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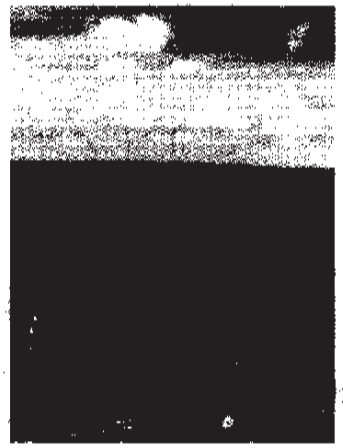
A35 CHIDEOCK – MORECOMBELAKE BYPASS – ENVIRONMENTAL STATEMENT VOL 1 05/93

THE DEPARTMENT
OF TRANSPORT

A35 CHIDEOCK-MORCOMBELAKE BYPASS



ENVIRONMENTAL STATEMENT

MAY 1993

VOLUME 1

MRM PARTNERSHIP

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The A35 Trunk Road

CHIDEOCK-MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

Report No D44R/M/43

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1.0 Introduction

1.1 The A31 /A35 Trunk Road forms part of the Folkestone to Honiton Trunk Road, the main east-west route along the south coast.

1.2 The National Roads Programme includes a number of improvement schemes on this road of which the Chideock-Morcombelake Bypass is an essential component. The principal objectives of the scheme, as part of the Department of Transports overall strategy, are to assist economic growth, to enhance road safety and to improve the environment by the removal of through traffic from unsuitable roads in towns and villages.

1.3 The proposed bypass would be a new route replacing the existing section of the A35 trunk road between Charmouth and Bridport which at present passes through the villages of Morcombelake and Chideock. The route, which would run to the south of Morcombelake and to the north of Chideock, would significantly reduce the volume of traffic at present passing through the villages as well as providing for future traffic growth along this particular section of the A35.

1.4 The proposed route would be visible in open countryside particularly from vantage points within the National Trust's Golden Cap estate, an extensive pasture and heathland area south of the existing A35 that stretches from Morcombelake to the coast. The new road would require a small area of land from the northern edge of this estate, immediately to the south of Morcombelake, and would sever a single field Site of Special Scientific Interest (SSSI) which is part of the extensive West Dorset Coast SSSI. The route would also encroach into the south western corner of the Morcombelake SSSI located north of the A35 immediately west of the village. Over most of its length the proposed route skirts or passes through the West Dorset Heritage Coast whilst the whole of the route lies within the West Dorset Area of Outstanding Natural Beauty.

1.5 The route would result in some agricultural severance as well as the loss of about 58 hectares of farmland.

1.6 This Environmental Statement is issued in accordance with EC Directive 85/337 as applied by Section 10A of the Highways Act 1980. This statement consisting of 2 volumes, summarises the effects of the Published Scheme on the environment and identifies the measures taken to reduce these effects. It includes a non-technical summary which is also available separately, free of charge, from the Department of Transport, South West Construction Programme Division, Tollgate House, Houlton Street, Bristol, BS2 9DJ. Copies of the main document may be purchased from the same office.

2. 0 The Existing A35 and its surrounding area

2.0 The Existing A35 and its Surrounding Area

2.1 Regional Context

2.1.1 The A31/A35 Folkestone (Kent) to Honiton (Devon) Trunk Road is the most southerly east to west trunk route in the country. (Figure 1) The A31 section of the Trunk Road commences at the western end of the M27 at Cadnam in Hampshire and runs westwards to Bere Regis where it is joined by the A35 county road from Bournemouth. From this point westwards, to where it links with the A30 at Honiton, the trunk road is defined as the A35.

2.1.2 As far as its regional importance is concerned the route performs a vital function in carrying business and commercial traffic throughout the year across Southern England and to and from the ports of Portsmouth, Southampton and Poole and the South West peninsula. The holiday season contributes much recreational traffic and pronounced peaking in traffic flows occurs during the summer months.

2.1.3 With schemes recently completed or under construction and further schemes included in the National Roads Programme, the A31 /A35 trunk road is being progressively improved over almost its entire length. Chideock and Morcombelake together with Tolpuddle, Puddletown and Winterborne Abbas remain the only settlements to be bypassed on the A35 Trunk Road in Dorset.

2.1.4 Dorset County Council in their current Structure plan, approved in April 1991, recognise the need for efficient and improved highway links. Structure Plan Policy TR1 states that:

i. The transport of people and goods by road is essential to the economic prosperity of Dorset and a network of roads is required, the major functions of which will be to facilitate travel and support a prosperous economy.

ii. In many cases the existing road network is inadequate for present traffic because the majority of roads are single carriageway and in most cases pass through the centre of towns and villages. The main problems arising are, road accidents, traffic congestion in towns, and the effect of heavy goods vehicles on frontages, and on historic buildings.

iii. Trunk roads form a vital part of the Primary Route network and the success of many highway policies depends on them. These Primary Routes form part of the National road system and provide for longer-distance traffic including that which crosses the Structure Plan area. These routes cater especially for long-distance movement of heavy goods vehicles.

2.1.5 The Chideock Morcombelake Bypass is an integral part of this improvement strategy and when constructed, would remove some 90% of traffic at present passing through the villages, in addition to linking the recently completed Charmouth Bypass with the Bridport Link Road.

2.1.6 A public consultation exercise to seek the public's views on four possible alignments was held in Chideock in October 1987. At that time the Department of Transport proposed the scheme as a single carriageway which terminated just west of Morcombelake at Berne Farm track and east of Chideock at West Road, Bridport. (Figure 14).

2.1.7 Since the public consultation, the scheme, as a result of more recent information on likely traffic growth, has been upgraded to dual carriageway standard and extended both eastwards and westwards to provide an improvement over the complete length of road between Charmouth Bypass and Bridport Link Road.

2.2 Existing Road Network (Figure 2)

2.2.1 The 7.5 kms. of existing A35 to be improved is mainly single carriageway varying in width between 6 and 7.5 metres. Of substandard alignment both vertically and horizontally, it is expected to carry some 13,000 vehicles during an average day in 1996 (immediately prior to the expected opening of the bypass). Of this figure about 5%, (650) would be commercial vehicles.

2.2.2 As one of the major holiday routes leading to the Dorset and Devon coastal resorts the A35 is subjected to considerable seasonal variations in traffic flow and at weekends, during August, traffic volumes along this section of road can more than double the annual average weekday flows. At these times considerable congestion can occur in Morcombelake and Chideock, the two villages along this section of the A35. With the attendant problems associated with this congestion such as excessive traffic noise, exhaust pollution and accident potential, the quality of life within these villages has considerably deteriorated in recent years.

2.2.3 From the eastern end of the Charmouth Bypass the existing road climbs steadily up a long 4% gradient to Morcombelake. Congestion frequently occurs over this length due to slow moving vehicles and the lack of overtaking opportunities.

2.2.4 At the summit of this hill the road takes a sharp right hand bend into the village. Through this bend the road is less than 7 metres wide and runs between steep tree lined banks, which results in extremely restricted visibility both along the main road and from the village roads of Tizards Knapp and Ship Knapp which have junctions with the trunk road in this vicinity.

2.2.5 The road alignment through Morcombelake, both vertically and horizontally, is of variable standard with footways continuous throughout its length, although these are narrow in places.

2.2.6 Crossing the road especially during summer months is hazardous, particularly for the elderly. However a 40 m.p.h speed limit has now been introduced.

2.2.7 Nine local roads as well as four agricultural field gates access onto the main road through the village. Most of these roads, little more than lanes, are narrow and steep with 12% to 15% gradients at their approaches to the main road. Visibility at these junctions is limited and this, coupled with the steep approach gradients, causes considerable difficulties for users joining and leaving the trunk road.

2.2.8 There are also some 30 properties including an Inn, Restaurant, Church, Bakery, Post Office and General Stores abutting the main road. Most of these have direct access to the A35.

2.2.9 On leaving Morcombelake the road takes a sharp right hand bend before descending Chideock Hill leading to the village of Chideock. On the outside of this right hand bend, Carters Lane, a narrow road leading to North Chideock, shares a joint access onto the trunk road with Star Lane, which is the main link northward from Morcombelake to neighbouring hamlets. Although visibility at this junction is adequate, traffic movements associated with the merging of the lanes at this point can lead to confusion for motorists joining the trunk road.

2.2.10 Chideock Hill, with a steep downhill gradient of 12% is the main approach to the village from the west. Commencing as a dual carriageway over a short length of some 200 metres, the road, as it steepens, reduces to a single carriageway with a climbing lane for traffic from the east ascending the hill. On its approach to Chideock, the hill has been the scene of a number of runaway vehicle accidents in recent years, resulting in considerable damage to properties at the western end of the village and loss of life. In an attempt to reduce this type of accident, escape roads with arrester beds have recently been provided along the single carriageway section at the approach to the village.

2.2.11 The road through Chideock is narrow and winding, rarely exceeding 6.5 metres in width. Footways are intermittent and generally narrow.

2.2.12 In the centre of the village, side road junctions with North Road, which links the village with its Manor House and neighbouring hamlet of North Chideock and with Sea Hill Lane, linking the village southwards to Seatown and the coast, have particularly restricted visibility for emerging vehicles. Sea Hill Lane is the only means of access for the many caravan and camping sites located between the village and coast and the difficulty encountered by vehicles, particularly those with trailers, negotiating its junction, with the Trunk Road, is one of the primary causes of the congestion that can occur in the village throughout the summer.

2.2.13 Many of the properties through the village have direct access onto the A35 and although a 30 mph speed limit is in existence, vehicular manoeuvres can be both difficult and stressful due to the heavy volume of traffic on the trunk road.

2.2.14 Leaving Chideock the road climbs steeply to Quarr Cross on an 8% gradient. This section of the trunk road is narrow, rarely over 6 metres in width with little or no overtaking opportunities. It has no verges and for most of its length is bounded by steep banks and hedges. At the summit, a narrow unmade track, Quarr Lane, which provides access to some 8 properties, and Eype Down Road, leading to Eypemouth, joins the trunk road at a cross road junction with virtually no visibility for emerging traffic.

2.2.15 From this junction the road descends to join the western end of the Bridport Link Road at Miles Cross on a comparatively straight alignment. It is generally narrow, particularly at its western end, where it rarely exceeds 6 metres in width. There are a number of properties, including an Inn, lining the road, most of which have direct access onto it.

2.3 The Study Area (Figure 1)

2.3.1 The detailed study area for the Published route is approximately 8 kms long and runs from the eastern end of Charmouth Bypass in the west to the western end of Bridport Link Road in the east. It generally has a corridor width of some 300 metres throughout its length, although this width has been increased where necessary to enable the impact of the proposed route on the environment to be adequately assessed.

2.4 Topography (Figure 3)

2.4.1 The topography of the area is described in detail in the Landscape Report (Volume 2 Appendix 1).
In general relief is severe with steep-sided hills rising abruptly above deep coastal valleys to the south and the Marshwood Vale to the north.

2.4.2 Existing ground levels range from 13m ODN (Ordnance Datum Newlyn) in the coastal plain south of Chideock to 206m ODN at Hardown Hill, Morcombelake, the highest point in the study area.

2.4.3 Morcombelake (130m) lies on the southern slopes of Hardown Hill with Chardown Hill (193m) to the west and Langdon Hill (178m) to the east. Southwards the land falls gently away before rising steeply to the cliffs at Golden Cap (191m), the highest point along the south coast.

2.4.4 Chideock (21m) is dominated by Quarry Hill (163m) and Eype Down (150m) to the east and Langdon Hill (178m) to the west. The River Winniford that flows north-south through the village runs under the main road in the centre of the village, to cross the coastal plain south of the village before joining the sea at Seatown.

2.5 Geology (Figure 4)

2.5.1 The geology outcropping in the area is predominantly Lower Jurassic with deposits from the Upper Cretaceous capping the surrounding hills of Chardown, Hardown and Langdon.

2.5.2 The stratigraphic sequence underlying the route is Lower Middle and Upper Lias, uncomformably overlain by Cretaceous Upper Greensand and Gault. The Lower Lias consists predominantly of clays and mudstones, interbedded with thin limestones and 'beef' bands. The Middle Lias has a lower sequence of dominantly silty clays overlain by an upper sequence of fine sandy silts. Two distinct thin limestone horizons occur within the Middle Lias. The Upper Lias has a lower clay unit overlain by an upper sandy facies which contains cemented bands and nodules. Quaternary deposits of Head material mantle much of the solid geology with Alluvium occurring locally in the stream and river valleys.

2.5.3 Significant faulting exists in an east-west direction along the line of the existing trunk road. Several subsidiary faults in a north-west, south-east direction terminate against the main east-west faults.

2.5.4 There is little evidence of significant folding in the area other than some small scale amplitude folds visible in the coastal exposures.

2.5.5 There are significant areas of landslip where the proposed route crosses the northern slopes of Chardown and Stonebarrow Hills. The existing trunk road here has been affected by the unstable ground which has resulted in substantial remedial works in three areas.

2.5.6 Slippage has also occurred on the eastern side of Langdon Hill and on the lower south-western slopes of Quarry Hill.

2.6 Hydrology

2.6.1 Ground water is associated to a greater or lesser extent with all of the geological deposits. The main water horizon, however, is the Middle Lias Sands and most of the wells in the study area stem from this rock type. A considerable number are also located within the Middle Lias Clays where water is probably derived from the several limestone bands which are known to occur.

2.6.2 Groundwater is also present within the Bridport Sands and the sandier horizons of the underlying Down Cliff Clay, these being the latter Upper Greensand and the siltier horizons of the underlying Gault. These latter deposits form the landslip on the northern side of Chardown Hill where groundwater exists.

2.6.3 The main watercourses in the area are the River Char at the western end of the scheme, which flows southwards into the sea at Charmouth and the River Brit at the eastern end which joins the sea at West Bay. The River Winniford at Chideock although not a statutory main river is a named watercourse that flows southwards through the village to Seatown. There are several smaller streams within the area that spring from the boundary of the Middle Lias Sands and clays on the flanks of the main hills. The water table which is generally low in the sands is near ground level in the poorly drained clays and alluvium.

2.7 Landscape Character and Designations (Figures 10a, 10b, 10c and Volume 2, Appendix 1)

2.7.1 The complex relief of the study area with its steep-sided hills, deep valleys and wide vales, combined with the dry sandstone and heavy clays that make up the geology, have been significant influences on the vegetation pattern and land use.

2.7.2 The hill slopes are predominantly pasture land with rough grazing with scrub and woodland on the hill tops. Pasture and arable fields lie on the shallower slopes and valley floors, surrounded by hedgerows and tree belts. There are several woodlands of varying size throughout the study area, including a plantation on Langdon Hill and an area known as Newlands Batch on the northern flanks of Stonebarrow Hill. The latter is part of the West Dorset Coast SSSI. There are no areas designated as Ancient Woodland within the study area. A number of trees at Bellair (the western end of the scheme) are protected by Tree Preservation Orders. Chideock Manor woodland has been identified as an important landscape feature although it is not the subject of any statutory designations.

