment of Environmental Effects) Regulations 1988 (SI No. 1241) in July 1988.
- 1.2 The Regulations implement the provisions of the EEC Directive on Environmental Assessment (85/337/EEC) in respect of trunk roads.
- 1.3 This ES is placed on deposit with all the draft Orders and made available as specified for all draft Orders in Schedule 1 of the Highways Act, to ensure that the public concerned are given an opportunity to express an opinion before the project is initiated. Comments can be made to the Department of Transport, Eastern Regional Office, Heron House, 49-51 Goldington Road, Bedford, MK40 3LL.

2.0 DESCRIPTION OF THE PUBLISHED SCHEME

Location

- 2.1 Aston Clinton (population c.3250) lies on the A41 Trunk Road, 5km east of Aylesbury, as is shown on the location map, Figure 1. The Upper and Lower Icknield Way (B488, and B489) and A4011 abut the A41 at Aston Clinton and form a north-east/south-west route between the Luton-Dunstable area and Wendover-Princes Risborough. The length of the A41 proposed to be bypassed begins just east of Aylesbury and ends at the western end of Tring bypass, which was itself opened to traffic in 1975. The A41 is to be improved east of Tring bypass with the construction of the Kings Langley and Berkhamsted bypasses (programmed for the early 1990s) which will provide a high standard route connecting to the M25. The scheme entered the national roads programme in 1985, listed for construction after April 1989.

Background

- 2.2 As far back as 1937, a Public Inquiry was held to consider a scheme for widening and improving the section of the A41 through the village of Aston Clinton. A scheme for a three lane road was approved under the Restriction of Ribbon Development Act and subsequent development in the village was related to this improvement line.
- 2.3 No works were carried out, however, and in 1956 it was decided that a dual carriageway would be required to deal with the expected traffic flow. The then Minister of Transport agreed to the need for a bypass rather than the on-line dual carriageway improvement, and instructed Buckinghamshire County Council to prepare such a scheme.
- 2.4 In October 1958 draft Orders were published for a bypass on a southern route. This route was protected for some time but the line Order was never confirmed. The 1958 line is no longer protected.

- 2.5 In the 1970s routes both north and south of the village were investigated but none was developed.
- 2.6 The present proposals stem from a public consultation exercise that was mounted in August 1985. At that time a wide single carriageway standard was envisaged. As a result of comments received from the public, and the decision that the route should be a dual carriageway, the line was amended to pass further north of Buckland and slightly further south of St Mary's Church, Drayton Beauchamp.

Description of the area through which the route runs

- 2.7 The line of the bypass route in relation to areas that are protected by statute or by policies of central and local government is shown on figure 2.
- 2.8 The western starting point for the bypass will be some 1500m east of Aylesbury on the existing A41 Aylesbury Road. From here it will run in a north-easterly direction passing within 100m of a moat, a Scheduled Ancient Monument, and within 270m of a Grade II listed barn at Vatches Farm, before passing between the old sewage works and the industrial premises/workshops in College Road. Continuing the same line the route then runs across relatively flat and undistinguished countryside until it traverses the Buckland Road to the north of Cherry Farm. Shortly after this the route curves round to head in a south-easterly direction towards the Lower Icknield Way and runs approximately 350m from the north-eastern edge of Buckland Conservation Area, although most of the village is some 500m distant.
- 2.9 From the Lower Icknield Way the route passes close to the north-eastern edge of fields, alongside a hedgeline which forms the parish boundary, before crossing the Wendover Arm of the Grand Union Canal. The route then heads up the Chiltern Scarp passing approximately 160m from St. Mary's Church at Drayton Beauchamp, a Grade I listed building. From the canal to the eastern terminal roundabout at Tring Hill the route runs through largely arable farmland within the Chilterns Area of Outstanding Natural Beauty.

Road standard and description

- 2.10 The route is approximately 6.3 km long and is proposed as a dual carriageway of 2 x 7.3m width. The western terminal of the scheme will be an at-grade roundabout with the A41 east of Aylesbury. There will be grade-separated junctions at College Road and the B489, Lower Icknield Way. At the eastern terminal a 2-level junction will replace the existing single large roundabout. The position of the terminal junctions, other interchanges and bridges is shown on figure 2.
- 2.11 From its starting point at the new roundabout, with associated lighting, 1500m east of Aylesbury on the existing A41 London Road, the road will run on an embankment of just over 2m in height as far as College Road.

- 2.12 It is proposed to provide a two-level interchange to serve College Road to the north of the bypass and the farmland and several light engineering works which gain access from it. College Road is to be stopped up just south of the bypass, thereby relieving the village streets of traffic to and from the industrial premises on College Road.
- 2.13 From the new junction the bypass is again elevated on an embankment, up to a maximum of 3m, until it passes under a new bridge which will carry the Buckland Road. For most of its length, as it curves south-eastwards towards the B489 Lower Icknield Way the road runs generally at ground level.
- 2.14 Approximately 350m north-west of the B489 the road will enter a cutting to pass under a new bridge which will carry the B489 at existing ground level. The road then continues south-eastwards, passing south-west of Drayton Beauchamp in cutting of 7m maximum depth, emerging and rising to cross the Wendover Arm of the Grand Union Canal, with a clearance of some 2.15m (7 ft) above the notional re-watered canal level.
- 2.15 After crossing the canal the road will run in cutting of some 1100m in length, and of varying depth, for its ascent to the eastern termination at Tring Hill.
- 2.16 The new 2-level junction at Tring Hill will comprise two small roundabouts, one either side of the new bypass, connected by a bridge taken over the new road which will be in cutting at this point. The bypass will then join up with the existing carriageways of Tring bypass just west of Drayton Manor overbridge. Lighting would be required at the new junction with the columns occupying a slightly more elevated position than at present.
- 2.17 The level of traffic flows anticipated for the year in which the bypass would be opened is shown on Figure 3. The traffic flows along the existing A41 are expected to fall by around 71%.

3.0 IMPACT OF THE BYPASS

The Appraisal Framework

- 3.1 This section of the Environmental Statement concerns the impact of the bypass on the travelling public, residents of the village, the users of existing facilities and official policies regarding conservation, development and transport. Also considered are economic policies and financial aspects of the scheme. Specific data regarding these factors are given in the 'Appraisal Framework' which is bound in this document following page 5.

4. MITIGATION MEASURES

Route choice

- 4.1 The preferred route, amended in 1987, runs further north and north east of the Conservation Area in Buckland village than the route presented for consultation in 1985. This modification also

avoided the severance of two properties, Cherry Farm and Whitethorns, from the village. Mounding and planting measures, as outlined below, will further reduce the level of both noise and visual intrusion experienced in this area.

- 4.2 The decision to build a dual carriageway scheme allowed a more sinuous alignment past Drayton Beauchamp, reducing the effect on the ancient parish boundary hedge and increasing the distance of the bypass from St. Mary's Church.

Mounding

- 4.3 For most of its length between the Buckland Road and the B489 Lower Icknield Way the bypass will run at ground level. In order to mitigate the effects of this on Buckland village to the south and south-west, a mound 3m above road level and some 1100m in length will be provided on the south side of the road, to be planted as outlined below.
- 4.4 Mounding is also proposed at Drayton Beauchamp, north west of the new bridge over the Wendover arm of the canal. This will be at least 3m in height and will continue for a distance of some 440m on the north-east side of the road where it runs approximately 160m from St. Mary's Church. The mounding will also run north-eastwards for some 120m along the north bank of the canal to afford additional protection.

Planting

- 4.5 Planting would be provided parallel to the road to screen views of the preferred route over long distances where it would traverse open featureless countryside. Planting would be intensified around elevated junctions. Such planting would be within the highway boundary, or on land acquired by compulsory purchase order adjacent to the highway. The Department is also prepared, subject to the agreement of the land owners concerned, to carry out some planting under Section 253 of the Highways Act 1980 on areas outside the highway boundary.
- 4.6 Both dense and intermittent planting on mounds is proposed to further mitigate visual intrusion experienced by St. Mary's Church, Drayton Beauchamp and Buckland Village Conservation Area.
- 4.7 Dense planting is proposed where dwellings are within 400m of the centre line and suitable width of land is available, within the land take, taking into account the topography and the contribution of existing vegetation. Intermittent planting is used within the highway boundary where there are significant breaks in the existing vegetation cover.
- 4.8 In addition to the protection it will afford against visual intrusion, the proposed planting is intended to help integrate the road into the rural landscape, using highways land, resultant parcels of severed land and having regard to the existing pattern of vegetation.

