

A35 Planned Bypass Route

Old London Inn

The bypass starts by bearing right off the A35 conveniently past the Old London Inn and following alongside the A35. This section continues at a gradient not exceeding four per cent to Quarr Lane.

Quarr Lane

The route passes under Quarr lane. We propose a bridge to carry Quarr lane and the east bound traffic from Chideock, then turning right down a slip road onto the new bypass going east.

Chideock section

The bypass follows the existing telegraph poles in cutting downhill. The uphill section going east to have an extra crawler lane for slow traffic. The bypass turns north west past Park Farm and the castle ruins and moat, over the Winniford river contained in a culvert, always in cutting where possible to reduce impact of noise and pollution. The culvert sufficiently sized to accommodate any flood waters.

Park Farm to North Road

The distance between Chideock Lodge and Gate Farm is 90 metres. With regulation road width (single two lanes) of 7.3 metres plus three metres verge each side, this puts both properties at 45 metres from the centre of the road. We recommend that the route here should be in cut and cover tunnel and not embankment. The tunnel would run 50 metres either side of North Road. The top surface to be backfilled and laid to grass. The tunnel may require fans, lighting and safety arrangements with equipment.

Our proposed road is considerably less at 13.3 metres in width than the 1993 Department of Transport scheme at 21.6 metres dual carriageway plus the central reservation giving total widths of between 24.6 metres and 29.6 metres.

We recommend that a crawler lane is added going uphill which will increase the width to 16.95 metres.

We suggest moving the route further north from Park Barn Buildings, preventing demolition of the barns. This will lessen the bend, put further space between the road and the Castle Ruins and cross North road at right angles, midway between Gate Farm and Chideock Lodge. This will also take the road away from St. Giles Close, with the nearest properties at 120 metres from the centre of the route.

The route then continues in tunnel under North Road for 50 metres.

Uphill to Chideock Hill

Continue in cutting where possible, with an extra crawler lane going uphill for slow traffic. The gradient should be six per cent or less going up and down hill.

Continue in cutting where possible alongside the existing A35 at between three per cent and six per cent gradient, join up with the existing dual carriageway with the two lanes merging with the dual carriageway. The two lanes coming east will merge to a single lane going downhill and join up with the two lanes coming up hill west. Landscaping, tree and hedge planting will allow the route to blend in with its surroundings.

Landscaping and planting

The route should be landscaped and planted sympathetically to restore or improve the outstanding natural beauty of the area additional areas of trees and planting should be carried out on land purchased.

Residents close enough to be affected by noise should be assisted with additional glazing, acoustic fencing, planting or other measures to mitigate any noise.

Cuttings

We recommend using up to six metres deep as much as possible. The additional material will be used in earth bunds. This will help to dissipate noise and pollution.

Nearby Properties

1. Chideock lodge and Gate Farm see above and below.
2. St. Giles close and North Road. Two properties here are 120 metres from the centre of the route and will be protected by tunnel and towards the Winniford river by a six metre cutting with acoustic fencing, tree and hedge planting on top of earth bund walls.
3. Quarr Lane, nearest property is the first on Quarr Lane and is 70 metres from the centre of the route. Turnpike Cottage on existing A35 is 55 metres from the centre of the route. Both are protected by 6 metre cutting and acoustic fencing with tree and hedge planting on earth bund walls.

There will be no need to demolish any property.