2.7.3 The interaction between topography, geology, vegetation and land use has led to the development of five distinct landscape character types. These are described below:

a) the coastal strip, cliffs and foreshore; including Golden Cap, the highest point on the south coast (191 m ODN)

b) high, steep-sided hills, topped with woodland or scrub, from which panoramic views are available

c) small scale steep-sided interlocking valleys, well-treed with small irregular fields and limited views south of Morcombelake

d) the gently undulating valley of the River Char with more regular fields and dense hedgerows where views are contained by surrounding hills

e) the broad coastal valley south of Chideock which has large fields generally bounded by fences or low hedges; views tend to be unrestricted over this more open landscape.

2.7.4 The whole of the study area lies within the Dorset Area of Outstanding Natural Beauty (AONB) , which covers almost 40% of the land area of the county. The AONB is notable for its unspoilt rural landscape, its coastline, geology, ecology, prehistoric sites and picturesque towns and villages. Much of the study area is also within the West Dorset Heritage Coast, designated by the Countryside Commission for its outstanding scenic quality. The coastline is considered to be one of the finest in Britain, with many attractive views over the coast and inland from the network of public footpaths. There are two areas of common land at Hardown Hill and Fype Down which are covered by the Common Land Registration Act of 1965.

2.7.5 The study area includes part of the National Trust's Golden Cap Estate, most of which has been declared inalienable land held in trust "for preservation for the benefit of the nation in accordance with the objects of the National Trust". This land cannot be sold by agreement or made available by dedication for new or improved roads. The only way it can be acquired is by Compulsory Purchase Order and then only after Special Parliamentary Procedures, if the Trust maintains an objection to its acquisition.

2.8 Settlements (Figure 5)

2.8.1 Settlements within or close to the study area tend to be either compact villages with an historic core such as Chideock and nearby Symondsbury or small groups of buildings associated with farmsteads. Morcombelake, however, with its 20th century sporadic development dispersed over the lower slopes of Hardown Hill is the exception to this established pattern.

2.8.2 Morcombelake, the smaller of the two settlements lying on the A35, is a village of some 400 residents. Originally a 'street' village along the Dorchester-Exeter turnpike road, now the A35, it has, in recent years, been subject to development in depth both to the north and south along the narrow lanes linking with the main road. With its location on the southern slopes of Hardown Hill, there are oustanding views from the village across the valleys to the coastline and cliffs of Golden Cap.

2.8.3 Chideock some 2 kms eastwards is an attractive village of around 600 residents situated in the River Winniford valley between Langdon Hill and Quarry Hill. Its appearance adds charm and interest to the surrounding high quality landscape. Originally constrained to a small group of buildings around its church the village has, over the years, spread along either side of Main Street which was originally part of the Dorchester-Exeter turnpike road and now forms the A35 trunk road through the village. In summer the village becomes a local centre for tourists and its population can more than double as a result of the many caravan and camping sites that have become established along the valley floor towards the coast. In recent years some limited housing development has taken place along North Road towards Chideock

Manor and Chideock Castle. The community is mainly made up of residential properties, many of which have fine views to the surrounding hills and coastline, a church and village hall as well as a scattering of small hotels, inns, shops and a garage which line Main Street.

2.8.4 Both villages are affected by congestion. At times during the summer months traffic along the A35 Trunk Road particularly through Chideock, can be slow moving or come to a standstill. With the inevitable problems this brings such as excessive noise, pollution and the dangers of crossing a busy trunk road, the quality of life for residents in both villages has considerably deteriorated over the years. Properties lining the trunk road are already subjected to high noise levels which by 2011 could increase by 10dB(A), a doubling of perceived noise level. Roadside pollution levels during times of congestion can exceed current acceptable standards (see Air Quality para 2.13).

2.9 Heritage and Archaeology (Figure 6 and Volume 2, Appendix 2)

2.9.1 Morcombelake with its 20th century residential properties scattered over the slopes of Hardown Hill has some properties of historic note. These are its church, St Gabriels, listed Grade 2 and located alongside the A35 midway through the village, and three listed Grade 2 properties in the Ship Knapp area at the western end of the village. One of these properties, Ship Farm, together with its outbuildings, which are also listed Grade 2 by association, was thought to lie on the site of Roman and medieval roads and this prompted an exploratory archaeological study. Following consultation with the Dorset County Council Archaeologist and the Dorset County Records Office a further detailed study was undertaken (see Volume 2, Appendix 2) and although no significant features were located it was considered to be a sensitive site of "medieval importance and later occupation" that merited careful monitoring during construction of the new road.

2.9.2 Chideock is characterised by the many attractive properties that front directly onto the A35, Main Street. Its central core that contains many of these properties is designated an Outstanding Conservation Area and contains over 50 'listed' properties. This puts it within the range of villages in the country which merit special considerations due to the number of buildings of architectural and/or historic importance they contain. Most of these buildings line Main Street and they comprise more or less continuous groups of cottages and houses, mostly dating from the 17th century. They vary in scale and detail but are mainly detached or semi detached and front onto the street with small gardens behind stone walls.

2.9.3 The predominant building materials are gold-coloured local stone and thatch. Other properties of note line Mill Lane and Sea Hill Lane, which lead southwards from the village to Seatown, and Ruins Lane which leads northwards from Main Street to the site of Chideock Castle. The properties located along Mill Lane and Sea Hill Lane are particularly attractive consisting primarily of small unassuming cob walled thatched cottages with small gardens.

2.9.4 Many of the properties, both within and outside the Conservation Area, have fine views to the surrounding hills and coastline.

2.9.5 To the north of the village lies the Ancient Monument site of Chideock Castle. Originally this was a square stone building dating from the 16th century with octagonal towers at each corner and gatehouse but all that remains today is a square moated (now dry) enclosure with strong outer banks to the south and west.

2.9.6 A detailed archaeological assessment (see Volume 2 Appendix 2) has been carried out on land adjacent to the Castle to establish if the extent of its construction went beyond the present designated Ancient Monument boundary. Although the area surveyed appeared to contain important information about the medieval settlement and the landscape and environment around the castle, there was no evidence to suggest the 'finds' were significant. It was recommended however that the site should be subjected to careful monitoring during the construction period.

2.9.7 Located to the north of the castle is Chideock Manor, a Grade 2 listed property dating from the early 1800's. Standing in its own grounds the manor is a fine example of a small country house. Attached to the manor is a small Roman Catholic Church also listed Grade 2 which houses a museum recording the history of the manor, its family and the village.

2.9.8 Other buildings of note are the parish church of St Giles, listed Grade 1, located alongside the A35 in the centre of the village and the Chideock House Hotel (formerly Chideock House) a Grade II listed building fronting the A35 midway through the village. The church has close associations with the Arundel family, lords of the Manor, and the Arundel tomb is situated in the south chapel, whilst the Chideock House Hotel is reputed to have been the headquarters of General Fairfax who commanded Cromwellian forces in the area during the Civil War.

2.10 Land Use

2.10.1 The land within the study area is mainly agricultural. The valley slopes are predominantly pasture land with rough grazing on hilltops. The higher quality agricultural land on the shallower slopes and valley floors supports some arable crops including forage root crops and cereals.

2.10.2 Most of the agricultural land is classified grade 3 by the Ministry of Agriculture, Fisheries and Food (MAFF), ie. 'good to moderate quality', although pockets of grade 2 land, 'very good quality', are located south-east of Morcombelake near North Road, Chideock; and at Quarr Lane. The remaining land graded 4 'of poor quality' is located to the south of Morcombelake in the Ship Knapp area and to the east of Chideock at Quarry Hill. It consists mainly of low lying waterlogged areas and steep sided valley and hillside slopes.

A detailed Land Classification study undertaken by the Agricultural Development and Advisory Service (ADAS) can be found in Volume 2, Appendix 8.

2.10.3 Other land uses within the area include forestry with the conifer plantations at Langdon Hill and Newfoundland Coppice being predominant. There are also numerous small deciduous woodlands scattered throughout the area.

2.10.4 There is no formal public open space in the area, other than a small playing field at Chideock, but there are extensive walking opportunities available throughout the area particularly over National Trust land.

2.11 Public Footpaths (Figure 7)

2.11.1 An extensive footpath system serves the area, particularly in the coastal region. Many of these paths which form part of the South-West Peninsula coast path are within the National Trust's Golden Cap estate and are extensively used by both residents and visitors especially during summer months. Particularly popular are the footpaths from the National Trust's Langdon Hill car park which is accessible from the existing A35 at Chideock Hill and links Golden Cap with Seatown and Charmouth. Many of these coastal paths afford outstanding views both inland and along the coast.

2.11.2 Inland, many footpaths in and around Morcombelake and Chideock provide closer and more localised walks for both visitors and residents, particularly those paths to the north of Chideock in the Chideock Castle/Quarry Hill area.

2.11.3 The designated bridleways in the area are located at Ship Knapp, Morcombelake providing access to Stonebarrow Hill and westwards to Charmouth, and east of Chideock at Quarr Lane providing access to Eype Down.

2.12 Ecology (Volume 2, Appendix 3)

2.12.1 An ecological assessment of the proposed route corridor has been undertaken. The assessment included habitat classification, detailed vegetation surveys and faunal investigations of specific groups.

2.12.2 During the course of the assessment all areas of semi-natural vegetation were surveyed and recorded using the Phase One methodology as outlined by the Nature Conservancy Council, now English Nature. Further to the identification and classification of habitats, characteristic plant species were recorded. Where it was obvious that areas were of significant ecological value, more detailed investigations were undertaken and plant communities categorised using the National Vegetation Classification. Following the discovery of badgers and bats in the area a detailed study of both species was carried out. (See Volume 2, Appendices 4 and 5).

2.12.3 Consultations were undertaken with local and national nature conservation organisations. These included English Nature, the Dorset Trust for Nature Conservation, Dorset County Council, Dorset Environmental Records Centre, Dorset Bat Group, Dorset Bird Group, The National Trust, British Herpetological Society, Vincent Wildlife Trust, and the British Deer Society.

2.12.4 Consultations and field investigations revealed a number of nationally important habitats and species present within the corridor. Protected areas include the West Dorset Heritage Coast and the Morcombelake and West Dorset Coast Sites of Special Scientific Interest. (see Figure 6).

2.12.5 The nationally scarce corky-fruited water-dropwort *Oenanthe pimpinelloides* is present in several of the semi-improved neutral meadows west of Morcombelake and the locally occurring brookweed *Samolus valerandi* is present in the flushed field south of Morcombelake (a flush is an area where water flows laterally near to the soil surface).

2.12.6 The grasslands to the west of Morcombelake vary in quality but are, in the main, species-rich, semi-improved neutral grassland and hay meadows. Several of these meadows are contained within the West Dorset Coast and Morcombelake Sites of Special Scientific Interest. The vegetation of these meadows equates to the National Vegetation Classification category of Mesotrophic Grassland 5 (MG5) - *Cynosurus cristtus - Centaurea nigra*. Such habitats are regarded as the typical grassland of traditionally managed grazed hay-meadows on neutral soils in lowland Britain. Semi-improved neutral grassland constitutes habitats which have retained a varying degree of "naturalness" in terms of their plant communities. The description 'neutral' refers to soils that are neither acidic nor alkaline. Such meadows have, however, been influenced by management processes which may have maintained or reduced their ecological value. Also present within these areas are flushed areas and damp hollows with a distinctive flora.

2.12.7 The field to the south of Morcombelake which is contained within the West Dorset Coast SSSI contains an area of flushed vegetation with small areas of species rich neutral grassland.

2.12.8 None of the woodlands present within the survey corridor are listed on the Ancient Woodland inventory compiled by English Nature. The majority of the woodlands other than the conifer plantations within the area are small and often contain non-native species and appear to be managed as game coverts. Within the semi-improved meadows to the west of Morcombelake a number of hedgerows, small copses and individual trees all add to the overall value of this area.

2.12.9 Evidence uncovered during the ecological assessment prompted a detailed badger study, see Volume 2 Appendix 5. This revealed a considerable amount of activity within the route corridor. The badger population within this area is considered to be in the process of

recovery following a decline. The survey data is however specific to the period when the survey was undertaken and further surveys will be necessary immediately prior to the construction to confirm if the re-establishment is continuing and to locate the position of the badger setts currently in use.

2.12.10 A roost containing lesser horseshoe bats *Rhinolophus hipposideros* was located within the survey corridor. This species, like all bats, is protected under the Wildlife and Countryside Act 1981. It is also listed in Annexes II and IV of the European Communities Habitat Directive (July 1992). The Habitats Directive allows for the designation of Special Areas of Conservation under Annexe II for selected species, and lists species of community interest in need of special protection under Annexe IV. Other species recorded include Pipistrelle bats *Pipistrellus Pipistrellus* brown long-eared bats *Plecotus auritus* and serotine bats *Etesicus Serotinus.*

2.12.11 In conclusion, the main areas of ecological interest are the species rich grasslands and associated habitats to the west and south of Morcombelake within and surrounding the West Dorset Coast and Morcombelake SSSIs. Individual species such as corky-fruited water-dropwort and lesser horseshoe bats are of national and international significance. The Nature Conservancy Council (now English Nature) undertook an assessment of losses of such grasslands in 1984. This assessment found that 95% of all English lowland neutral grasslands were estimated to lack significant wildlife interest and only 3% of the remaining 5% were free of some degree of damage due to agricultural intensification. A survey undertaken in 1988/89 within Dorset found that only 344 hectares of neutral grassland of high wildlife value remained in the county. The remaining sites were highly fragmented which confers an additional value to areas such as those in the vicinity of Morcombelake, where a number of sites are in close proximity to each other.

2.13 Air Quality

2.13.1 Many residential properties as well as most of the communal facilities line the A35 at Morcombelake and Chideock. At present the road carries between 10,000 and 12,000 vehicles through the villages on an average annual day. This figure is likely to increase to around 18,000 vehicles by 2011.

2.13.2 Traffic is generally free flowing but during summer months, especially at weekends, considerable congestion can occur. This is particularly apparent in Chideock, where at times traffic can virtually be at a standstill.

2.13.3 It is during these times that vehicle exhaust emissions are at their worst and pollution levels highest. A localised air quality assessment within the villages has been carried out to estimate the following three major

exhaust pollutants; carbon monoxide (CO), nitrogen dioxide (NO_2) and hydrocarbons (HC). These compounds are regarded as the most serious pollutants in road vehicle emissions as they account for some 90%, 50% and 40% respectively of total UK emissions. Of these pollutants, changes in concentrations of CO most clearly reflect changes in traffic conditions, as CO is almost entirely produced by road traffic. Based on the latest advice available, the following three way comparison has been made:

(i) current levels of pollution 1992;
(ii) anticipated levels of pollution in 2011 if no bypass is built;
(iii) anticipated levels of pollution in 2011 if the bypass is built.