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ASTON CLINTON BYPASS

APPRAISAL FRAMEWORK

1989

A41 LONDON - BIRMINGHAM TRUNK ROAD : ASTON CLINTON BYPASS
APPRAISAL FRAMEWORK

DATE PREPARED: JULY 1989

SHEET 1

GROUP 1	TRAVELLERS	EFFECT	UNITS	PUBLISHED ROUTE	DO NOTHING	COMMENTS
SUB GROUP				High	Low	
CAR USERS		Time savings	£m (PVB)	20.85	12.73	0
		Vehicle operating cost savings	£m (PVB)	- 2.56	- 2.63	0
USERS OF LIGHT GOODS VEHICLES		Time savings	£m (PVB)	2.56	1.42	0
		Vehicle operating cost savings	£m (PVB)	- 0.30	- 0.29	0
USERS OF OTHER GOODS VEHICLES		Time savings	£m (PVB)	2.02	1.15	0
		Vehicle operating cost savings	£m (PVB)	- 0.89	- 0.90	0
BUS OPERATORS AND PASSENGERS		Time savings	£m (PVB)	1.06	0.73	0
		Vehicle operating cost savings	£m (PVB)	- 0.11	- 0.13	0
ALL VEHICLE TRAVELLERS		Value of accident savings	£m (PVB)	2.72	1.87	0

Notes A, B and C apply to the first 9 lines:

- A. Each column shows the improvements of the particular route over the 'do-nothing' option. Hence, the 'do-nothing' entries are zero.
- B. Present value of benefits (PVB) are for 30 year periods from the expected date of opening and discounted to 1988 prices at 8% p.a.
- C. It is assumed that national average figures for vehicle occupancy and for accident rates and costs will apply.

Reduction in casualties:-

Fatal	number	7	5	0
Serious	number	86	72	0
Slight	number	258	210	0

The figures indicate the probable total reduction in casualties over the whole of the 30 years assessment period if the national average rates and distribution between groups apply. They take no account of the safety implications of the detailed design of the new route.

Driver Stress	Low	High
View from road	Agricultural	Residential

Figures are calculated using the same assumption on traffic composition as for travel benefits. No detailed survey has been undertaken.

Traffic delays during construction	£m (PVB)	Not significant	0
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DATE PREPARED: JULY 1989

SHEET 2

GROUP 1 TRAVELLERS (continued)

SUB GROUP	EFFECT	PUBLISHED ROUTE	DO NOTHING	COMMENTS
PEDESTRIANS	Change in amenity	Removal of heavy traffic will improve the quality of London Road as it passes through Aston Clinton and of adjacent streets	Deteriorating situation as traffic flows increase by up to 80% by 2007.	
	Safety	Removal of heavy traffic will improve safety of pedestrians	The danger of accidents to pedestrians in the village will increase as traffic flows increase	
Severance				
a) Relief of existing severance	Substantial: where existing footpaths in Aston Clinton cross the A41 London Road - particularly Nos. 27 and 28 (Aston Clinton)		None	71% reduction in traffic along existing A41 through Aston Clinton
b) Imposition of new severance	Moderate: Pedestrians would have to use steps at points where footpaths 3 (Buckland and 1 (Aston Clinton) cross the road, Footpath No. 3 diverted along the southern boundary of the bypass. Footpath No. 1 diverted through the road junction		No change	
	Slight: Other locations where footpaths diverted			

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO NOTHING	COMMENTS
RESIDENTIAL	Properties demolished	Number	0	0	
	Noise	Number of houses experiencing increase of more than 15 dB(A) L10 10-15 dB 5-10 dB 3- 5 dB	4(3) 7 78 13	0 0 0 0	The changes in noise are the difference between the forecast for each option for 2007 and the existing levels (1992). The units are dB(A) L10 18 hr 6am - midnight. The figure in parenthesis is for those houses expected to qualify for double glazing. The national traffic growth rates increase levels by about 2 dB(A) on A41, B489 & B544, so in the do nothing situation, no properties are affected within the ranges quoted.
	Visual Obstruction	Number of houses within 300m of centre line subject to: High Moderate Slight	0 0 356 6	0 0 0 0	
	Visual Intrusion	Number of houses within 700m of centre line subject to: High Moderate Slight	0 0 0	No change No change No change	Mounding, mass and scattered planting will help to mitigate intrusion experienced. See also separate schedule.
	Severance (a) Relief of existing severance		Substantial	None	The bypass would relieve the existing trunk road and through traffic to the industrial premises on College Road would also be removed from the village. A reduction of 7% in traffic flow along the existing A41 is anticipated.
	(b) Imposition of new severance		Slight	None	
	Disruption during construction		35 houses within 100m of site expected to be affected for up to 6 months	None	Disruption is partly dependent upon Contractors' working methods, but is unlikely to extend beyond six months at any site. There is no piling proposed at any part of the site

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GROUP 2 OCCUPIERS (continued)

SHEET 4

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	DO NOTHING	COMMENTS
INDUSTRIAL PREMISES	Noise increase	Number of units subject to an increase of more than 5 dB(A) L10	6	0	Those affected are along College Road. Two are engaged in engineering/timber cutting and this increase in noise is not expected to affect their operations
	Noise decrease	Number of units subject to a decrease of more than 5dB(A) L10	3	0	Those affected are along Aylesbury Road and London Road
	Severance (a) Relief of existing severance	Number of units affected	8	No change	Those units affected are along College Road
	(b) Imposition of new severance	Number of units affected	None	None	
COMMERCIAL PREMISES					
(a) Office buildings	Noise increase	Number of units subject to an increase of more than 5 dB(A) L10	1	0	Office at the timber yard in College Road
	Noise decrease	Number of units subject to a decrease of more than 5 dB(A) L10	2	0	Those affected are along Aylesbury Road and London Road
	Visual obstruction	Number of properties within 300m of centre line subject to: High Moderate Slight	0 2	No change No change	Properties affected are along College Road
	Severance (a) Relief of existing severance		Substantial	No improvement	
	(b) Imposition of new severance		None	None	

GROUP 2		OCCUPIERS (continued)		PUBLISHED ROUTE		DO NOTHING		COMMENTS	
SUB-GROUP	EFFECT	UNITS							
COMMERCIAL PREMISES (continued)	Disruption during construction			Access to building may be affected for up to 6 mths	None			The property involved is the timber yard. The means of access to the premises would be protected as part of the contract for the construction of the bypass	
(b) Shops (1)	Noise decrease	No. of units subject to decrease of more than 5dB(A) L10	7		0				
	Severance (a) Relief to existing severance (b) Imposition of new severance			Substantial	None	No improvement			
	Disruption during construction			None	None				
SCHOOLS									
(a) Aston Clinton County Primary School (5-11 years; 264 pupils in September 1988)	Noise	dB(A) L10		Reduction of 6 dB(A)		No improvement			
	Severance			Decrease in severance		Increased traffic flow will hinder access to school		Anticipated 71% reduction in traffic flow along A41. Vehicles visiting industrial units on College Road will be removed with the Published Scheme	
FARMING									
	Landtake	Hectares of land							
		Grade 1	0						
		Grade 2	11.4						
		Grade 3a	8.6						
		Grade 3b	28.4						
		Grade 4	0						
		Grade 5	0						
	Severance	Number of farms affected by severance							
		High*	2			No change			
		Moderate							
		Slight	3						
								*Vatobes Farm (50 ha) and Cherry Farm (4.4 ha)	

NOTE (1) Entries in this sub-group relate to the interests of the people who own or work in shops. The effects on shoppers are given in Group 3.