2.13.4 At present, there is no UK or EC standard for levels of CO in the atmosphere and the US National Ambient Air Quality Standard, one of the most stringent in the world, has been chosen as the criteria. This states that for an 8 hour exposure to CO, a concentration of 9 ppm (parts per million) should not be exceeded more than once a year. For NO_2 the current EC standard which sets a limit of 200 ug/m^3 (105 ppb - parts per billion) for the 98th percentage of average hourly concentrations over a year has been used. Both these standards are comparable in stringency with World Health Organisation standards. At present there is no EC or UK standard for HC, however it is unlikely they will give rise to concern unless CO levels are above recommended limits. The air quality assessment has been based on the number of vehicles using the A35 both now and in 2011, with and without a bypass, the speed of vehicles along the road and the distance from the centre of the road to the back of footways.

2.13.5 Calculations show that at present when vehicles are moving at less than 20 kph, CO levels at the roadside through both villages would exceed the current US standard. However, due to expected improvements in vehicle operating efficiency over the next two decades it has been calculated that by 2011 the US standard would only be exceeded when vehicles were virtually at a standstill.

3.0 The Published Scheme

3.0 The Published Scheme

3.1 General (Figure 10a, 10b, 10c, 10d and 10e)

The published scheme comprises a dual two lane all purpose road 7.5 kms in length bypassing the villages of Morcombelake and Chideock and replacing the existing A35 between Charmouth Bypass and Bridport Link Road. The road consists of two 7.3 metre wide carriageways with generally a 4.5 metre wide central reserve and 3.5 metre wide verges. A 1.0 metre wide hardstrip will be provided within both the central reserve and the verges adjacent to each carriageway. There would be widening where necessary to provide adequate sight lines resulting in the central reserve and verge widths increasing in places to a maximum of 9.5 and 7.5 metres respectively. There would be no gaps in the central reserve thus precluding any right turn manoeuvres onto or off the new road. Existing roads would be taken either over or under the main carriageways via new bridges. Where practical, pedestrian rights of way would be diverted to these bridges. Safety fencing would be provided throughout the central reserve, on high embankments and at obstructions, such as bridge abutments and piers, culverts and large signs.

3.2 The Main Alignment

3.2.1 The proposed scheme at its western end commences with a new 4 arm roundabout immediately east of Berne Lane. This roundabout, which would be lit, would link the new route with Berne Lane, Charmouth and the recently completed Charmouth Bypass. It would also emphasise the change in standard from the single carriageway Charmouth Bypass to the proposed new dual carriageway road. One property 'Valley View' off Berne Lane would be demolished.

3.2.2 From the roundabout the route runs eastwards as it climbs the northern flanks of Stonebarrow Hill, to run parallel to and along the northern side of the existing A35. This length of route is on sidelong ground and the opportunity would be taken to position east and westbound carriageways at different levels. Laybys would be provided in this section on either side of the route, just to the west of Morcombelake.

3.2.3 Approaching the crest of the saddle of land lying between Chardown Hill and Hardown Hill the route swings southwards severing the existing A35 and taking 1.1 hectares of the south-west corner of the Morcombelake Site of Special Scientific Interest. At this point a slip road would link the bypass to the severed portion of the A35 and provide access to Morcombelake and Chideock for eastbound traffic only.

3.2.4 Continuing eastwards the route passes through the saddle in cutting (maximum depth 13 metres) to run under Ship Knapp. A new overbridge would take the existing road over the bypass at this point. Some outbuildings at Ship Farm, close to the new road, which are listed Grade 2 by association, would be demolished.

3.2.5 Emerging from the cutting, the route traverses the southern flanks of Hardown Hill alternately on embankment (maximum height 12 metres) and in cutting (maximum depth 10 metres) to run along the southern edge of Morcombelake. Here it intrudes into the northern edge of the National Trust's inalienable land, resulting in the loss of a 1.7 hectare single field SSSI, part of the extensive West Dorset Coast SSSI.

3.2.6 Continuing eastwards in cutting the route severs Shedbush Lane resulting in the demolition of three properties, No's. 1 and 2, Bradpoles and 'Torestin'. A new overbridge at this location would link the severed portions of the lane.

3.2.7 Continuing to run along the southern edge of Morcombelake, the route re-crosses the existing A35 in cutting (maximum depth 20 metres) on the eastern edge of the village close to the summit of Chideock Hill. The existing road at this point would be diverted over the bypass via a new overbridge to rejoin the existing road again part way down the hill. This diversion would maintain the existing road link between Morcombelake and Chideock for local traffic. A new slip road from the diverted A35 would provide access onto the bypass for westbound traffic only.

3.2.8 Descending Chideock Hill at an 8% gradient, alternately on embankment (maximum height 8 metres) and in cutting (maximum depth 10 metres), the route encroaches into the southern edge of Newfoundland Coppice and the northern edge of Gate Coppice before crossing over North Road and the River Winniford. Both North Road and the river would be taken under the new road via new underbridges. At this point the new road runs between Yenhay Lane, which forms the southern edge of Chideock Manor and the Scheduled Ancient Monument earthworks site of Chideock Castle, although neither of these would be physically affected. One property, 'The Lodge' at the junction of Yenhay Lane and North Road would be demolished.

3.2.9 Moving eastwards, firstly on embankment (maximum height 8 metres) and then in cutting (maximum depth 8 metres) the route continues southwards and eastwards, to run along the lower southern slopes of Quarry Hill, before passing under Quarr Lane. The lane would be taken over the new road via a new overbridge. The garage belonging to an adjacent property known as 'Littledown' would be demolished. Laybys would be provided in this section on either side of the new road, near Park Farm buildings.

3.2.10 Immediately east of Quarr Lane the route re-crosses the existing A35 (West Road) which would be 'stopped up' at this point. Approximately 0.17 hectares of registered common land at the extreme north east corner of Eype Down would be acquired in this area to provide alternative means of access to properties at the western end of West Road. It then runs parallel to and along the south side of West Road generally on low embankment, before joining a new 4 arm roundabout at Miles Cross to link with the Bridport Link Road. This roundabout

would be lit. Local links westwards would be maintained by the provision of a new single 7.3 metre carriageway linking the severed portion of West Road, immediately east of Quarr Lane to the Miles Cross Roundabout. Two properties 'Woodbury' and 'Miles View' would be demolished.

3.3 Junctions (See Figure 11)

3.3.1 The present at-grade priority junction at the eastern end of the Charmouth Bypass would be replaced by a new 4 arm roundabout, located some 240 metres further east at Newlands. The junction would emphasise the change of standard from the existing Charmouth Bypass single carriageway to the proposed new dual carriageway bypass as well as linking with Berne Lane and the existing road into Charmouth.

3.3.2 Immediately west of Morcombelake where the proposed route severs the existing A35 a junction would be provided which would allow eastbound traffic on the bypass to turn left onto the existing A35 via a slip road and provide access to Morcombelake and Chideock. No other traffic movements would be permitted at this junction. The severed portion of the A35 westwards to the new roundabout at Newlands would be retained to provide access to the adjacent land lying to the south.

At Chideock Hill a new slip road would be provided from the realigned section of the A35, under the proposed Chideock Hill overbridge, to provide access onto the bypass for westbound traffic only. No other traffic movements at this junction would be permitted.

At the eastern end of the scheme a new 4 arm roundabout at Miles Cross would replace the existing 'at grade' priority junction. As well as linking the new dual carriageway bypass with the existing single carriageway Bridport Link Road, it would also link with the B3162 to Bridport and the existing A35 westwards towards Chideock.

3.4 Structures (Figure 12)

3.4.1 Six major structures are proposed along the route. These would be constructed in either reinforced concrete or composite steel and concrete. All would have reinforced concrete abutments with piers retaining walls and wing walls where required. The structures consist of four overbridges which would carry existing roads, Ship Knapp, Shedbush Lane, Chideock Hill and Quarr Lane over the proposed bypass, one underbridge where the bypass would be taken over North Road and a river bridge where the bypass would be taken over the River Winniford.

3.4.2 Ship Knapp Overbridge

This would be a two span structure with a 3.6 metres wide road and two 1.5 metre footways. Approximately 80 metres in length, the bridge would carry Ship Knapp on it's existing alignment over the new bypass. The bridge would incorporate provisions to meet the needs of equestrians in the area.

3.4.3 Shedbush Lane Overbridge
This would be a 42 metres long single span structure with a 3.6 metres wide road and two 1.5 metre footways. A 130 metres long retaining wall is formed as an extension to the north abutment wall to limit land acquisition from the adjacent local authority properties. The span of the bridge has been extended on the southern side to give a more open aspect.

3.4.4 Chideock Hill Overbridge
This would be a multi-span reinforced concrete structure, approximately 110 metres long with a 7.9 metres wide road and two 1.5 metre wide footways. An arch form of structure, which relates sympathetically to the deep cutting in this undulating terrain, is proposed at this location.

3.4.5 North Road Underbridge
A single span structure some 28 metres in width and 16.5 metres long is proposed at this location, to carry the bypass over the existing unclassified road leading to North Chideock. The bridge would be located south of the junction of Yenhay Lane with North Road and would necessitate the demolition of "The Lodge", a detached dwelling adjacent to the junction. An arch form of structure is proposed here, which will provide an aesthetic unity with the proposed bridge to the east over the River Winniford.

3.4.6 River Winniford Underbridge
Located approximately 100 metres east of North Road this 60 metres wide and 10.5 metres span bridge would carry the bypass over the River Winniford on it's existing course. The proposed single span arch form of the structure will provide an aesthetic unity with the existing arch bridge over the river and diverted footpath just to the north.

3.4.7 Quarr Lane Overbridge
A three span structure, some 65 metres long, will carry the narrow lane on it's existing alignment over the bypass. The carriageway width over the bridge will be 3.6 metres, with two 1.5 metre wide footways. Again an arch form of structure is proposed to enhance the visual impression of this deep open cutting. The bridge will incorporate provisions to meet the needs of the equestrians in the area.

3.5 Public Footpaths (Figure 7 and Volume 2 Appendix 10)

3.5.1 The proposed route crosses the line of twelve footpaths. A full description of the footpaths, together with the results of surveys carried out along them to assess their usage, is contained in Volume 2 Appendix 10.

3.5.2 Footpath No. 56, in the Parish of Whitchurch Canonicorum, is located north of the existing A35 at Chardown Hill and links Berne Lane with the A35. It would be severed on the north side of the A35.

3.5.3 Footpath No. 39, in the Parish of Stanton St Gabriel, is a designated byway linking Ship Knapp with the coastal footpaths. It would be severed immediately south of Ship Farm.

3.5.4 Footpath No 37, in the Parish of Stanton St Gabriel, runs along Shedbush Lane. It would be severed where it passes the local authority properties midway along the lane.

3.5.5 Footpaths Nos. 30 and 29, in the Parish of Chideock, are located south-east of Morcombelake and would be severed south of Frodsham Motors. Footpath 28 linking these two paths would also be severed.

3.5.6 Footpath No. 38, in the Parish of Chideock, would be severed where it joins Chideock Hill. Footpath 36, in the same parish, linking with Footpath No. 38 north of Gate Coppice, would also be severed.

3.5.7. Footpath No. 8, crossing Chideock Castle site and Footpath No. 9, at Park Farm, both in the Parish of Chideock, would be severed north of the castle site and adjacent to the large barn at Park Farm respectively.

3.5.8 Footpaths Nos. 7 and 10, in the Parish of Chideock, would be severed where they cross the lower slopes of Quarry Hill.

3.5.9 Footpaths Nos 47 and 46, in the Parish of Symondsbury would be severed south of West Road and Miles Cross respectively.

3.6 Traffic (Figure 13)

3.6.1 The predicted assignments of traffic from the existing A35 to the new dual carriageway are summarised in Figure 13. This gives the Annual Average Daily Traffic Flows (AADT) for both low and high traffic growth, immediately before and after the new road is assumed to be open in 1996 and 15 years after its opening in 2011.

3.7 Lighting

3.7.1 The only lighting proposed is associated with theNewlands and Miles Cross roundabouts at either end of the scheme.

3.7.2 The form of lighting proposed has been developed particularly for use in areas of high quality landscape and consists of columns surmounted by circular light clusters.

3.7.3 It is proposed that 4 columns would be located around the periphery of each of the roundabouts. These columns would be 14.5 metres high at the Berne Lane roundabout and 20.0 metres high at the Miles Cross roundabout.

4.0 Environmental Effects

4.0 Environmental Effects

4.1 Landscape Quality (Volume 2 Appendix 1)

4.1.1 The published route due to its scale, earthworks and junctions would be an intrusive development within the Area of Outstanding Natural Beauty (AONB).

4.1.2 More specifically it would be a significant intrusion into views from and within the West Dorset Heritage Coast particularly from footpaths on Chardown Hill, Langdon Hill and Golden Cap, which are popular viewpoints from within the National Trust's Golden Cap estate.

4.1.3 The line of the new road would skirt the northern edge of the National Trust land for a distance of approximately 700 metres and as a result some 5 hectares of this inalienable land would need to be acquired.

4.1.4 The proposed new roundabout at the western end of the scheme at Newlands would require lighting and additional earthworks. These would be seen in the context of the recent roadworks associated with the Charmouth Bypass, existing lighting at Newlands Caravan Park and nearby Charmouth.

4.1.5 Embankments would be required along the northern side of the road between Newlands and Ship Knapp. The character of the Char Valley below this section of road would however be largely unaffected.

4.1.6 The proposed cutting at Ship Knapp would be an increase of the existing notch between Chardown and Hardown Hills in some views, although it is generally hidden by the surrounding topography.

4.1.7 The minimum earthworks required to construct the proposed road south of Morcombelake would appear as unnatural features within the valley, due to their steeper slopes, uniform appearance and disruption to the field pattern.

4.1.8 The deep cutting through Chideock Hill would be visible from footpaths on Hardown Hill, Chardown Hill, Golden Cap and from Shedbush Lane as an artificial notch in the ridge.

4.1.9 The dual carriageway and its associated embankment at North Road would be out of scale with the local intimate landscape of wood, field and river.

4.1.10 North-east of Chideock, where the route runs on embankment, the new road and its traffic would be visible from Langdon Hill, Quarry Hill and properties at either end of Chideock.

4.1.11 The extensive cutting faces proposed on the southern flank of Quarry Hill, would be visible from some properties in Chideock and from the surrounding area. The visual disturbance would result from the temporary loss of grass cover during construction.