GROUP 3		USERS OF FACILITIES		PUBLISHED ROUTE		DO NOTHING		COMMENTS	
SUB GROUP	USERS OF	EFFECT	REDUCTION OF VEHICLE/ PEDESTRIAN CONFLICT	SEVERANCE	CHANGE IN TRAFFIC NOISE	SEVERANCE	CHANGE IN TRAFFIC NOISE	SEVERANCE	COMMENTS
(a)	Shops	Reduction of vehicle/ pedestrian conflict	Anticipated reduction of 7½ in traffic flow along existing A41 through Aston Clinton	Severance (a) relief of existing severance	Decrease of 6 dB(A) (i - iv) Decrease of 7 dB(A) (v)	Severance (a) relief of existing severance	Existing traffic noise will increase with traffic growth	Severance (a) relief of existing severance	Existing vehicle/pedestrian conflict will increase with traffic growth in centre of village
(b)	Communities facilities:	Change in traffic noise	Change in traffic noise	(b) Imposition of new severance	None	(b) Imposition of new severance	Existing traffic noise will increase with traffic growth	Anthony Hall - used as village hall, regular ballet classes and playschool Green Park - youth training and education	Anthony Hall - used as village hall, regular ballet classes and playschool Green Park - youth training and education
	(i) Anthony Hall (ii) Sports & Social Club, Aston Clinton Park (iii) Youth Club, Aston Clinton Park (iv) Green Park (v) Guide Hut, Aylesbury Road								
(c)	Surgery Stablebridge Road Aston Clinton	Change in traffic noise	Decrease of 6 dB(A)	Severance relief of existing severance	Decrease of 6 dB(A)	Severance relief of existing severance	Existing traffic noise will increase with traffic flow		
	(d) Churches (i) St Michael's Aston Clinton (ii) Chapel, Buckland Wharf (iii) St Mary's Drayton Beauchamp	Change in traffic noise	(i) Decrease of 6 dB(A) (ii) Decrease of 6 dB(A) (iii) Increase of 11 dB(A)*	Change in traffic noise	(i) Decrease of 6 dB(A) (ii) Decrease of 6 dB(A) (iii) Increase of 11 dB(A)*	Change in traffic noise	Existing traffic noise will increase with traffic growth	Traffic flows will be reduced on on Sundays * Assumes 3m high bund. Higher bund would reduce noise level.	Traffic flows will be reduced on on Sundays * Assumes 3m high bund. Higher bund would reduce noise level.
	(e) St Mary's Drayton Beauchamp	Severance (a) relief of existing severance	Substantial relief due to removal of through traffic from village (i - ii)	Severance (a) relief of existing severance	Substantial relief due to removal of through traffic from village (i - ii)	Severance (a) relief of existing severance	Existing pedestrian/traffic conflict will increase with traffic growth		
	(b) Imposition of new severance	(i - iii) None	(i - iii) None	(b) Imposition of new severance	(i - iii) None	(b) Imposition of new severance	(i - iii) None		
	Change in amenity	(i - ii) None (iii) Visual intrusion	(i - ii) None (iii) Visual intrusion	Change in amenity	(i - ii) None (iii) Visual intrusion	Change in amenity	(i - ii) No change (iii) No change	Affects setting of the Church alleviation by road passing on opposite side of hedge and landscaping measures	Affects setting of the Church alleviation by road passing on opposite side of hedge and landscaping measures

GROUP 3 USERS OF FACILITIES (continued)

SUB GROUP : USERS OF	EFFECT	PUBLISHED ROUTE	DO NOTHING	COMMENTS
(e) Canals (1) Aylesbury Arm of Grand Union Canal	Change in amenity	Visual intrusion	No change	Refer separate Visual Intrusion Schedule. Important for recreation, walking and fishing. Houseboats moored here
	Change in traffic noise	Increase of 3 - 5 dB(A)	No change	
	Footpath severance	Footpaths 1, 3, 7 diverted	No change	Footpaths are used frequently as these form a direct link between Aston Clinton and the Canal
(11) Wendover Arm of Grand Union Canal	Visual obstruction	Slight - High depending on distance from bypass	No change	British Trust for Ornithology site. Only known site for a species of freshwater fish (Azolla), also important for Kingfisher and Crayfish. Important for recreation, walking, canoeing. BWB hope to return this to a waterway
	Footpath diversion	Footpath 28 slightly realigned to pass under new canal bridge	No change	
	Change in traffic noise	Increase of up to 21 dB(A) L10 (in vicinity of bypass crossing)	No change	Reduction in traffic noise where canal crosses existing A41.
(f) Chiltern Archery Buckland Wharf (members c50 - August 1988)	Change in amenity	Visual intrusion Landtake - approximately 300 sq m	No change	Still able to function as an archery club. Mounding to a height of 3m between Buckland Road and B489 will reduce visual intrusion.
	Change in traffic noise	Increase of 8-18 dB(A) L10		Range reflects distance from bypass. Most of the archery will experience noise increases well below the highest figure.
(g) Public Houses (1) Bulls Head (2) Buckland Wharf (3) Bell Inn (4) Rising Sun	Change in traffic noise	Reduction in traffic noise by more than 5 dB(A) L10 for all public houses along existing A41	Noise levels will increase with traffic growth	

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SHEET 8

POLICIES FOR CONSERVING AND ENHANCING THE AREA

GROUP #	AUTHORITY	INTEREST	PUBLISHED ROUTE	DO NOTHING	COMMENTS
					White Paper - Policy for Roads in England 1987
(a) To improve the environment by removing through traffic (especially lorries) from unsuitable roads in towns and villages	Department of Transport	Trunk road traffic and those suffering from the effects of trunk road traffic	Reduces traffic flow by an anticipated 71% along existing A41 London Road	Traffic levels will increase with time to the detriment of the environment	
(b) To protect the Chilterns Area of Outstanding Natural Beauty	Department of the Environment; Buckinghamshire County Council; Aylesbury Vale District Council; Countryside Commission	Effect on environment within AONB,	Bypass creates 1.2km of new highway within AONB with effects on the views across open countryside between Aston Clinton and Drayton Beauchamp.	Existing route of the A41 is an established corridor within AONB	Buckinghamshire County Council County Structure Plan Policies 28, 29 & 36 Impact will be alleviated by extensive landscaping measures, using native species, and by setting the route in cuttings for some of its length
(c) To protect the Green Belt	Department of the Environment; Buckinghamshire County Council; Aylesbury Vale District Council	Length of published route running within approved Green Belt 0.4 km	The length of the published route concerned would be where it replaced part of the existing Tring Bypass. It would not be an entirely new route	No effect	Buckinghamshire County Council County Structure Plan Policies 28 & 36 No conflict with the objectives of Green Belt designation.
(d) To protect Buckland Conservation Area	English Heritage; Buckinghamshire County Council; Aylesbury Vale District Council	Improvement of the environmental quality of the conservation area and reduction of pedestrian/vehicle conflict	Passes within 350m of edge of Conservation Area Landscape provision	No effect	Designated as a Conservation Area 1977. Impact upon conservation area alleviated by landscaping measures, including a bund 3m high above road level and some 1100m in length.
(e) To protect listed buildings	Department of Environment; English Heritage; Buckinghamshire County Council; Aylesbury Vale District Council.	Effect on listed buildings (a) Church of St Mary Drayton Beauchamp Grade I (b) Timber barn Yatche's Barn Grade II	Route passes within 160m in cutting. Landscape provision	No effect	Landscape measures include mounding to a height of 3m above road level for 440m where the route runs close to St Mary's Church and the Canal Listing is based principally on the roof structure

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GROUP 5		TRANSPORT POLICIES		SHEET 9	
POLICY	AUTHORITY	INTEREST	PUBLISHED ROUTE	DO NOTHING	COMMENTS
Transport (a) To assist economic growth by reducing transport costs	Department of Transport	User benefit	Is expected to produce substantial user benefits	No change	White Paper - Policy for Roads in England 1987
(b) To enhance road safety	Department of Transport	Road Safety	Is expected to produce a reduction in accidents	Accident figures will continue to rise with increasing traffic	White Paper - Policy for Roads in England 1987
(c) To seek to develop an efficient & co-ordinated transport system to provide good facilities at the lower cost in terms of the resources used including the provision of new improved roads to assist the economic & industrial development of the county	Buckinghamshire County Council	Residents & Users of commercial & industrial premises	Is expected to reduce traffic on existing road by an anticipated 71%	Traffic flow will increase by up to 80% by 2007	Buckinghamshire County Council County Structure Plan, Policies 37 & 38 New junction would give direct access to the industrial units in College Road
(d) To continue to mitigate wherever possible, the major environmental nuisance caused by heavy lorry movements by the provision of bypasses & relief roads where these can be justified on economic & environmental grounds	Buckinghamshire County Council	Environmental nuisance	Is expected to produce a reduction in environmental nuisance such as vibration and noise	Environmental nuisance will continue to worsen with increasing traffic	Buckinghamshire County Council County Structure Plan Policy 39 Direct access to industrial units in College Road removes associated traffic from unsuitable roads in village

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FINANCIAL EFFECTS		SHEET 10			
GROUP 6					
SUB GROUP	INTEREST	UNITS	PUBLISHED ROUTE		
			DO NOTHING		
			COMMENTS		
Dept. of Transport	Construction costs	£m (PVC)	10.73	0	
	Land costs	£m (PVC)	0.64	0	
	Compensation costs	£m (PVC)			All costs at 1988 prices
	Maintenance costs	£m (PVC)	1.27	0.94	
	Total cost	£m (PVC)	12.64	0.94	
			High	Low	
Total quantified monetary benefits		£m (PVB)	26.34	13.95	0
Net present value compared to "Do nothing"		£m (NPV)	14.64	2.25	0

Includes savings in time, vehicle operating costs and accidents. Taken from Group 1.