4.1.12 Both the new dual carriageway and proposed single carriageway side road would be out of scale with the small undulating valleys between Quarr Cross and Miles Cross.

4.1.13 The proposed Miles Cross roundabout lighting at the eastern end of the scheme would be seen in the context of the fringe of Bridport.

4.2. Visual Impact on Settlements

4.2.1 It is estimated that the published route would intrude on the view of some 79 properties in Chideock. There would, however, be a significant reduction in intrusion for over 100 properties in the centre of the village due to the relocation of traffic onto the bypass.

4.2.2 At Morcombelake, the new road would intrude on the view of some 96 properties.

4.3 Cultural Heritage

4.3.1 Although not specifically relevant to the route study area, West Dorset was visited by several famous authors and artists, including Wordsworth and Turner. It was also a source of inspiration for many of Thomas Hardy's novels and William Barnes poems.

4.3.2 There are also several art groups in the area.

4.3.3 For further information on these authors, poets and painters see the Landscape Report at Volume 2, Appendix 1.

4.4 Existing Vegetation

4.4.1 The construction of the published route would affect two woodlands, numerous hedgerows, two tree belts, some scrub, some individual trees a willow copse and several meadows.

4.4.2 Newfoundland Coppice comprising 3.0 hectares of mixed woodland at Chideock Hill would be affected by the loss of 0.3 hectares along its southern edge.

4.4.3 At nearby Gate Coppice approximately 0.4 hectares of scrub and woodland edge would also be lost from the edge of this small 1.2 hectare wood.

4.4.4 Approximately 100 metres of stream side tree belt would be taken south of Wanehouse Farm, Morcombelake, together with some over mature trees along the bank of the River Winniford, Chideock.

4.4.5 Some young roadside tree planting would be taken at Chideock Hill.

4.4.6 All of the small 0.3 hectare willow copse at Miles Cross would be taken.

4.4.7 Nearly 11km of hedgerow would be lost in total throughout the proposed scheme. The loss of hedges would be a detrimental visual effect and cause disruption to the field pattern.

4.4.8 At the western end of the scheme some individual riverside trees along the River Char, together with a number of oak trees would be lost. Several hedges, hedgerow trees and individual specimens included in the extensive Tree Preservation Order in this area would also be lost.

4.5 Agriculture (Figures 8 and 9 and Volume 2 Appendix 9)

4.5.1 The land affected by the scheme is largely down to grass (69%) which is utilised by livestock, mainly beef and sheep.

4.5.2 Twenty holdings would be affected by the scheme to varying degrees, 9 at the western end of the scheme, 4 South of Morcombelake, 1 large holding north of Chideock and 6 at the eastern end of the scheme in the Quarr Lane - Miles Cross area.

4.5.3 Holdings at the western end of the scheme between Charmouth and Morcombelake would, in general, lose land along their boundaries abutting the existing A35 where the new road runs parallel to the existing road. Most would lose an average of approximately 0.5 to 3 hectares of land, except Manor Farm at the extreme western end of the scheme, which would lose just over 6 hectares. Some 1.1 hectares of unimproved meadow land, which forms part of the Morcombelake SSSI located in this area, would also be taken by the new road alignment.

4.5.4 South of Morcombelake most of the holdings affected would lose from 0.5 to 1 hectare of land although the primary holding in this area, Wanehouse Farm would lose nearly 10 hectares. Included in this area is approximately 1.7 hectares of 'flushed' vegetation which forms part of the West Dorset SSSI.

4.5.5 In the Chideock area a large holding forming part of the Chideock Manor Estate, would be severed resulting in the loss of approx 23 hectares of land. The local road network would however provide access between the severed portions of land. The northern end of the large barn at Park Farm would be demolished.

4.5.6 Loss of land for individual holdings at the eastern end of the scheme between Quarr Lane and Miles Cross generally varies from 0.5 to 1.0 hectare, however one holding, Symondsbury Farm Ltd, at Miles Cross would lose nearly 9 hectares.

4.5.7 It is not expected that existing farming patterns would change as a result of the proposed new road and therefore any environmental effects on the holdings would be minimal.

4.5.8 Details of the precise areas of land lost at each holding and the effect of such loss on the ability of that holding to still operate as a viable unit can be found in the ADAS report contained in Volume 2 Appendix 9.

4.6 Heritage and Archaeology (Figure 6 and Volume 2 Appendix 2)

4.6.1 The published route through Ship Knapp at the western end of Morcombelake crosses an area of archaeological interest south of Ship Farm, a Grade 2 listed building. This would result in the demolition of four outbuildings which are also listed Grade 2 'by association' and adjacent paddocks which form the historic core of this area. Although no significant features or deposits were found during trial excavations at the site, it was still considered to be historically sensitive, in that it could overlie possible Roman and Medieval roads.

4.6.2 The route would intrude into the northern edge of the inalienable National Trust land south of Morcombelake and would result in the acquisition of some 5 hectares of that land.

4.6.3 The route would run close to the northern boundary of the Chideock Castle Ancient Monument Site causing some intrusion to its setting. It would also cut the boundary of the medieval deer park associated with the castle and cross land adjacent to the site, where archaeological investigations have revealed concentrations of pottery and other remains from medieval and later times.

4.6.4 A Grade 2 listed garden house in the garden of 'The Lodge', North Road, would need to be demolished. In addition the road would intrude on the setting of the Grade 2 listed thatched cottage, Gate Farmhouse in North Road, and part of its rear garden and the garden of 'Bellair' a grade 2 listed building adjacent to the proposed Newlands Roundabout.

4.7 Ecology (Volume 2 Appendix 3)

4.7.1 Some 3.6 hectares of land of ecological interest on the northern side of the A35 adjacent to the western boundary of the Morcombelake Site of Special Scientific Interest (SSSI) would be lost as a result of the new road. Although this land has been the subject of a study by English Nature it has not been notified for inclusion in the SSSI.

4.7.2 A further 1.1 hectares of land also north of the A35 adjacent to the western and eastern boundaries of Fulvens Home Farm and located within the Morcombelake SSSI, would also be lost as a result of the new road . The land immediately west of 'Fulvens' although generally not as species rich as other areas within the SSSI does contain the nationally scarce Corky fruited water-dropwort, *Oenanthe pimpinelloides*. Land immediately east of Fulvens is generally dominated by bracken with occasional tree and shrub species.

4.7.3. The fields on the south of the A35 at Fulvens Home Farm would also be affected by the proposed road construction. The slopes adjacent to the road are the most species-rich areas within these meadows and would be lost as a result of the highway construction. Substantial areas of the meadows between Ship Knapp Lane and the existing A35 would also be lost.

4.7.4 The meadows to the south of Morcombelake would suffer considerable impact from the proposed road and the 1.7 hectare flushed meadow comprising part of the extensive West Dorset Coast SSSI, would be totally lost as a result of new highway construction.

4.7.5 The construction of the proposed dual carriageway on the northern slopes of Stonebarrow Hill between Charmouth and Morcombelake is likely to have an impact on the hydrological regimes within these areas. Changes in groundwater flow may lead to indirect impacts on the sensitive habitats both north and south of the existing road.

4.7.6 A large amount of badger activity was recorded along the study corridor and 19 confirmed badger setts were identified within 0.5 kms either side of the proposed route. In the western section of the corridor, a subsidiary and outlying badger sett would be destroyed by the proposed route. Within this area there was also evidence of possible badger pathways crossing the existing road, although there were no indications of recent activity.

4.7.7 Within the central section of the study corridor, two main setts and an outlying sett would be affected by the proposed road. A traditional badger pathway which crosses the existing A35 in this area would also be affected by the new road.

4.7.8 Within the eastern section, two outlying setts would be destroyed and two disused setts would be disturbed by the proposed route. There is also a crossing point of the existing A35 within this area which would also be affected by the proposed route. Information on the badger studies can be found in Volume 2 Appendix 5.

4.7.9 There are two, possibly three, bat roost sites along the length of the proposed route that could be threatened. The most significant of these contains lesser horseshoe bats, but other species threatened are serotines and possibly pipistrelles. Associated loss of habitat and the provision of road lighting may also affect roosts within the survey corridor. Information on the bat studies can be found in Volume 2, Appendix 4.

4.7.10 There would be little direct effects on habitats in the study area from realignment of water courses which would be taken under the new road on their existing alignment.

4.8 Hydrology (Volume 2 Appendix 6)

4.8.1 The drainage pattern of the area is dominated by the proximity of the coast and is seen in the general north to south trend of the main watercourses.

4.8.2 The proposed route passes through the four following major catchment areas: the River Char, St Gabriels Stream, the River Winniford and the River Simene.

4.8.3 At its western end, the route would directly affect approximately 260 metres of the River Char and some 40m would be lost as a result of the diversion of the river. Flows in the river, however, would not be greatly affected by this diversion.

4.8.4 The St Gabriels Stream, south of Morcombelake, would be severed by the proposed bypass, resulting in a reduction in the length of the water course by some 30 metres. Flows, however, would remain unaltered.

4.8.5 The River Winniford, which would be crossed by the proposed route north of the Ancient Monument site of Chideock Castle would be taken under the new road with no change in the length of the watercourse or quality of flow.

4.8.6 Within the River Simene catchment, one tributary watercourse is affected by the roundabout at Miles Cross. Although this tributary would require diversion resulting in an additional 20m of watercourse, there would be little or no change in quantity of flow.

4.9 Property

4.9.1 Eight properties, including the Grade 2 listed garden house at North Road, would be demolished as a result of the published route alignment.

4.9.2 Some 18 properties at Morcombelake, 6 in the Ship Knapp area and 12 in Shedbush Lane, together with 15 properties at Chideock in the North Road area, 3 properties in Quarr Lane and and 4 properties in West Road, Bridport, would experience an increase in noise level of between 5-20 dB(A) as a result of traffic along the new road.

4.9.3 Most of the properties identified in 4.9.2, together with others generally south of Morcombelake, north of Chideock and in the West Road area, would also experience considerable noise during certain phases of the construction of the new road.

4.9.4 Some 200 properties within Morcombelake and Chideock, close to or adjacent to the existing trunk road, would benefit with a reduction of some 5-10 dB(A) in their present noise level, as a result of transferring 'through' traffic onto the bypass.

4.9.5 Details of properties likely to be exposed to construction noise together with details of properties affected by traffic noise, can be found in the Noise Report in Volume 2 Appendix 7.

4.10 Air Quality

4.10.1 Calculations have also been carried out to forecast the proposed scheme's contribution to the overall change in air quality in the area. This assesses vehicle emissions in 2011, with and without a bypass, by comparing levels of CO, HC, CO_2 and NOx (Nitrogen Oxides) for varying speeds along different road sections of the A35, local roads and the bypass.

4.10.2 Results show that in 2011 with the bypass provided, levels of CO and HC in the area would decrease by 20% and 36% respectively. Levels of NOx and CO_2 would however increase by 18% and 5% respectively. This is not unexpected as the highest emissions of NOx are encountered during high speed driving conditions, similar to those that would be found along the bypass, while CO_2, which is considered to be the least harmful of the pollutants, is expected to increase with the use of catalytic converters.

4.10.3 The bypass would therefore result in a general improvement in air quality in the area, especially within the villages with the removal of the majority of the traffic through them.

4.11 Accesses

4.11.1 The existing A35 would be closed at Home Bottom Coppice west of Morcombelake and at West Road east of Quarr Lane.

4.11.2 Existing access to properties off Ship Knapp, Shedbush Lane, North Road and Quarr Lane would be severed.

4.11.3 Access westwards and eastwards for properties along the existing A35 West Road, Bridport, would be closed.

4.12 Footpaths Figure 7 and Volume 2 Appendix 10)

4.12.1 The routes of 12 public footpaths would be severed by the proposed scheme. As a result, it is proposed to divert some footpaths which would increase their length.

4.12.2 The most significant effects would be to Footpaths Nos. 30 and 29, south-east of Morcombelake and Footpaths Nos. 8 and 9 in the Chideock Castle Park Farm areas. An assessment of the effects of the scheme on these footpaths, together with an estimate of their use, and diversions proposed, can be found in 'The Footpath Report' at Volume 2 Appendix 10.

4.12.3 Access would be severed for pedestrians and horse riders where New Street Lane joins the existing A35 south of the proposed Miles Cross Roundabout.

4.13 Cyclists

4.13.1 Cyclists proceeding eastwards from Newlands Roundabout would follow the proposed route to the new Morcombelake junction west of the village. On leaving the dual carriageway they would use the now comparatively lightly trafficked existing A35 to Quarr Cross where they would then join a new Link Road south of and parallel to the proposed dual carriageway as far as the new Miles Cross roundabout.

4.13.2 Cyclists travelling eastwards would leave Miles Cross roundabout and follow the new link road to join the existing A35 at Quarr Cross. From here they would continue to use the existing A35 to Chideock Hill junction where they would join the new dual carriageway for about 1.5 km to Fulvens Home Farm, west of Morcombelake. Here they would leave the dual carriageway to join a new private access track linking with the road from the eastern end of Charmouth.

4.13.3 The routes outlined above would enable cyclists to avoid all but 2 km of the 7.5 km new Trunk Road.

4.14.4 An alternative route between Charmouth and Morcombelake is available via Berne Lane and Tizards Knapp. Although this is quite a circuitous it does enable cyclists to avoid the complete length of new road, although they would still have to negotiate the roundabouts at either end of the scheme.

4.14 Construction

4.14.1 Construction of the new road is likely to take 24 months. During this period material would be excavated and moved around the site as required in the formation of road embankments and cuttings. Excavated material would also be utilised for landscaping works on site.

4.14.2 These and other construction activities would generate some noise and air pollution and dust, which could cause nuisance to local residents.

5.0 Mitigation Measures

5.0 Mitigation Measures

5.1 **General** (Figures 10a. 10b. 10c. 10d. and 10e. and Volume 2 Appendix 1)

5.1.1 The objectives of the proposed mitigation measures are:
a) to integrate the new route into its surroundings
b) to minimise its impacts on the environment
c) to create new features of landscape value

5.1.2 The mitigation measures incorporated into the design of the published route range from large scale route planning decisions to detailed planting proposals and are designed to address the impacts summarised in section 4.

5.1.3 The proposed scheme would have a significant visual impact on the attractive landscape south of Morcombelake and north of Chideock and therefore considerable effort has been made to integrate the new road as sympathetically as possible into these areas.

5.1.4 A vertical alignment incorporating steeper gradients than normal for dual carriageway has been used, to follow the existing topography as closely as possible. The maximum gradient, at Chideock Hill, is 8% (1 in 12½). This is considerably greater than the normal desirable maximum figure of 4% (1 in 25). The steeper gradients enable the heights of embankments and depths of cuttings to be reduced, thus minimising the area of land needed to be acquired and the route's visual impact.