PVC : Present value of costs
PVB : Present value of benefits
NPV : Net present value

ASTON CLINTON BYPASS LOCATION PLAN

FIG 1

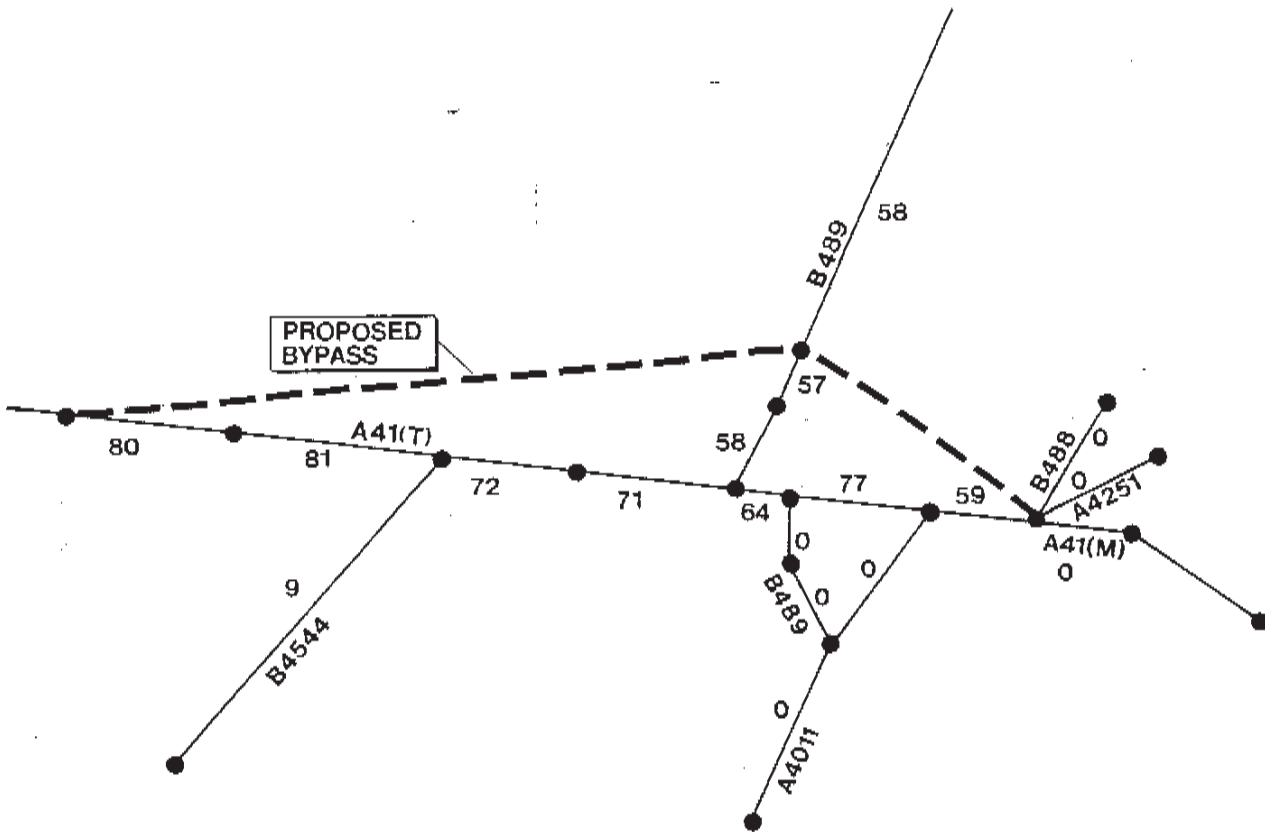
Scale 1:250,000



ASTON CLINTON BYPASS FIG. 3

ANTICIPATED REDUCTION IN TRAFFIC FLOW
AT YEAR OF OPENING (%)

(Source: B.C.C. surveys carried out in 1982 & '87)



UNCLASSIFIED



TOLLGATE HOUSE

HA 044/027/000551 1

ENVIRONMENT & LANDSCAPE
Environmental Statement

08/04/2001 14:38:08

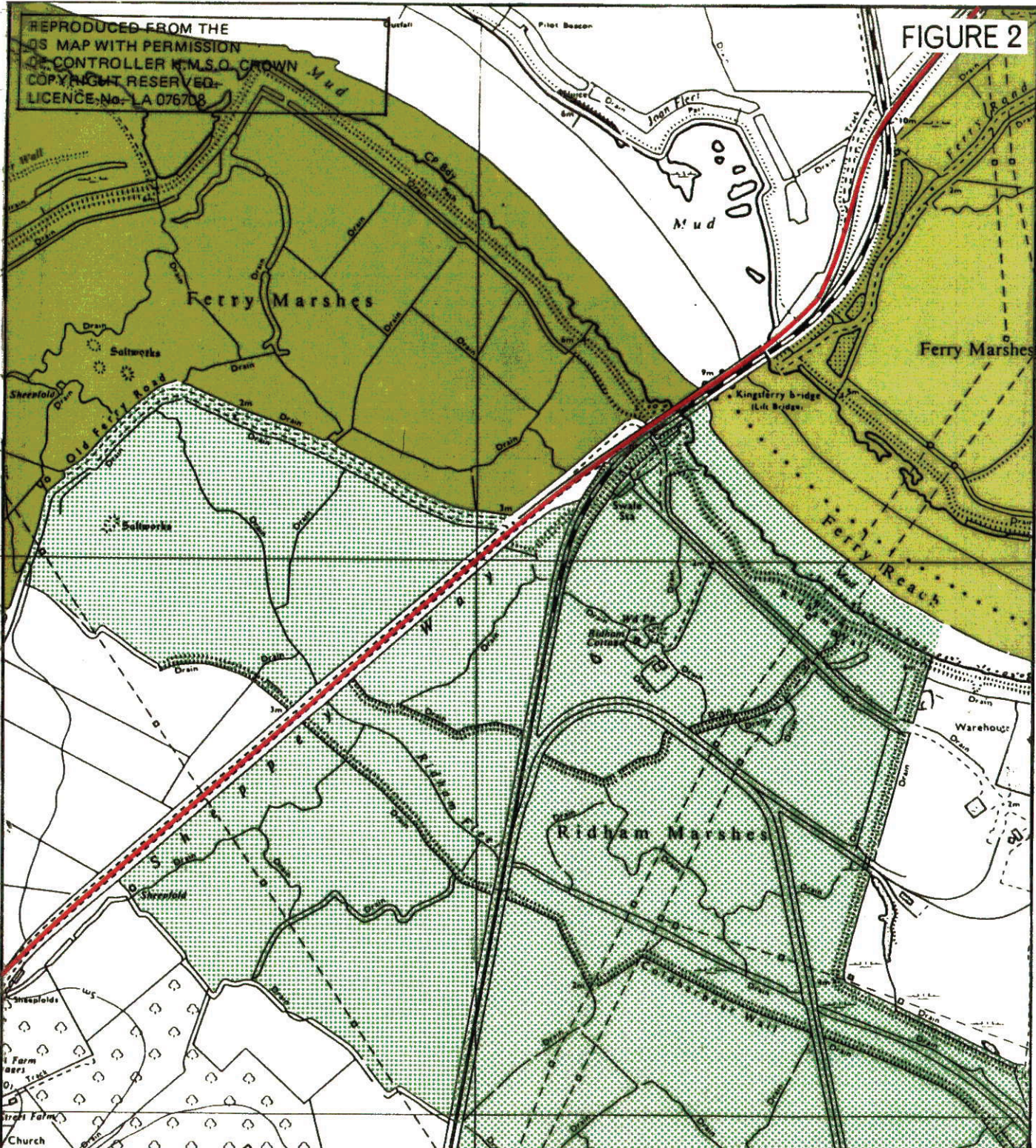
A41 ASTON CLINTON BYPASS -
ENVIRONMENTAL STATEMENT 02/08/89



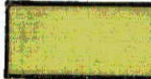


HA 44/27/551# 1

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FIGURE 2



Legend:

	Swale Marshes SSSI
	Medway Marshes SSSI
	Possible Extension to SSSI

LANDSCAPE CLASSIFICATION

KENT COUNTY COUNCIL
 HIGHWAYS & TRANSPORTATION DEPT.
 MNT COTTELL, C.Eng. F.I.C.E. COUNTY SURVEYOR
 SPRINGFIELD MAIDSTONE

agents for the
DEPARTMENT OF TRANSPORT

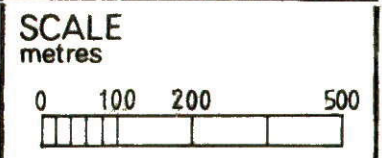
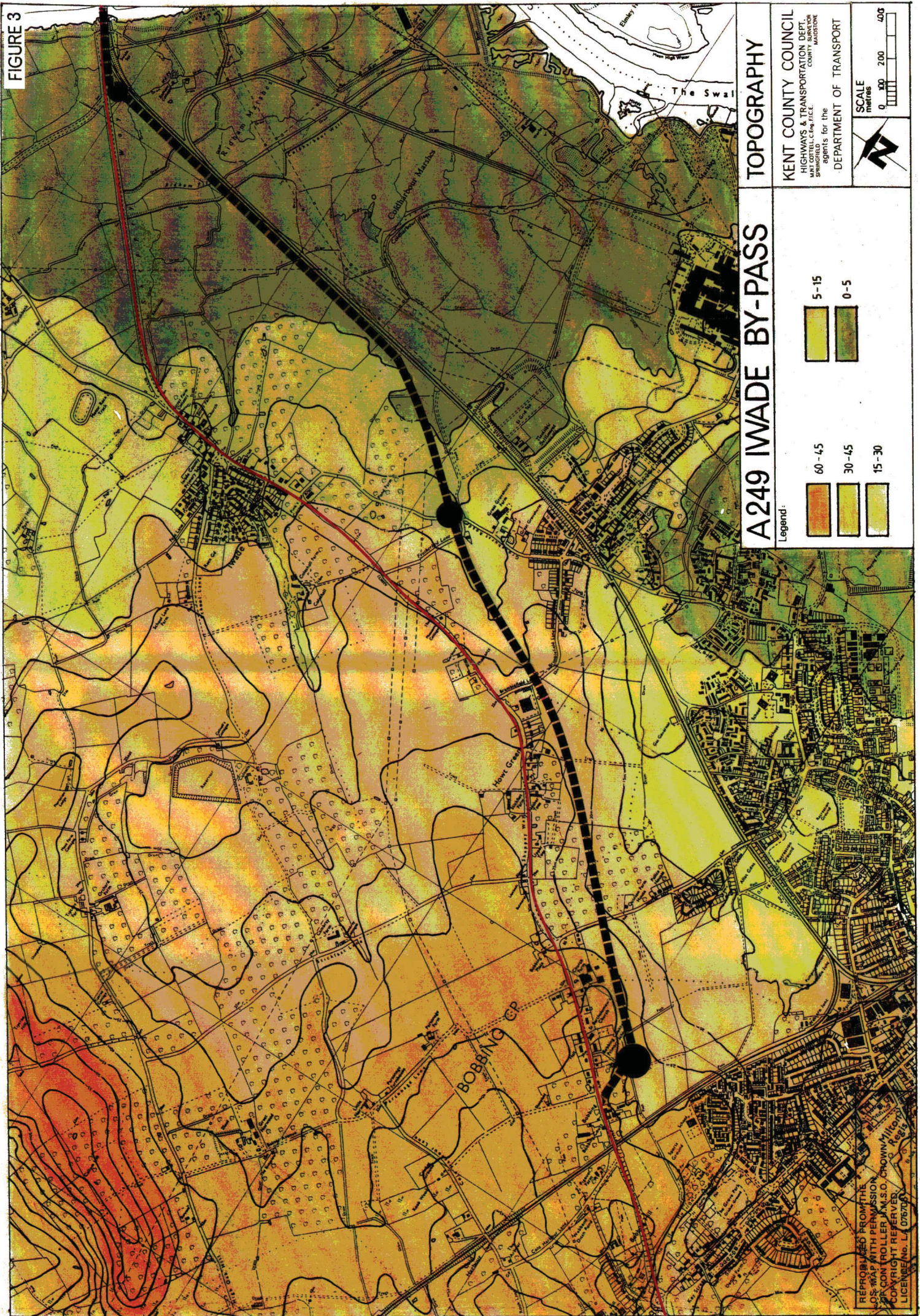


FIGURE 3



A249 INWADE BY-PASS

TOPOGRAPHY

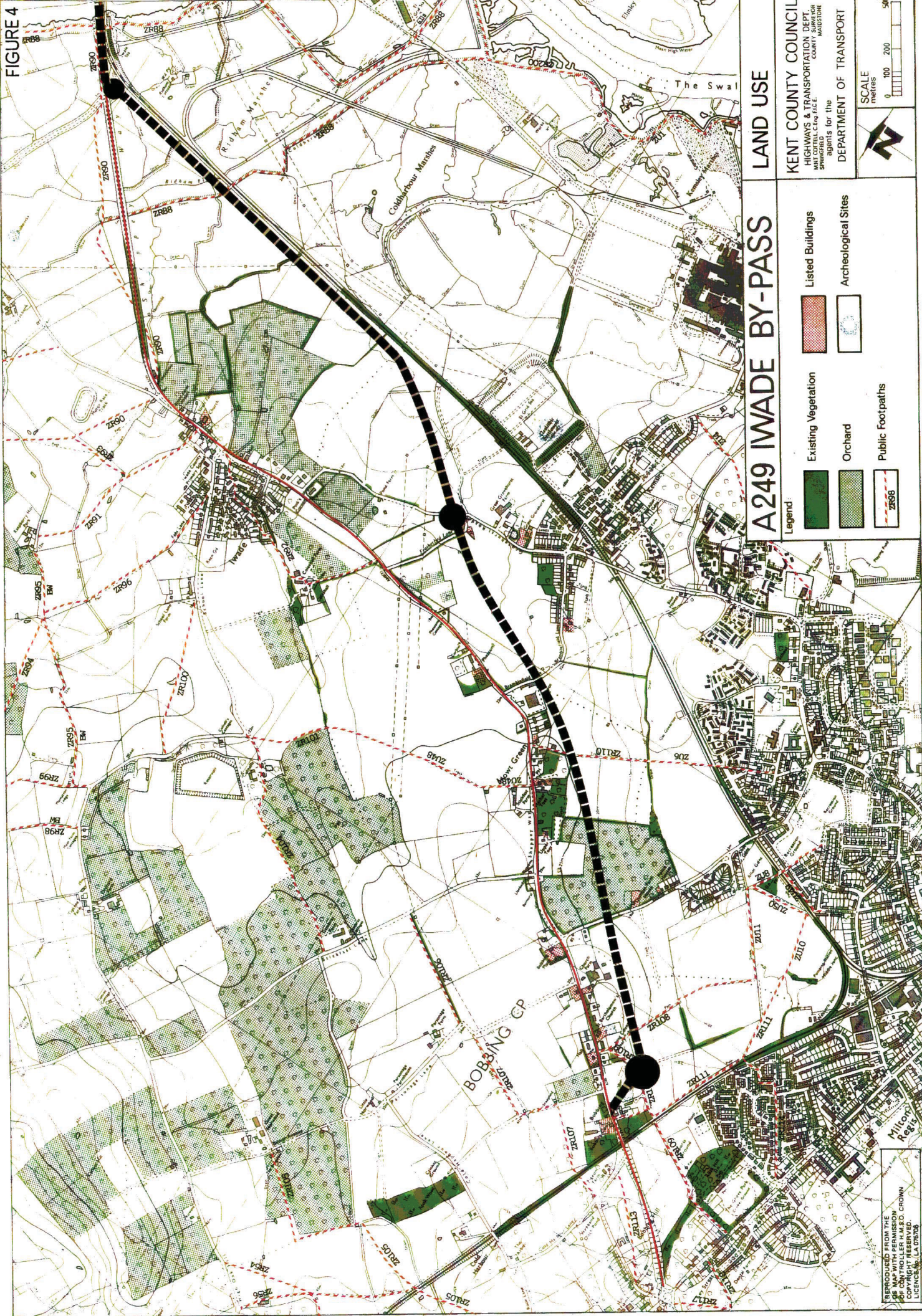
KENT COUNTY COUNCIL
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 MAPS, SURVEYING & PLANNING
 SPRINGFIELD PLACE
 COUNTY SURVEYOR
 MAIDSTONE
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 DEPARTMENT OF TRANSPORT

Legend:



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FIGURE 4



A249 IWADE BY-PASS

- Legend:**
- Existing Vegetation
 - Orchard
 - Public Footpaths
 - Listed Buildings
 - Archaeological Sites

LAND USE
 KENT COUNTY COUNCIL
 HIGHWAYS & TRANSPORTATION DEPT
 MAIT COTTAGE, CLEVE FOLEY,
 SPRINGFIELD, KENT, MAIDSTONE
 agents for the
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SCALE
 metres
 0 100 200 500