5.1.5 The horizontal and vertical alignment of the published route has been chosen to integrate the scheme within the landscape and to reduce, as far as possible, the overall impact of the new road on this Area of Outstanding Natural Beauty. The route utilises the existing A35 corridor between Charmouth and Morcombelake, before leaving it to skirt the southern and northern edges of Morcombelake and Chideock respectively, to minimise encroachment into the unspoilt countryside beyond. The route, where possible, has been kept low in the landscape, particularly north of Chideock, and existing gaps between the hills have been used to reduce the need for cuttings.

5.1.6 The alignment of the route has also been chosen to minimise incursion into National Trust Land and where possible Sites of Special Scientific Interest, to avoid the Scheduled Ancient Monument at Chideock and to reduce property demolition. At the same time compatibility with engineering standards and the overall landscape has been maintained.

5.1.7 Mitigation of the route's impact on specific views, from and within the National Trust and Heritage Coast, was a particular problem due to the elevation of the view points, which often directly overlook the route.

5.2 Landscape - Mitigation Measures General Principles

(Figure 10a, 10b, 10c, 10d, and 10e, Volume 2 Appendix 1)

5.2.1 The landscape proposals have been carefully designed to reduce the impact of the scheme by integrating the route into its setting through ground-shaping, planting and restoration of the landscape pattern. The scale of the new road would be mitigated by proposed roadside screen mounding and planting.

5.2.2 Further mitigation of impact on specific views from public rights of way or individual properties would be achieved by off site planting at strategic locations, which would restrict views of the road. This off-site planting is regarded as desirable, but not essential and is subject to the agreement of the landowner. Even if agreement cannot be reached, it is considered that the remaining mitigation measures, proposed on land to be placed under the control of the Department of Transport, would be sufficient to meet the landscape requirement of the highway proposals.

5.2.3 Ground-shaping is proposed where possible, to reduce the severity of slopes by smoothing out abrupt changes in gradient or direction, slackening slopes overall and rounding off tops of cuttings to reduce 'notch' effects. This would create a new landform that is in harmony with the existing topography.

5.2.4 Planting proposals seek to reinstate the existing vegetation pattern by:

(i) planting new hedgerows and tree belts to link severed field boundaries to the new highway boundary;

(ii) planting new woods similar in size, shape and species composition to existing copses and

(iii) by creating new scrub and grasslands where appropriate.

Approximately 25 hectares of trees and shrubs would be planted as part of the scheme landscape proposals, and just over 5 km of new hedgerows with hedgerow trees would be planted alongside the new road and side roads. 29 hectares of land would need to be acquired by compulsory purchase order for essential landscape purposes, to achieve these planting proposals

5.2.5 Existing vegetation has been retained wherever possible and incorporated into the planting proposals.

5.2.6 It is proposed to restore and return cutting and embankment slopes to agriculture where possible, to help reinstate the land-use pattern and ensure the most appropriate management of the new slopes. In some places this will require a regrading of the slopes to gradients suitable for cultivation, elsewhere the new slopes would be sown with an appropriate grass mix and returned to pasture.

5.2.7 Land take has been kept to a minimum where the route passes through or adjacent to sites of nature conservation or archaeological interest.

Extensive planting is proposed to screen views of the road from Chideock Castle and listed buildings affected by the route. Although construction of the new road would require the demolition of the Grade II listed Garden House at present located in the ground of 'The Lodge', North Road, it is proposed that the building would be carefully dismantled and relocated elsewhere in the locality, subject to agreement with the Local Planning Authority.

5.2.8 The planting proposals include reference to the type of 'structure proposed and the species composition of that structure.

The following terms are used:

i. thicket: a densely planted area of trees and shrubs (plants at 1 - 3m intervals)

ii. 'hedgerow': a line of shrubs with occasional trees (plants at 750mm intervals)

iii. 'individual trees': trees planted in isolation or in groups with no shrubs.

5.2.9 The species composition of each planting area will vary depending upon the ground conditions (freely draining or damp) aspect (sunny or shady); function (screening or wildlife) and adjacent planting where a good 'match' or integration is required. In general, local native species occurring naturally in the vicinity of the route will be used. This means that the areas of planting intended as a visual mitigation measure will also have some habitat creation potential and nature conservation value.

5.3 Landscape Mitigation Measures Detailed Proposals

5.3.1 Newlands Roundabout (Chainage 1200m)
The proposed slopes would be similar to the existing ground profile. Groundshaping is therefore limited to rounding off edges between engineering slopes and existing ground. Thicket planting of local native trees and shrubs is proposed on the embankment and lower cutting slopes. Planting between Bellair and the new road would comprise evergreen trees and shrubs for all year screening. Some short lengths of hedgerow are proposed to replace former roadside hedges.

5.3.2 Newlands Roundabout to Ship Knapp (Chainages 1200-3500m)
Between Bellair and Berne Farm Track (Chainage 2500) groundshaping proposals are limited to rounding off edges between engineering slopes and the existing ground; the sub-soil characteristics will not permit placing of further material. Between Berne Farm Track and Chainage 2900, roadside mounding is proposed to screen views of the road and its traffic from western Morcombelake. In order to minimise landtake no additional ground-shaping is proposed alongside the Morcombelake SSSI. Just under 1.0 hectare of the embankment slopes adjacent to the SSSI would be sown with seed collected from the SSSI to create a new herb-rich sward as part of a creative conservation policy. The slopes

would then be returned to grazing as the preferred management technique, subject to agreement with the landowner.
A linear thicket is proposed between the retained length of the A35 and proposed dual carriageway. Existing hedgerows and trees would be incorporated into the new planting areas.
A 10m wide linear 'copse' is proposed along the northern side of the new road to help screen the traffic from western Morcombelake and the northern valley.
New hedgerows and tree belts are proposed to reinstate the field pattern and integrate the roadside planting. To achieve this, some small areas of land would need to be acquired for essential landscape proposals.

5.3.3 Ship Knapp (Chainage 3500m)
Groundshaping proposals comprise rounding the top of the cutting and gentle mounding on the northern side to wrap the new landform around the side road and mitigate the effect on Morcombelake Farmhouse, a Grade 2 listed building .
"Thicket' planting is proposed on the cutting slopes either side of the proposed Ship Knapp overbridge to soften the appearance of the structure and the "notch" effect of the cutting. The planting will also help screen the new road and its traffic from Ship Farm, Morcombelake Farmhouse and Morcombelake Cottage, all Grade 2 listed buildings.
Scrub and wildflower grass mixture would be sown on the southern cutting slope, to provide replacement habitats for birds and insects.

5.3.4 Ship Knapp to Chideock Hill (Chainage 3500 to 4100m)
Roadside screen mounds and slackened slopes are proposed along the southern side of the new road (chainage 3900 to 4500) except where the route runs in cutting at Shedbush Lane.
Additional fill would be placed on the uphill side of the new road, where it runs on embankment, to help screen the road and to create a more natural landform. The tops and edges of the proposed cuttings would be gently rounded.
10m wide linear thickets on the roadside mound would be planted to help screen the new road and its traffic from distant views and properties in Morcombelake. New hedgerows and thickets at right angles to the road are proposed to reinstate the field pattern.
Extensive planting of cutting slopes either side of Shedbush Lane is proposed to soften the appearance of the proposed Shedbush Lane Overbridge and integrate the new works with the well-wooded slopes of Hardown Hill.

5.3.5 Chideock Hill Junction (Chainage 4800m)
Roadside screen mounds would be extended to join the cutting slopes. Tops and edges of the cuttings would be gently rounded to achieve a more natural landform.
Extensive thicket planting is proposed for the new cutting slopes to visually integrate the new works with Langdon Plantation and Newfoundland Coppice and help soften the 'notch' effect of the cutting in views along the road.
New hedgerows are proposed to tie in with existing hedges and redundant sections of the existing A35 would be broken out and planted.

5.3.6 **Chideock Hill to Newfoundland Coppice** (Chainages 4700 to 5000m)
Additional fill material would be placed on the uphill side of the new road and edges of cuttings and embankments would be rounded to create a smoothly flowing landform. There would be no ground-shaping to the toe of the embankment into Newfoundland Coppice, to avoid further encroachment into the woodland.
Thicket planting is proposed on the steep slopes to integrate the new road with the existing woods.
Individual trees and groups of trees would be planted along the northern side of the road. This intermittent planting would allow motorists views northwards.

5.3.7 **North Road Crossing** (Chainage 5770m)
Groundshaping is restricted here to avoid encroachment on existing woodlands, Yenhay Lane, the River Winniford and the Chideock Castle Ancient Monument site.
A new hedgerow is proposed to connect the woodlands (chainages 5350 - 5500m).
Thicket planting is proposed on the new highway slopes to screen the road from adjacent properties in North Road including Gate Farmhouse a Grade 2 listed building and to integrate the new road with the existing adjacent woodlands.

5.3.8 **Chideock Castle to Park Farm Barn** (Chainages 6000 to 6550m)
Groundshaping is proposed to round the edges of embankments and cuttings and create a smooth flowing landform. Extensive mounding is proposed in the vicinity of Park Farm Barn to help screen the new road. Tree and shrub planting is also proposed to help screen the new road and its traffic when viewed from the public footpaths in the area.

5.3.9 **Park Farm Barn to Quarry Hill** (Chainages 6550 to 7000m)
A roadside mound is proposed along the southern side of the new road to screen the road and its traffic in views from nearby properties at the eastern end of Chideock.
The extensive cutting slopes on Quarry Hill would be of similar gradient to the original hillside profile thereby reducing its visual impact. Edges of the cuttings would be rounded to assimilate the new slope into the existing ground.
New hedgerows are proposed to separate the new road from adjacent fields and integrate the scheme with the existing landscape pattern.
The cutting slopes on Quarry Hill would be sown with an appropriate grass mixture to match the existing adjacent sward and then returned to their original use.

5.3.10 **Quarr Cross** (Chainage 7500m)
It is proposed to round edges of new earthworks to create a more natural landform.
Thicket planting is proposed either side of the proposed Quarr Lane overbridge to assimilate the structure into the surrounding landscape, soften the 'notch' effect of the cutting, and provide some screening for adjacent Quarr Lane properties.

5.3.11 Quarr Cross to Miles Cross (Chainages 7500 to 8700m)

Roadside mounding is proposed along the north side of the new road to help screen the road and its traffic in views from Quarr Lane and Colmers Hill, with associated groundshaping to integrate the road and screen mound into the landscape.

A roadside mound east of the new Miles Cross Roundabout is proposed to screen the road in views from Foundry Knapp. Some roadside mounding south of the new side road is proposed to form a more natural landform.

Edges of earthworks and the form of the proposed balancing pond would be rounded to create a natural landform. The proposed river diversion would be curved to follow a natural line and allow for groundshaping of the proposed side road embankment. Large areas of gentle mounding are proposed between the new side and main roads to the west of the new roundabout to visually separate them and imitate the adjacent natural landform.

Linear roadside thickets are also proposed to help screen the roads when viewed from adjacent properties, visually separate the two roads, and to integrate the scheme into the surrounding landscape. Some new hedgerows with hedgerow trees would be planted subject to agreement with the landowner.

5.4 Agriculture (Figure 9 & Volume 2 Appendix 9)

5.4.1 Where possible, within design constraints, the proposed scheme alignment would seek to minimise the impact on holdings caused by severance and land acquisition.

5.4.2 The form of all new boundaries would be subject to agreement with landowners and where desirable, incorporate badger and deer fencing.

5.4.3 Where possible, embankment slopes would be 'graded out' to enable land to be returned to agricultural use, as well as reducing the impact of the slopes in the landscape.

5.4.4 Areas of severed land and small field corners which are uneconomical to farm and contiguous with the highway boundary could be purchased and planted with indigenous tree species. This would also help to integrate the new road into the surrounding landscape.

5.4.5 The scheme design would seek to minimise the effects on existing land drainage by the culverting of water courses and provide for the interception of road surface water run-off that might threaten agricultural land.

5.4.6 Access to serve agricultural land on the south side of the existing A35, east of Charmouth, would be provided by utilising that road together with a new length of accommodation road when the bypass is opened to traffic.

5.4.7 A new northern end wall for the large barn at Park Farm would be provided.

5.4.8 Alternative means of access would generally be provided for severed farm land, where access to existing roads has been severed.

5.5 Heritage and Archaeology (Figure 6 Volume 2 Appendix 2)

5.5.1 Given the need to utilise National Trust inalienable land to the south of Morcombelake, the proposed route has been located as close as design constraints permit to the northern edge of this land, to mitigate effects on the landscape and to reduce the area needed to be acquired from the Trust. Horizontal and vertical alignment have also been carefully designed and this together with extensive planting proposals would help to reduce visual impact when viewed from the Trust's land.

5.5.2 Careful and sympathetic planting proposals along the section of the route skirting Chideock Castle would reduce the impact of the new road on this Ancient Monument site and help offset any degradation of setting. Further investigation would be carried out on the land adjacent to the site, considered to be of archaeological interest, to rescue and record any finds of significance before highway construction commences.

5.5.3 Similar investigations would also be undertaken at Ship Farm, Morcombelake, another identified area of archaeological interest.

5.6 Ecology - General (Volume 2 Appendix 3)

5.6.1 The storage of soil and construction materials would be contained within the site boundary.

5.6.2 Working areas would be delineated and fenced to prevent casual and accidental intrusion into surrounding land .

5.6.3 During the construction phase, measures such as temporary storage lagoons would be provided for the collection of site drainage water to protect all watercourses from pollution and erosion. Sufficient areas of land are included for such measures within the highway boundary and at locations where it is anticipated drainage would outfall into existing watercourses. Oil interceptors to prevent any pollution from highway surfaces would also be provided at permanent drainage outfalls.

5.6.4 Tree and shrub planting would be with native species, unless the situation dictates otherwise. The choice of species would be considered during the detailed design process for their ecological implications.

5.6.5 An equivalent area of land would be acquired adjacent to Eype Down to replace the area of common land taken by the proposed scheme.

5.7 Ecology- Detailed Proposals

5.7.1 The following ecological mitigation measures are from west to east along the line of the published route.

5.7.2 **Chainage 1800 - 2500** (north of the existing road)
The topsoil from the affected meadows would be stored and re-used for the covering of the embankment. Green hay taken from the adjacent fields would be spread over the soil to facilitate the reseeding of the embankment with native species of local provenance.

5.7.3 **Chainage 2900 - 3050** (Morcombelake SSSI)
Effort has been made to minimise the encroachment of the road embankment into the SSSI by the scheme design.
Similar habitat creation techniques would be employed to those described in 5.7.2 above. As the embankment would be excluded from the SSSI once construction has begun, it would be the intention to reinstate a similar management regime to the one currently in force, i.e. returned to grazing with prevention of any agricultural improvement. It is to be hoped that such an arrangement can be negotiated with the landowner.