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FIGURE 5

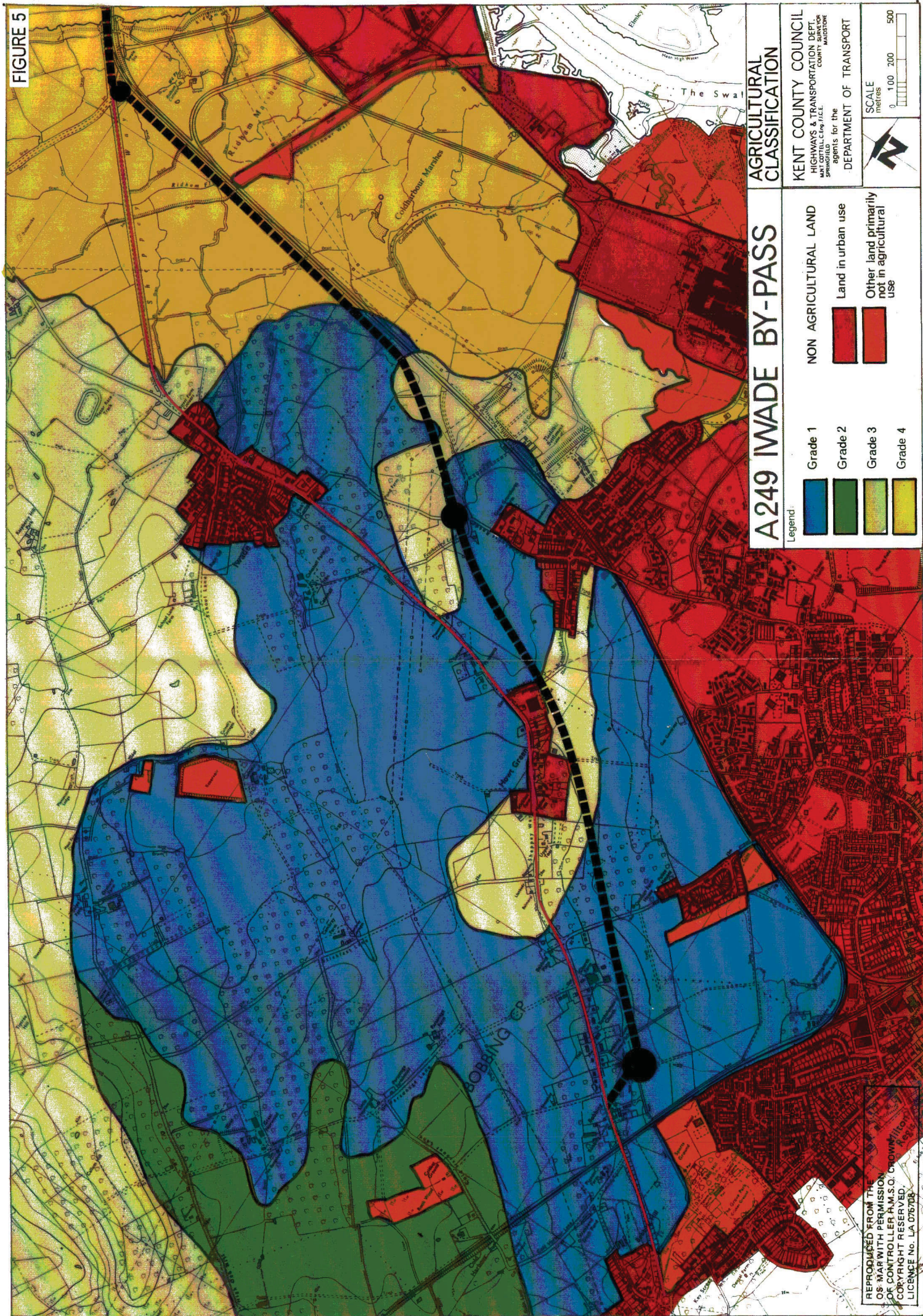


FIGURE 6

A249 IWADE BY-PASS

Legend

- Existing Vegetation
- Existing Orchards
- Proposed Tree & Shrub Planting
- Offsite Planting by Agreement
- Land acquired by CPO for additional landscape works
- Mounding/Landscape Earthworks

CLEARANCE UNDER OVERHEAD POWER LINES:
 WITHIN 3m of power line planting must be below 5m high;
 WITHIN 20m of power line planting must be below 3m high;
 WITHIN 30m of power line planting must be below 2m high.

PUBLISHED SCHEME (Ch. 1000-2600)

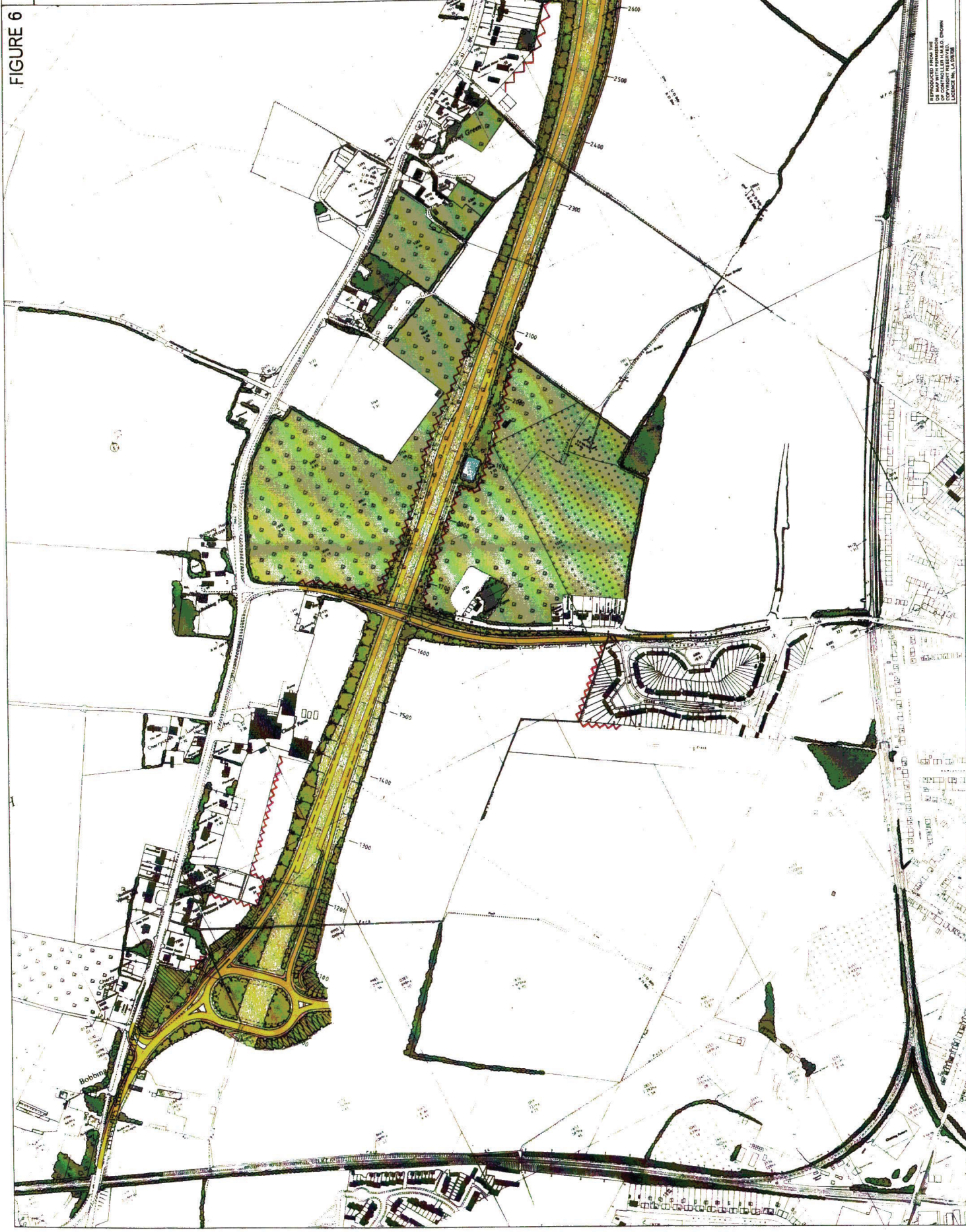
1	2	3
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LANDSCAPE PROPOSALS

KENT COUNTY COUNCIL
 Land & Property
 agents for the
 DEPARTMENT OF TRANSPORT

SCALE

October 1989



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FIGURE 7

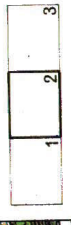
A249 IWADE BY-PASS

LEGEND

- Existing Vegetation
- Existing Orchards
- Proposed Tree & Shrub Planting
- Offsite Planting by Agreement
- Land acquired by CPO for additional landscape works
- Mounding/Landscape Earthworks

CLEARANCE UNDER OVERHEAD POWER LINES
 Within 3m of power line planting must be below 5m high.
 Within 5m of power line planting must be below 3m high.