5.7.4 **Chainage 2900 - 3000 & 3150 - 3500** (south of existing road and west of Ship Knapp)
Within those areas to be returned to agricultural usage, either the techniques described in 5.7.2 above would be used, or a non-aggressive grass specie mix containing *common bent Agostis capfllaris* to allow for natural recolonisation by other grass and herb species. Such techniques would require these areas to be fenced off to prevent grazing until the sward has been established.

5.7.5 **Chainage 3500 - 3800** (south of existing road and east of Ship Knapp (West Dorset Coast SSSI).
Land take and encroachment into the area including the SSSI has been minimised by steepening road embankment slopes. The removal of mature trees would also be kept to a minimum and the current course and structure of St. Gabriels stream maintained as closely as possible.

5.7.6 **Chainage 5000 - 5600 (Newfoundland and Gate Coppices)**
Loss of existing woodland would be minimised and compensated for by the extensive planting of broadleaved trees on the road embankments.

5.7.7 **Chainage 5750 - 6000 (Chideock Manor)**
The impact on the manor and its grounds would be minimised by careful route alignment which would avoid incursion into the woodland forming the southern boundary of the grounds. The retention of this woodland not only retains existing flora and fauna but also reduces visual intrusion of the route on the property.

5.7.8 Badgers

Further investigations to establish the situation regarding the badger populations would be undertaken shortly before construction commences. The minimum level of mitigation required for the badgers would consist of:

i. the checking of setts for occupancy
ii. the provision of badger underpasses as necessary
iii. the erection of badger proof fencing either side of the badger underpasses
iv. peripheral works to be situated away from areas known to be of importance for badgers.
v. the relocation of badgers occupying setts located on the line of the proposed route, under the guidance of English Nature

5.7.9 Bats

The bat interest within the route corridor requires particular levels of mitigation as follows:

i. Damage to roost sites would be avoided where possible and further investigations into the effects of habitat loss and permanent highway lighting would be undertaken.
ii. A roost containing lesser horseshoe bats would be demolished to construct the new road. This would be staged to minimise disturbance and consideration given to the provision of alternative roosts.
iii. At other affected roost sites, the fitting of bat slates on nearby, unaffected houses would be considered.

5.7.10 Deer

Consideration would be given to the siting of deer proof fencing, reflective deterrents for animals and warning signs for motorists.

5.8 Surface Water Drainage

5.8.1 A comprehensive system of road and subsoil drains would be installed to collect run-off from all paved surfaces, earthwork side slopes and verges. Existing land drainage intercepted by the works would be maintained by the provision of culverts. Where surface water from the highway system is to be discharged into the main water courses, ie the River Char, St Gabriels Stream, River Winniford and River Simene, suitable measures would be taken to prevent accidental pollution in compliance with the requirements of the National Rivers Authority and their agents, West Dorset District Council.

5.8.2 Surface water run-off from the highway into St. Gabriels Stream and the River Simene would be discharged at a controlled rate through storage lagoons into the watercourses. The flow would be equivalent to the run-off from the area of land replaced by the highway ensuring that peak flows remain at the same or a lower level.

5.8.3 All existing watercourses affected/crossed by the new road would be culverted with the existing line and level of the watercourse maintained where possible. Surface water flows from the sub catchment areas would be intercepted by ditches and diverted to pass under the proposed route via the culverts.

5.8.4 Drainage water from the new highway surface could contain common pollutants and include derivatives of oil, particulate rubber and grit, salt and chemicals from accidental spillage. It would be discharged at four outfall points, one within each of the main catchments and oil interceptors would be provided at each of the locations.

5.9 Accesses

5.9.2 The section of the existing A35 at the western end of the scheme, between Newlands and Fulvens Home Farm, to be replaced by the new dual carriageway, would be retained to provide access to adjacent farmland and National Trust land to the south. At its western end it would link with a new length of accommodation road which rejoins the existing road into Charmouth, west of the proposed Newlands Roundabout.

5.9.3 The provision of new bridges over or under the bypass would enable current access for properties in Ship Knapp, Shedbush Lane, North Road and Quarr Lane to be maintained.

5.9.4 Access to Fulvens Home Farm and adjacent fields which are situated north of the existing A35, would be provided via a new link from the proposed new slip road west of Morcombelake.

5.9.5 A new access off the re-aligned existing A35 at Chideock Hill would be provided to the National Trust's car park at Langdon Hill, and to Muddyford Lane.

5.9.6 A new access road westwards, from the proposed Miles Cross Roundabout, would be provided for properties along the existing A35 West Road. This road which would run south of, and parallel to the new dual carriageway highway, would replace the present existing A35 westwards from where it would be severed at the London Inn, by the new road.

5.9.7 Where accesses to individual properties are affected, alternative access would be provided from existing roads.

5.10 Footpaths (Figure 7 Volume 2 Appendix 10)

5.10.1 Provision would be made for the diversion of public footpaths affected by the scheme. These diversions, where possible, would use the proposed new bridges over or under the bypass. A number of these diversions, particularly to footpaths in the Chideock area, would result in an additional 200-400 metres footpath length for the user, with Footpath No. 9 at Park Farm nearly 600 metres longer. Although these diversions considerably extend footpath lengths they are considered preferable to the hazards of pedestrians crossing the new road at carriageway level. No facilities will be provided to encourage this practice but footpath diversions to the proposed new road bridges would be provided and signposted. A brief description of the footpaths affected and the proposals to accommodate them within the scheme design is given below in the following paragraphs.

5.10.2 Footpath No 56, north of the existing A35 at Chardown Hill. Although there is no evidence that this footpath is used, it is proposed to link it with the proposed route via a stile.

5.10.3 Footpath No 39, a designated byway linking Ship Knapp with the coastal footpaths, would be diverted 60 metres westwards to terminate it at the new highway fence with a stile.

5.10.4 Footpath No 37, along Shedbush Lane, would be taken on its existing alignment over the new road via the proposed Shedbush Lane Overbridge.

5.10.5 Footpaths Nos 30 and 29, south-east of Morcombelake, would be diverted 50 metres and 28 metres respectively, eastwards, to cross the new road via the proposed Chideock Hill Overbridge. Footpath 28 linking these two paths would be closed.

5.10.6 Footpaths No 38, north-west of Chideock, would be diverted 360 metres westwards to run along the southern edge of the new road to Chideock Hill and 280 metres eastwards to pass under the new road at the proposed North Road Underbridge. Footpath 36, which joins Footpath No 38 north of Gate Coppice, would be diverted 240 metres eastwards to link with diverted Footpath No 38 at the North Road Underbridge.

5.10.7 Footpath No 8, across Chideock Castle site, and Footpath No 9 at Park Farm would be diverted some 250 metres and 600 metres respectively westwards, either side of the new road to pass under the proposed River Winniford Underbridge. These are the most well used local footpaths and although the diversion is considerable it does avoid users having to cross the bypass on the inside of a bend where visibility is limited.

5.10.8 Footpaths Nos 7 and 10 at Quarry Hill, would be diverted 250 metres and 20 metres respectively, to cross over the new road via the proposed Quarr Lane Overbridge.

5.10.9 Footpaths Nos 46 and 47 at Miles Cross and West Road, appear to be little used and would be closed where they join the new road. Stiles would be provided where these paths meet the new side road fence.

5.10.10 Access would be provided from New Street Lane to the new link road, westwards from Miles Cross roundabout, for pedestrians and cyclists.

5.11 Cyclists

5.11.1 Special facilities would be provided at the proposed Newlands and Miles Cross Roundabouts to assist cyclists in negotiating those areas of the junctions where the potential conflict with other road users is greatest.

5.12 Property

5.12.1 Where traffic noise from the new road would result in properties meeting the requirements laid down in current Noise Insulation Regulations, noise insulation measures such as secondary glazing, ventilators and venetian blinds etc, would be offered to occupiers.

5.12.2 Where noise levels arising from construction of the new road are expected to be excessive over an extended period of time, similar insulation measures as described above in 5.12.2 would also be offered to occupiers of affected properties.

5.12.3 Properties assessed and qualifying for insulation measures are identified in the Traffic Noise and Construction Noise Report contained in Volume 2 Appendix 7.

5.12.4 Earth mounding and extensive linear tree planting at particular locations would also assist in reducing traffic noise. Details of this mounding and planting can be found in the Landscape Report in Volume 2 Appendix 1. These measures have the advantage of reducing noise effects on properties as well as reducing the visual impact of the new road.

5.13 Construction

5.13.1 A contract for the construction of the scheme would be awarded based on competitive tendering. The programming of the contract works and the method of working would be determined by the successful Contractor based on constraints written into the contract. These constraints would cover such matters as construction noise, duration of site working hours, routeing of vehicles, temporary road closures, and would be agreed with local authorities in advance of the tender procedures.

5.13.2 The Contractor would be responsible for and permitted to work on the complete area of the site. He would be required to provide offices, workshops, storage areas etc., outside the scheme boundaries and the provision of land for these facilities would be the subject of private

agreements between the contractors and third parties. The Contractor would have to comply with any planning regulations in respect of these additional areas.

5.13.3 The Contractor would be required to execute the works without unreasonable disturbance and in this respect he would need to control dust, noise and similar nuisance from the works. There would be particular emphasis on the need to prevent silt and debris from being washed into adjacent watercourses.

5.13.4 Construction vehicles would be restricted to certain approved routes and would only be allowed to access the site at either end or at locations where the roadworks crossed the existing A35 and then only where adequate visibility was available. At such access or crossing locations traffic control would be a contractual requirement.
Access onto existing local roads would only be permitted for light vehicles.

5.13.5 It is anticipated that all excavated material would be contained within the site boundary. Most of this material would be used to form the highway embankments. The remainder would be incorporated into groundshaping areas as part of the landscaping proposals.

6.0 Alternative Routes Considered

6.0 Alternative Routes Considered

6.1 **General** (Figure 14)
Four routes were put forward for Public Consultation between the 10th October and 20th November 1987. An exhibition to publicise the alternatives was held in Chideock Village Hall on the 10th, 12th and 13th October 1987.

6.1.1 At that time the routes were shown to single carriageway standard commencing at Berne Farm track in the west and West Road Bridport in the east.

6.1.2 Following publication of revised traffic growth information the route has been upgraded to dual carriageway standard and extended both westwards and eastwards to link with the recently completed Charmouth Bypass and Bridport Link Road.

6.1.3 Figure 14 which shows the 4 routes is a copy of the plan from the Consultation document which relates the route alignments to the main environmental features. It should be noted however that the Sites of Special Scientific Interest (SSSI) west and south of Morcombelake are not shown on the plan as they had not been designated as such at the time of the consultation exercise. The route descriptions below have also been extracted from the Consultation document.

6.2 **The Yellow Route**

6.2.1 The route commences at Berne Farm track on the line of the existing A35. It then swings south-east of Morcombe Farm in cutting to cross under Ship Knapp, south of Ship Farm. Emerging from the cutting, it crosses the lower slopes of Chardown Hill on embankment before re-entering cutting again to cross Shedbush Lane, where one property will be demolished. Re-emerging to run south of Frodsham Motors on embankment it enters deep cutting passing under the dual carriageway section of the A35 at Chideock Hill, which will be bridged over to maintain existing village links. Running parallel to the hill, it skirts the southern boundary of Newfoundland Coppice before descending steeply on embankment to bridge over North Road and through The Lodge, which will be demolished. Passing close to the northern boundary of Chideock Castle and clipping the large agricultural building to the east, the route then skirts the lower slopes of Quarry Hill on embankment before entering cutting immediately north of the A35, passing under Quarr Lane and rejoining the A35 to terminate at the Bridport Link Road. Junctions with the existing A35 will be provided immediately west of Morcombelake and east of Chideock near Quarr Cross. Access from the bypass will be provided to the severed portion of Shedbush Lane and to National Trust Land off Muddyford Lane.

6.3 The Red Route

6.3.1 The route commences at Berne Farm track on the line of the existing A35. It then swings south-east of Morcombe Farm in cutting, diverging from the YELLOW ROUTE to run south of Shedbush Lane on embankment, thence into cutting south of Frodsham Motors before rejoining the YELLOW ROUTE to pass under the A35 at Chideock Hill. From here the route follows the same alignment as the YELLOW ROUTE, terminating at the Bridport Link Road. Junctions with the existing A35 will be provided as for the YELLOW ROUTE except for access to Shedbush Lane.

6.4 The Blue Route

6.4.1 The route commencing at Berne Farm track, follows the line of the YELLOW ROUTE to Muddyford Lane before swinging south-east in deep cutting to run along the eastern slopes of Langdon Hill, close to Langdon Larches. Emerging from the cutting, it then swings east on embankment, crossing Pettycrate Lane which will be closed, to bridge over Sea Hill Lane and Mill Lane close to the southern edge of Chideock. Continuing eastwards on embankment, it crosses the River Winniford and the track to Doghouse Farm before climbing to cross the A35 in cutting to rejoin the YELLOW ROUTE at Quarr Cross. Junctions with the existing A35 will be provided immediately west of Morcombelake, and east of Chideock to provide a link to the village and severed section of the A35. A bridge will be provided to carry Muddyford Lane over the new road and maintain links with National Trust land. Pettycrate Lane will be diverted along the south side of the new road to link with Sea Hill Lane.

6.5 The Green Route

6.5.1 The route commencing at Berne Farm track, follows the line of the RED ROUTE to Muddyford Lane where it swings south-eastwards to follow the line of the BLUE ROUTE to Quarr Cross. Junctions with the existing A35, the bridge to National Trust land and diversion of Pettycrate Lane will be provided as for the BLUE ROUTE.

6.6 **On Line Improvement - Morcombelake** (Black Dash Route)

6.6.1 This route follows the present line of the A35 through Morcombelake and involves the widening of the present 7.3 metres width carriageway to 10 metres throughout. Extensive improvements would need to be carried out to the tight bends at either end of the village and to visibility sight lines at junctions. These improvements and their associated earthworks would have considerable impact on roadside properties and it is likely that 10 houses would be demolished. This route does not relieve Morcombelake of through traffic and its unpleasant effects, causing severe damage to the village, and only provides limited highway improvement. For this reason it has been rejected.

6.7 Consultations

6.7.1 In addition to residents in the area a number of national organisations were consulted as part of the consultation process.There was considerable diversity of opinion expressed on route options, these being generally related to the interests of the particular body. English Heritage were concerned about the effect of any route on the Ancient Monument site of Chideock Castle and the Ship Farm area of Morcombelake and expressed a preference for the Green Route. The National Trust considered the routes south of Morcombelake would seriously damage the landscape of the Golden Cap estate and therefore objected to any route crossing their land. They requested further consideration should be given to the rejected on-line improvement through Morcombelake. This was a view also shared by the Dorset Regional Office of the Nature Conservancy Council, now English Nature and the Dorset Trust for Nature Conservation.

6.7.2 Of the local authorities consulted, Dorset County Council supported the Red route which, over its length south of Morcombelake, would avoid the severance of Shedbush Lane, whilst West Dorset District Council supported the inner Yellow Route through Shedbush Lane. Public opinion expressed on the proposals depended largely on the effect of each route option on each group of residents and these are described below:

6.8 Morcombelake Alternative Routes

6.8.1 Although the proposal for on-line improvements received little support due to the impact this would have on the village itself and the limited improvement that could realistically be achieved, both the routes to the south were well supported. The choice of which route to support appeared to have been influenced either by the effect on the landscape or the impact of severing Shedbush Lane. The 'outer' Red/Green route, south of the lane would avoid severing the lane but would have considerably more impact on the landscape which forms part of the National Trust's Golden Cap estate, whilst the 'inner' Yellow/Blue Route, which would sever Shedbush Lane and result in property demolition, would reduce the impact on the landscape. Although there was general overall concern for the route's impact on the landscape, some 75% of local residents felt that Shedbush Lane should be kept intact and accordingly expressed a preference for the 'outer' Red/Green Route.

6.9 Chideock Alternative Routes

6.9.1 At Chideock, public opinion showed far greater support (74%) for the Red and Yellow Routes north of the village primarily on the grounds that:

i) a southern route severs inherent village links with the coast, and

ii) any southern route would be on embankment across the coastal plain and would be particularly intrusive.

6.9.2 There was, however, some support for a southern route (23%) on the grounds that a northern route would sever North Chideock from Chideock and have a considerable detrimental effect on Chideock Manor, its grounds and surrounding landscape. It was also felt that the landscape south of the village would be little affected by the presence of a new road as, to a certain extent, it had already been degraded by the proliferation of caravan/camping sites that had been established there in recent years.

6.10 Preferred Route Selection

6.10.1 The Secretary of State for Transport when announcing the Yellow Route as the Department's Preferred Route said he felt "it was the one which best met the needs of both villages having regard to considerations of effectiveness for traffic, safety, agriculture, the environment and costs compared with benefits. The section bypassing Chideock was also the route preferred by the majority of the public and organisations consulted."

7.0 Appraisal Framework

7.0 Appraisal Framework

7.1 Options Considered

The effects of the published scheme together with proposed mitigation measures are summarised in the following Appraisal Framework. This has been prepared in accordance with guidelines set out in the Department of Transport's 'Manual of Environmental Appraisal' (MEA).

Two options are compared in the framework:

a) the published scheme as described in this report;

b) a 'Do Minimum' option which describes the effects on the existing trunk road if the new road is not constructed.

7.2 Summary of Effects

The summary of the effects of the preferred route is based on information arising from consultation with Statutory Authorities, Environmental specialists and other bodies, desk studies, field work and computer modelling. The framework is divided into six groups which considers the effects on:

i Travellers
ii Occupiers of property
iii User of facilities
iv Policies for conserving and enhancing the area
v Transport, development and economic policies
vi Financial effects

Group 1 considers the effects on travellers and comprises an economic assessment of the savings derived from the new road in terms of delays, vehicle operating costs, and accident reductions. These are based on high and low growth assumptions in terms of income and fuel prices. An indication of driver stress is also shown together with an assessment of the quality of view from the road.

Group 2 considers the effects of the scheme on occupiers of properties in terms of property demolition, traffic and construction noise, visual impact, severance, disruption during construction of the new road and loss of land.

Group 3 considers the effect of the scheme on users of facilities. It covers shoppers, the users of public buildings such as churches, libraries, town and village halls etc, and visitors to public and private open spaces.

Group 4 describes the effects of the scheme on national and local policies implemented to protect the environment and landscape of the area.

Group 5 outlines the scheme's compliance with both central and local

government policies relating to transport, land use and economic development.

Group 6 considers the financial effects of the scheme by comparing its construction and land acquisition costs with the benefits in Group 1. These are shown for both low and high growth forecasts and indicate a range of Net Present Values (NPV).

A35 Folkestone - Honiton Trunk Road
Chideock – Morcombelake Bypass

Appraisal Framework (Sheet 1)

Group 1. TRAVELLERS

Sub Group	Effect	Units	Published Route		Do Minimum	Comments
			High	**Low**		
Car Users	Time savings	£m (PVB)	17.866	11.074	0	Notes a, b and c apply to the first nine lines.
	Vehicle operating		-0.182	0.339	0	a) each column shows the improvement of the 'Published route' (bypass) over the 'Do Minimum' (existing A35) option hence the 'Do Minimum' entries are zero.
	Cost savings					
Users of light goods vehicles	Time savings	£m (PVB)	2.529	1.413	0	b) Present value of benefits (PVB) are calculated for a 30 year period from the expected date of opening and discounted to 1988 prices at 8% pa.
	Vehicle operating		-0.011	0.031	0	c) It is assumed that national average figures for vehicle occupancy and accident rates and costs will apply.
	Cost savings					
User of other goods vehicles	Time savings	£m (PVB)	0.488	0.277	0	
	Vehicle operating		0.055	0.047	0	
	Cost savings					
Bus operations and Passengers	Time savings	£m (PVB)	0.419	0.287	0	
	Vehicle operating		0.022	0.023	0	
	Cost savings					
All vehicle travellers	Value of accident savings	£m (PVB)	6.661	4.525	0	
	Reduction in accidents					The figures indicate the probable total reduction in casualties over the whole of the 30 year assessment period if the national average rates and the distribution between groups apply. They take no account of the safety implications of the detailed design of the new route.
	Fatal	number	23	20		
	Serious	number	228	196		
	Slight	number	548	473		
	Driver stress		Low		High	The steep gradient (13%) approach to Chideock with incidence of runaway vehicles over recent years places considerable stress on the driver particularly of HGV's.
	View from road		Scenic along the length of the road. Views to the side are restricted by screen mounding and planting.		Scenic/village	Both routes run through an Area of outstanding Natural Beauty with panoramic views across steep sided valleys to the coast. The 'Do Minimum' option also runs through both villages.
	Traffic delays during construction	£m (PVB)	High growth	Low growth	None	An assessment of likely construction activities indicates that delays will not be significant.
			0.770	0.383		

A35 Folkestone - Honiton Trunk Road
Chideock – Morcombelake Bypass

Appraisal Framework (Sheet 2)

Group 1. TRAVELLERS (continued)

Sub Group	Effect	Units	Preferred Route	Do Minimum	Comments
Pedestrians/Cyclists Resident population of Chideock and Morcombelake about 1300 at mid 1989. This figure can more than treble during summer months (Source: Dorset CC)	Change in amenity		Will remove 90% of traffic from both villages and substantially improve residents amenity by reduction in air pollution and noise level.	Amenity will deteriorate as traffic increases by nearly 60% by 2011.	Severe congestion with associated problems of noise, fumes and hazards occurs, during summer months, particularly in Chideock.
	Safety		Will substantially improve safety as vehicle/pedestrian conflict is reduced with transfer of through traffic particularly HGV's onto bypass	Present situation will worsen as forecast increase in traffic materialises	The incident of runaway HGV's down Chideock hill the steep (13% gradient) approach into Chideock from the west is cause of grave concern for residents. These occurrences have resulted in loss of life, personal injury and considerable structural damage to village and property. Escape road with arrester beds have now been constructed on the approach to the village, in an attempt to reduce accidents.
	Severance a) relief to existing		Reduction of 90% in traffic will considerably reduce present problems associated with crossing the present A35 particularly in the village.	Will worsen as traffic increases by some 60% over the next 20 years	A35 at present forms the main street through both villages and contains most of their communal facilities. Crossing these streets can be extremely hazardous and stressful for the elderly during the summer months. There is a 40 mph speed restriction but no controlled crossing in operation in Morcombelake.
	b) Imposition of new		Where existing footpaths are severed they will be diverted where possible over the bypass via the new road bridges to avoid the need for pedestrians to cross the new road.	No effect	3 footpaths south of Morcombelake, 6 footpaths of Chideock and 2 footpaths at West Road Bridport will be affected.
	Air Quality		Pollution levels in the villages considerably reduced with removal of through traffic	Pollution levels will increase with traffic growth.	Present pollution levels through Morcombelake and Chideock can exceed current World Health Organisation standards during periods of vehicle congestion.

A35 Folkestone - Honiton Trunk Road
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Appraisal Framework (Sheet 3)

Group 2. OCCUPIERS

Sub Group	Effect	Units	Published Route	Do Minimum	Comments
Residential	Properties demolished	–	8	0	6 properties have been purchased by the Department of Transport under blight Notice Procedure. Garden house listed grade 2 in garden of property in North Road to be demolished and relocated.
	Noise i) Traffic	No. of houses experiencing an increase of: 15dB(A) plus 10 - 15dB(A) 5-10dB(A) 3-5dB(A)	 18 7 (28) 15 7	 0 0 0 *187	The changes in the noise levels are the differences between calculated levels for 1991 and 2011 based on the high traffic growth forecasts. The units are dB(A)L10 18hr, (6am - midnight). The figure in parenthesis is the number of properties qualifying for insulation under the current Regulations.
		No. of houses experiencing a reduction of: 15dB(A) plus 10-15dB(A) 3-10dB(A)	 0 0 *187	 0 0 0	*Refers to properties fronting the existing A35 in Chideock and Morcombelake and alongside West Road, Bridport. All noise calculations have been carried out by the methods described in HMSO publication "Calculation of Road Traffic Noise 1988".
	ii) Construction	Number of properties	72(10)	0	Properties along the northern edge of Chideock and along the southern edge of Morcombelake and at West Road are likely to experience appreciable noise increase during earth moving operations and bridgeworks. The increase however will be transient and is unlikely to occur for more than 4 to 6 weeks in any one location. A maximum level not to be exceeded will be set by the Local Authority Environmental Health Officer and will be closely monitored throughout the construction period.
	Visual obstruction	No. of properties within 300m of centre line of bypass subject to: Severe Significant Slight	 1 5 18	 no change no change no change	Visual obstruction assessments have been made as at the time of opening of the route and refers to properties whose view is specifically blocked by the new road, embankment, structure etc.
	Visual intrusion		Morcombelake – Moderate for most of village. High south of existing T.R. Chideock – Moderate to high along northern edge of village	no change	Visual intrusion assessments have been made as at the time of opening of the route. Intrusion will be reduced by growth of proposed planting.

A35 Folkestone - Honiton Trunk Road
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Appraisal Framework (Sheet 4)

Group 2. OCCUPIERS continued

Sub Group	Effect	Units	Published Route	Do Minimum	Comments
Residential ctd	Severance a) relief to existing		Substantial with 90% reduction in traffic through villages	None – present problems will worsen with 60% increase in traffic through villages over the next 20 years	Considerable vehicular access problems experienced by residents when emerging from properties onto busy Trunk Road.
	b) imposition of new		Severe for some residents along West Road Bridport	Present problems will increase with traffic growth	Residents of some 25 properties along West Road will have a detour of some 1.5km when proceeding westwards.
	Air pollution		Reduction with transfer of through traffic onto bypass	Present problems will increase with traffic growth	Levels of carbon monoxide already exceed current standards at roadside properties in Chideock and Morcombelake during times of traffic congestion.
Commercial Premises i) Frodsham Motors Morcombelake	Severance		Moderate - route will run 120 metres south, bypassing premises	no improvement	Garage/Filling Station at top of Chideock Hill at extreme eastern end of Morcombelake will experience reduction in passing trade. Re-alignment of Chideock Hill will commence at eastern boundary of premises.
ii) Chideock Garage	Disruption during construction		Moderate - access difficulties will be encountered during realignment of the existing TR	no change	Garage/Filling station in centre of Chideock will experience reduction in passing trade.
iii) Dorset Woodlands North Road Chideock	Severance		Slight - although new road will sever estate present access via North Road will be maintained	no change	Forest/Woodland firm primarily engaged in maintenance of Chideock Manor Estate. Bypass will bridge over North Road which provides access to estate.
	Disruption during construction		Considerable during construction of North Road underbridge	no change	Direct access to estate via North Road will be maintained.
iv) Shops	Traffic noise	number	5 properties will experience a 5-10dB(A) reduction in their present noise level.	5 properties will receive 3-5dB(A) increase by 2011 as a result of traffic growth.	Properties, 2 in Morcombelake and 3 in Chideock , are all located alongside Trunk Road.
	Severance a) relief to existing		Considerable as 90% of 'through' traffic transferred to bypass. Passing trade could however affected.	Present problems will worse with 60% increase in traffic by 2011	Residents particularly the elderly find it difficult to cross road to gain access to shops, especially during summer months.

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Appraisal Framework (Sheet 5)

Group 2. OCCUPIERS continued

Sub Group	Effect	Units	Published Route	Do Minimum	Comments
iii) Hotels/Guest Houses, Inns	Noise a) Traffic	number	8 premises will receive a 5-10dB(A) reduction in present noise level	8 premises will receive a 5-10dB(A) increase in noise level by 2011 as a result of traffic growth	Affected premises, 6 in Chideock and 2 in Morcombelake all front existing Trunk Roads. There are also a number of B and B establishments and self-catering accommodation in the village but as precise numbers are difficult to establish they have not been included in the listing.
	b) Construction	numbers	One property at western end of Morcombelake likely to be affected during earth moving operations	no change	Inn at Morcombelake could be affected for a number of weeks during earthworks operations at Ship Knapp and construction of overbridge
	Severance		Substantial improvement	Present problems will worsen as traffic through villages increases by 60% over next 20 years	Vehicular access onto existing Trunk Road from establishments generally sub-standard with restricted visibility.
iv) Seasonal accommodation caravans, tents etc	Severance		90% reduction in traffic through the village will improve access to camp sites for visitors	as above	Sites which can accommodate some 300 caravans/tents are located south of Chideock. Access from them are via narrow winding lanes which converge and join the Trunk Road in the centre of the village. Traffic generated by these sites is a major contribution to the congestion that generally occurs in the village during Summer.