PUBLISHED SCHEME
 (Ch. 2600-4400)



LANDSCAPE PROPOSALS

KENT COUNTY COUNCIL
 Land & Property
 Land & Countryside Group
 agents for the
 DEPARTMENT OF TRANSPORT

SCALE
 METRES
 0 10 20 30
 0 10 20 30

October 1989

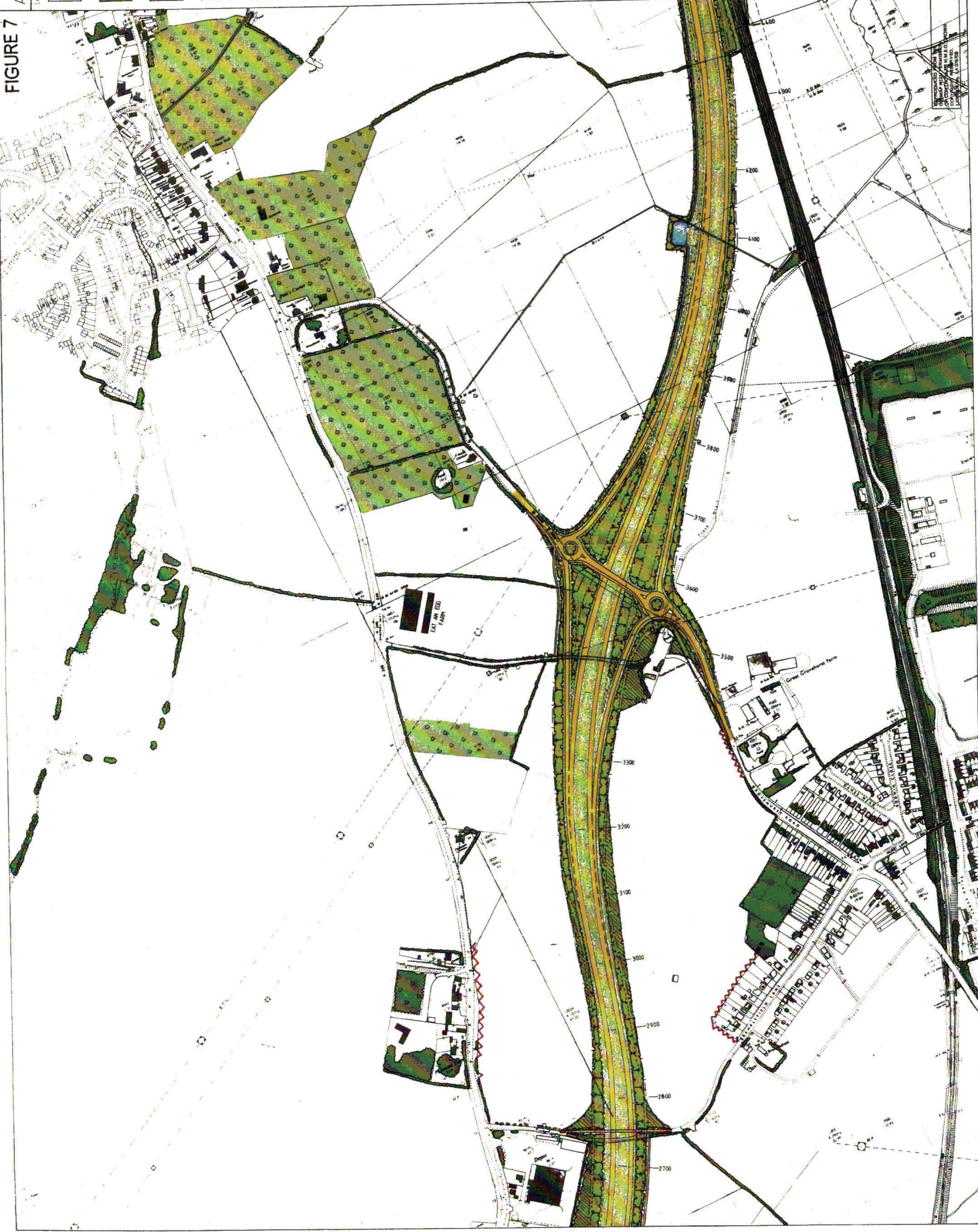


FIGURE 8

A249 IWADE BY-PASS

Legend



Existing Vegetation



Existing Or-hards



Proposed Tree & Shrub Planting



Offsite Planting by Agreement



Land acquired by CPO for additional landscape works



Mounding/Landscape Earthworks

CRASHING MARCH OVERPASS POWER LINES:
 Within 3m of power line planting must be less than 10m high;
 Within 10m of power line planting must be less than 5m high;
 Within 15m of power line planting must be below 3m high

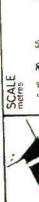
PUBLISHED SCHEME (Ch. 4400-6800)



LANDSCAPE PROPOSALS

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October 1989



See plan for either side of dual carriageway for planting strip

See wide planting strip between highway boundary fence and ditch

FIGURE 11

A249 IWADE BY-PASS

ALTERNATIVE SCHEMES

KEY

- Roundabout
- ◆ Two Level Junction
- ▼ Two Level Junction
With Limited
Movement

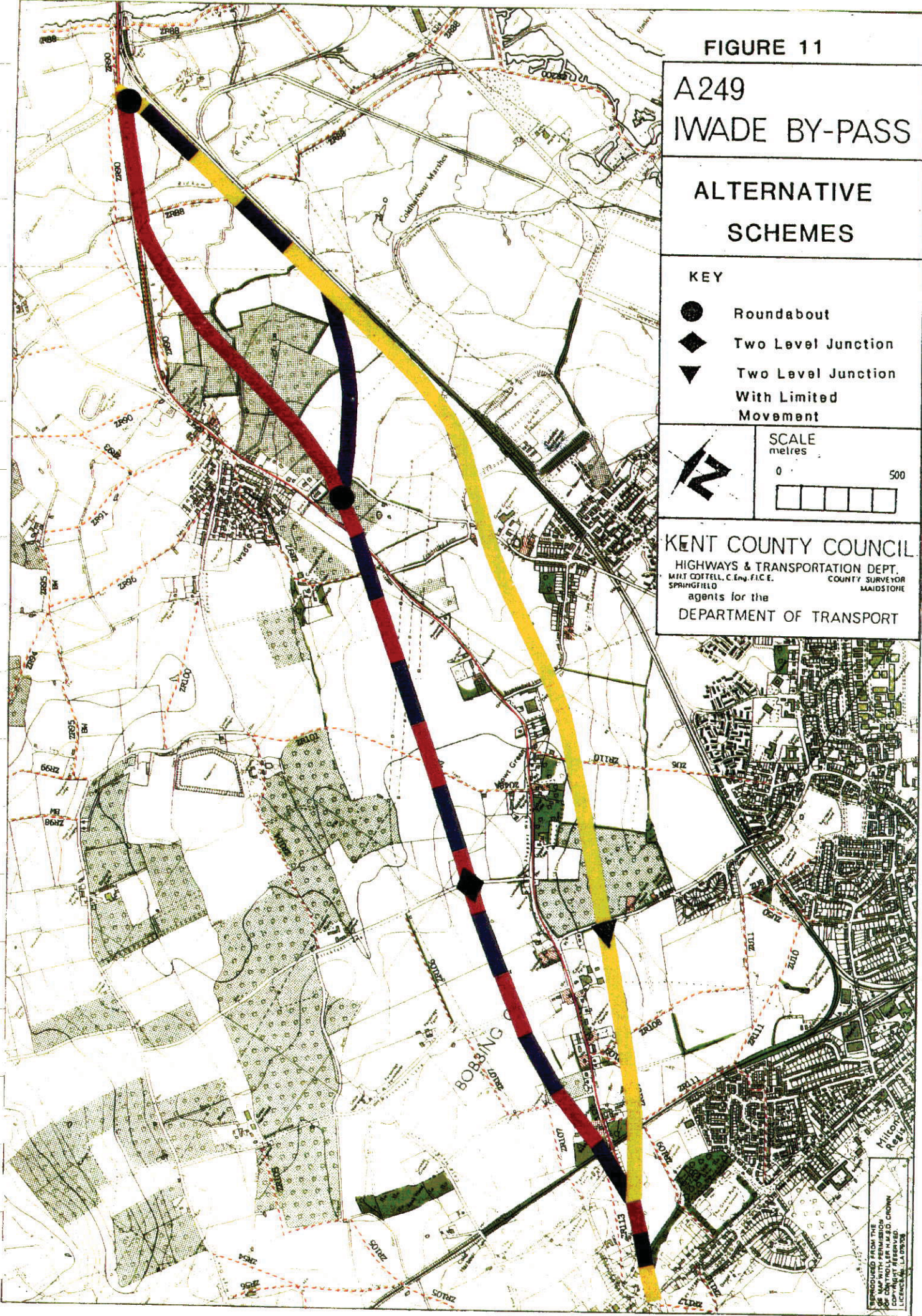


SCALE
metres



KENT COUNTY COUNCIL

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M.H.T. COFFEY, C.Eng., F.I.C.E. COUNTY SURVEYOR
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FIGURE A

A249 IWADE BY-PASS

KEY

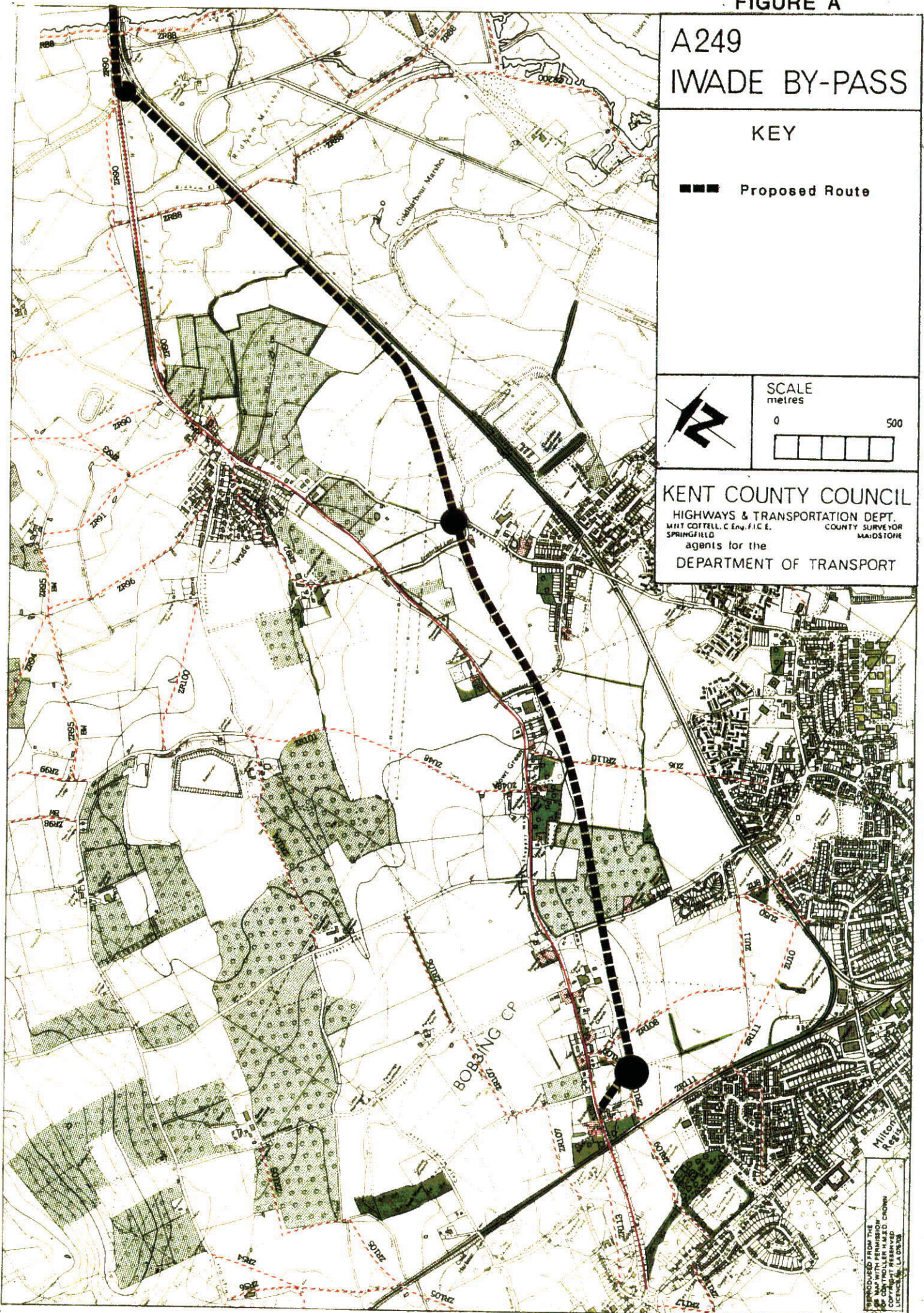
■ ■ ■ Proposed Route



SCALE
metres



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FIGURE B

A249
IWADE BY-PASS

ALTERNATIVE
SCHEMES

KEY

- Roundabout
- ◆ Two Level Junction
- ▼ Two Level Junction
With Limited
Movement

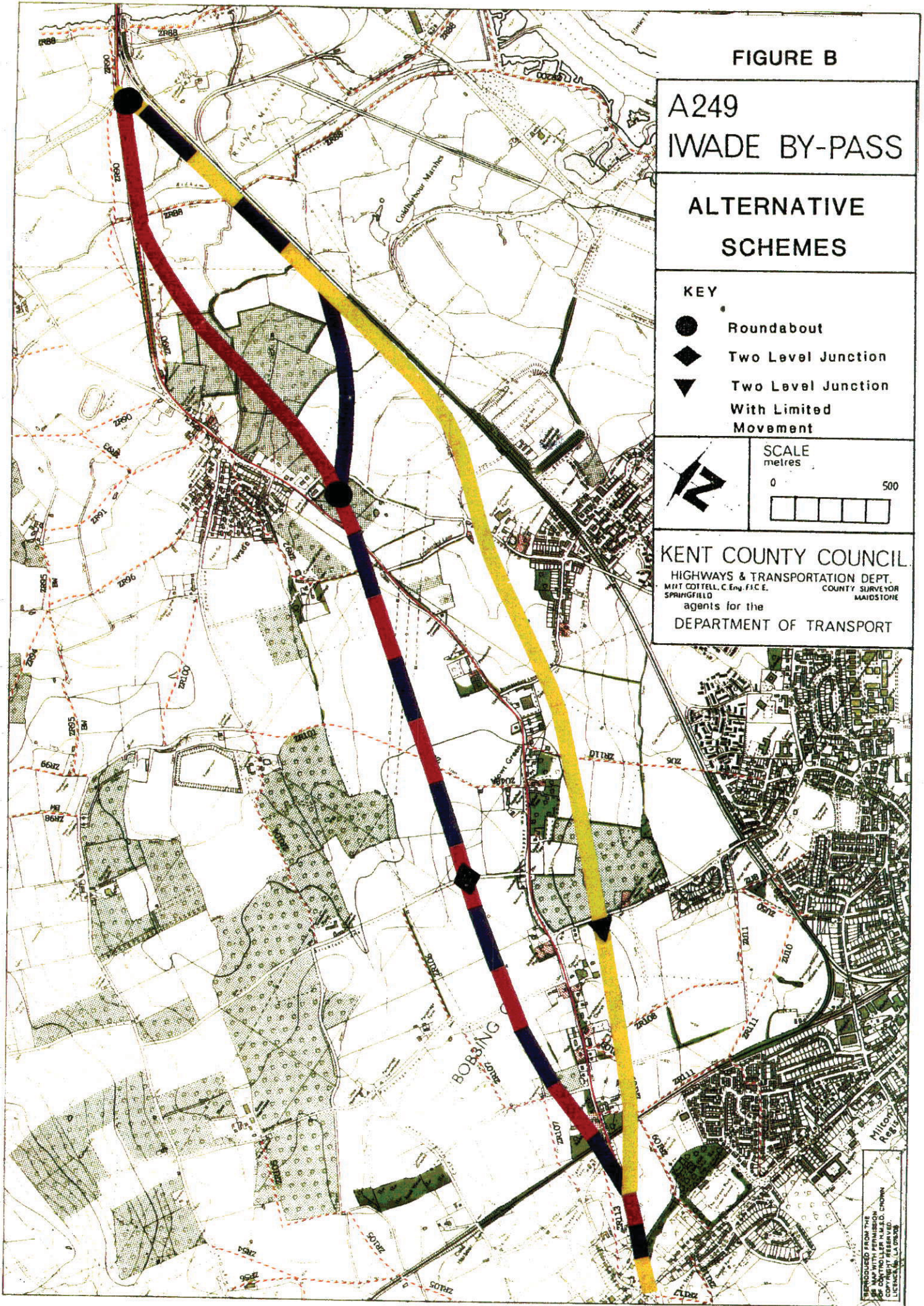


SCALE
metres



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