A35 Folkestone - Honiton Trunk Road
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APPRAISAL FRAMEWORK (Sheet 6)

Group 2. OCCUPIERS continued

SUB GROUP	EFFECT	UNITS	PUBLISHED ROUTE	Do minimum	COMMENTS
Farming	Demolition	number of buildings	4	0	4 small barns/outbuildings listed grade 2 by association would be affected at Ship Farm, Morcombelake.
	Farm holdings	number of farms	20	0	20 holdings would be affected by scheme 9 at the western end, 4 south of Morcombelake, 1 large holding north of Chideock and 6 at the eastern end.
	Land take	land required for route in: hectares (acres)		0	
		Grade 1	0	0	Gradings based on revised Agricultural Land Classification Map dated 1992 undertaken by ADAS/MAFF.
		2	4.2 (10.4)	0	
		3	49.0 (121.1)	0	
		4	4.8 (11.7)	0	

A35 Folkestone - Honiton Trunk Road
Chideock – Morcombelake Bypass

Appraisal Framework (Sheet 7)

Group 3. USERS OF FACILITIES

Sub Group	Effect	Published Route	Do Minimum	Comments
User of: **a) Village shops**	Vehicle/pedestrian conflict	90% reduction in traffic through villages will substantially reduce present conflict	Present conflict will worsen with 60% increase through the villages over the next 20 years	All the facilities are located along the existing TR within the villages. Crossing this road can be extremely hazardous particularly for the elderly during summer months when traffic can more than double.
b) Places of worship	Vehicle/pedestrian conflict	as above	as above	Churches in both villages are adjacent to the existing Trunk Road. St Giles Church is especially affected by noise from vehicles particularly HGV's climbing Chideock Hill. It has also sustained slight structural damage as a result of a runaway HGV down the hill.
i) St Giles Church Chideock				
ii) St Gabriels Church Morcombelake	Traffic noise	Premises will experience 5-18dB(A) reduction with 93% of through traffic transferred onto the bypass	Premises will experience 3-5dB(A) increase as a result of traffic growth through the village	
c) Chideock Village Hall	Vehicle/pedestrian conflict	93% reduction in traffic through villages will substantially reduce present conflict	Present conflict will worsen as traffic through village increases	The hall is located adjacent to the existing A35 on Chideock Hill. It is widely used by many local groups and its lack of parking facilities results in users vehicles parking along the A35.
	Traffic noise	Premises will experience 5-18dB(A) reduction as through traffic is transferred onto the bypass	Premises will experience a 3-5 dB(A) increase as a result of traffic growth	The hall is subject to considerable noise particularly from HGV's on Chideock Hill.
d) St Giles Cemetery	Vehicle/pedestrian conflict	Reduction in traffic along present TR will ease conflict that occurs on approach and entrance during ceremonies	Conflict will worsen as traffic along present Trunk Road increases	The cemetary has no parking facilities and is located at the extreme western end of Chideock on Chideock Hill. At present funeral corteges have to walk some 150 metres from the church to the cemetary along a narrow footway adjacent to the A35.
e) Chideock Recreation Ground	Vehicle/pedestrian conflict	Reduction in traffic along the Trunk road through the village will reduce dangers to children living north of the road who have to cross it to visit the ground.	Dangers inherent in crossing TR will worsen as the traffic along TR increases	'The bypass will enable the small recreation ground south of the village in Mill Lane to be reached and used by children from the housing estate to the north without the hazards of crossing a busy trunk road'. (The Dorset Playing Fields Association and Sports Council Nov '87).

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Appraisal Framework (Sheet 8)

Group 4. POLICIES FOR CONSERVING AND ENHANCING THE AREA

Policy	Authority	Interest	Published Route	Do Minimum	Comments
a) to protect Areas of Outstanding Natural Beauty	D.O.E., Dorset County Council, West Dorset District Council	Effect on the area i) Visual intrusion	sections of route throughout its length will be visible from the surrounding countryside	No effect	The whole of West Dorset is an Area of Outstanding Natural Beauty. The bypass has been designed and landscaped to minimise the effect on this sensitive area.
b) to preserve and protect places of historic interest and natural beauty	The National Trust, Dorset county Council, West Dorset County Council.	Effect on area	approx 700m of the route will run through Trust land south of Morcombelake	No effect	Forms part of the NT Golden Cap Estate. Purchased in 1961 it initiated the Enterprise Neptune project. Any acquisition of land will be affected by the inalienable rights protection the land enjoys.
		i) Land take	some 6.0 ha (14.8 acres) will be acquired	No effect	Land required is located south of Morcombelake between Shedbush Lane and Ship Knapp.
		ii) Visual intrusion	the route will be intrusive when viewed from Langdon Hill and Golden Cap	No effect	Extensive planting and earthshaping will reduce the impact on views.
c) to protect and preserve the West Dorset Heritage Coast	Countryside Commission DOE, Dorset County Council, West Dorset District Council	Effect on the area i) Visual intrusion	the route will be intrusive when viewed from coastal footpaths	No effect	Heritage Coast Policy adopted by Dorset County Council and West Dorset District Council Dec. 1982 to protect its coastline. Approx. 3.5 kms of route south and west of Morcombelake runs through the area. Extensive views inland are obtained from coastal paths. These are however some 1.5kms from the route and the landscaping measures proposed should reduce the routes impact of the scheme in these distant views.
d) to protect and preserve areas of special nature conservation.	English Nature, Dorset County Council, West Dorset District Council	Effect on Sites of Special Scientific Interest			
		i) Land take West Dorset Coast SSSI	1.7ha (4.2 acres) will be acquired	No effect	This small single field site of 1.7ha (4.2 acres) overall is located south of Morcombelake and forms part of the extensive West Dorset Coast SSSI.
		ii) Land take Morcombelake SSSI	1.1ha (2.7 acres) will be acquired	No effect	Forms part of the 13ha (32 acre) site located north of the A35 at the western end of Morcombelake. Both the above sites have been notified since the 'preferred route' publication.

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Chideock – Morcombelake Bypass

Appraisal Framework (Sheet 9)

Group 5. POLICIES FOR CONSERVING AND ENHANCING THE AREA continued

Policy	Authority	Interest	Published Route	Do Minimum	Comments
e) to protect and preserve the character and implementation of a Conservation area	D.O.E., Dorset County Council, West Dorset County Council	To improve and enhance the quality and character of the village by the removal of the traffic	Approx 90% reduction in traffic through the area	Quality and character will further deter- 60% increase in traffic over next 20 years	The area designated as one of 'Outstanding Importance' and contains 54 grade 2 listed buildings of which 38 are located adjacent to the existing TR. West Dorset District Council in its implementation of the Conservation Area stated 'removal of traffic is essential if the unique character of the village is to be preserved and further work carried out to enhance its environment.'
f) protection of antiquities, and Historic sites and Archaeological Interests	English Heritage Dorset County Council Wessex Trust	Effect on Chideock Castle (Ancient Monument)	Skirts northen boundary of site	No effect	Earthworks only remain. Route has been specifically designed to avoid any intrusion into the Ancient Monument boundary. A detailed archaeological study has however been carried out north of the site to investigate if it extends outside the present boundary. Further exploratory and recording surveys will be carried out prior to the route construction.
g) protect buildings of architectural and historic interest (Listed Buildings)	English Heritage Dorset County Council West Dorset District Council	Effect on properties i) demolition	Gazebo in garden of The Lodge, North Road. Chideock listed grade 2 will be relocated	No effect	This is small building will be relocated prior to the start of construction, if possible.
		ii) Visual Obstruction	Gate Farmhouse North Road, Chideock and Ship Farm, Morcombelake both listed grade 2 will suffer visual obstruction.	No effect	Gate Farm particularly affected as embankment approach to North Road overbridge is only some 15 metres from the rear of the property.
		iii) Traffic noise	Significant relief to listed properties fronting existing A35 in Chideock with a 5-10dB(A) reduction in their	No relief to propertiws as traffic noise increases by some 3-5dB(A) over the next 20 years	38 properties fronting the TR through Chideock are Listed Grade 2 and form the core of the Conservation area. Noise from traffic through the the Chideock is an increasing source of nuisance and together with the attendant fumes and dust, result in fast deteriorating living conditions in these roadside properties.
h) control of water pollution	N.R.A. (Wessex Region)	effect on water courses	Crosses 4 major catchment areas and water courses	No effect	All existing water courses would be culverted with existing line and level maintained where possible. Surface water from new road would discharge through oil interceptors to prevent pollution of these water courses.

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Appraisal Framework (Sheet 10)

Group 5. TRANSPORT, DEVELOPMENT AND ECONOMIC POLICIES

Sub Group	Effect	Units	Published Route	Do Minimum	Comments
Transport a) policy for roads in England 1987 White Paper Cmds 125-11 Roads for Prosperity May 1989 Trunk Roads England into the 1990's February 1990	Department of Transport	i) to assist economic growth by reducing transport costs ii) to improve the environment by removing through traffic from unsuitable roads in towns and villages iii) to enhance road safety iv) to improve the Trunk Road network	Significant improvement along TR section between Bridport and Charmouth. The bypassing of Chideock and Morcombelake will substantially improve the quality of life as well as reduce the accident potential in the villages	Little or no improvement to the Trunk Road. The present problems encountered in the two villages due to through traffic e.g. noise, pollution, severance congestion, accident potential – will worsen as the 60% increase in traffic over the next 20 years materialises	Chideock particularly affected by ii) and iii) where the number of runaway HGV's down Chideock Hill has resulted in loss of life, serious injury and considerable damage to roadside property. Little congestion occurs in Morcombelake. A 40 mph speed restriction through the village traffic has recently been introduced.
b) Dorset Structure Plan(excluding SE) July 1983 i) Transportation para 11.25	Dorset County Council	i) to assist in reduction of road accidents ii) assist movement of traffic iii) reduce impact of traffic on environment of towns and villages	The substantial improvement for trunk road traffic and the improvement in environment within the villages will greatly assist the implementation of these policies	Policies cannot be implemented and conditions along the TR particularly through the villages will worsen	
ii) Tourism para 16.7		to encourage the development of tourism in the area	Traffic relief particularly in Chideock will improve access for visitors	Environment Chideock will worsen as traffic through village increases	The removal of 'through' traffic particularly HGV's from Chideock will provide a more pleasant environment for visitors staying in the village and easier access to the neighbouring seaside hamlet of Seatown with its attendant caravan and camping facilities.
iii) 'to concentrate Heavy Goods Vehicles on suitable roads'	Department of Transport Dorset County Council	transfer of HGV's from unsuitable roads	Maximum relief as HGV's transferred on bypass	No relief	HGV's at present form 5% of vehicles through Chideock and Morcombelake. A high proportion are articulated container trucks en-route to Weymouth and Poole.

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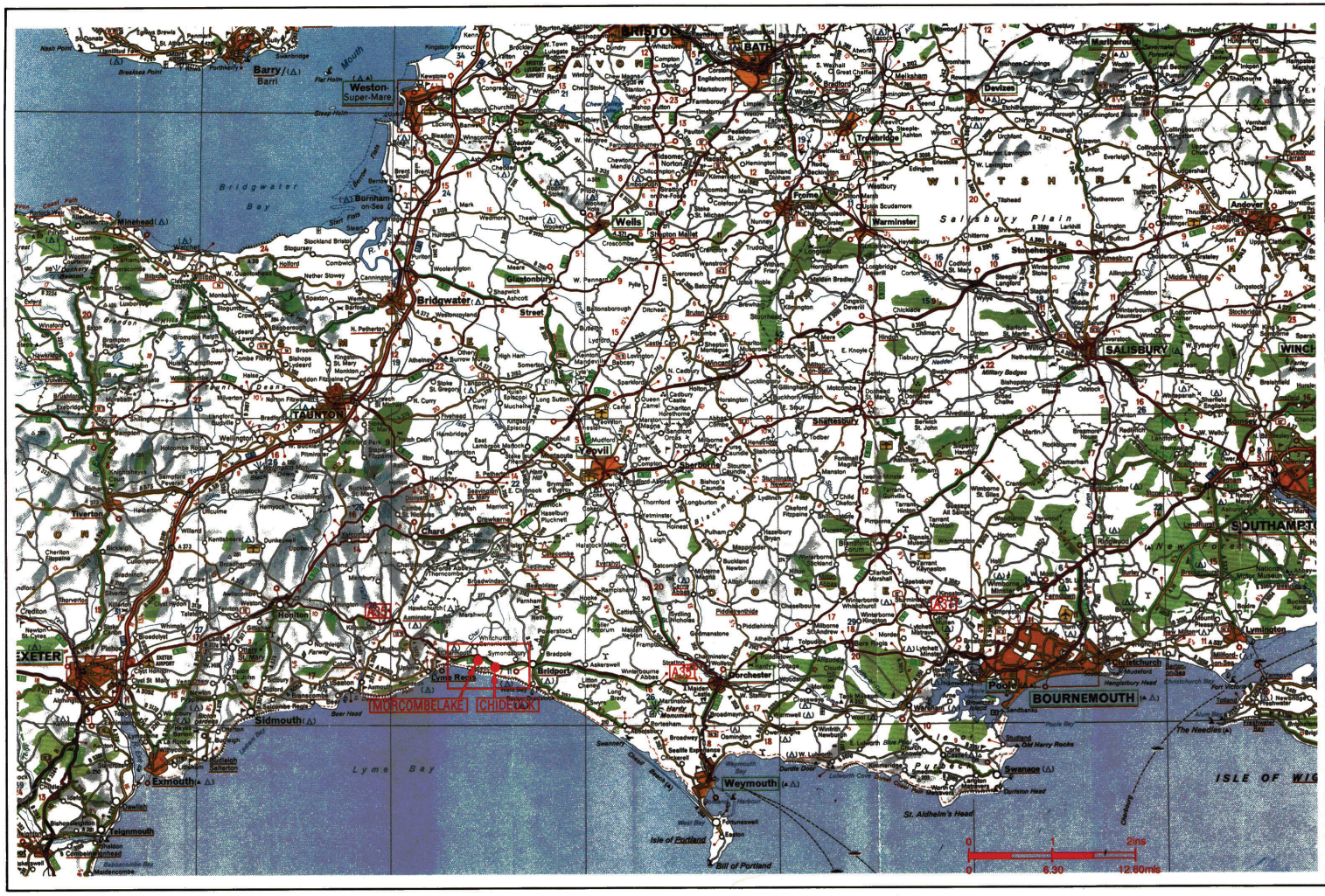
Appraisal Framework (Sheet 11)

Group 6. FINANCIAL EFFECTS

Sub Groups	Interest	Units	Published Route (BYPASS)	Do Minimum	Comments
Department of Transport	Construction costs	£m (PVC)	14.0	0	Costs are discounted from year of expenditure to 1988 at 1988 prices
	Land costs	£m (PVC)	1.2	0	PVC = Present Value of Cost
Total qualified Monetary Benefits		£m (PVB)	High 27.8 Low 17.3		High = relates to High traffic growth forecast Low = relates to Low traffic growth forecast. Includes savings in time, vehicle operating costs and accidents from Group 1. PVB = Present Value of Benefit
Net Present value compared to Do Minimum		£m (NPV)	High 12.6 Low 2.1		NPV = Net Present Value



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

REGIONAL CONTEXT

KEY

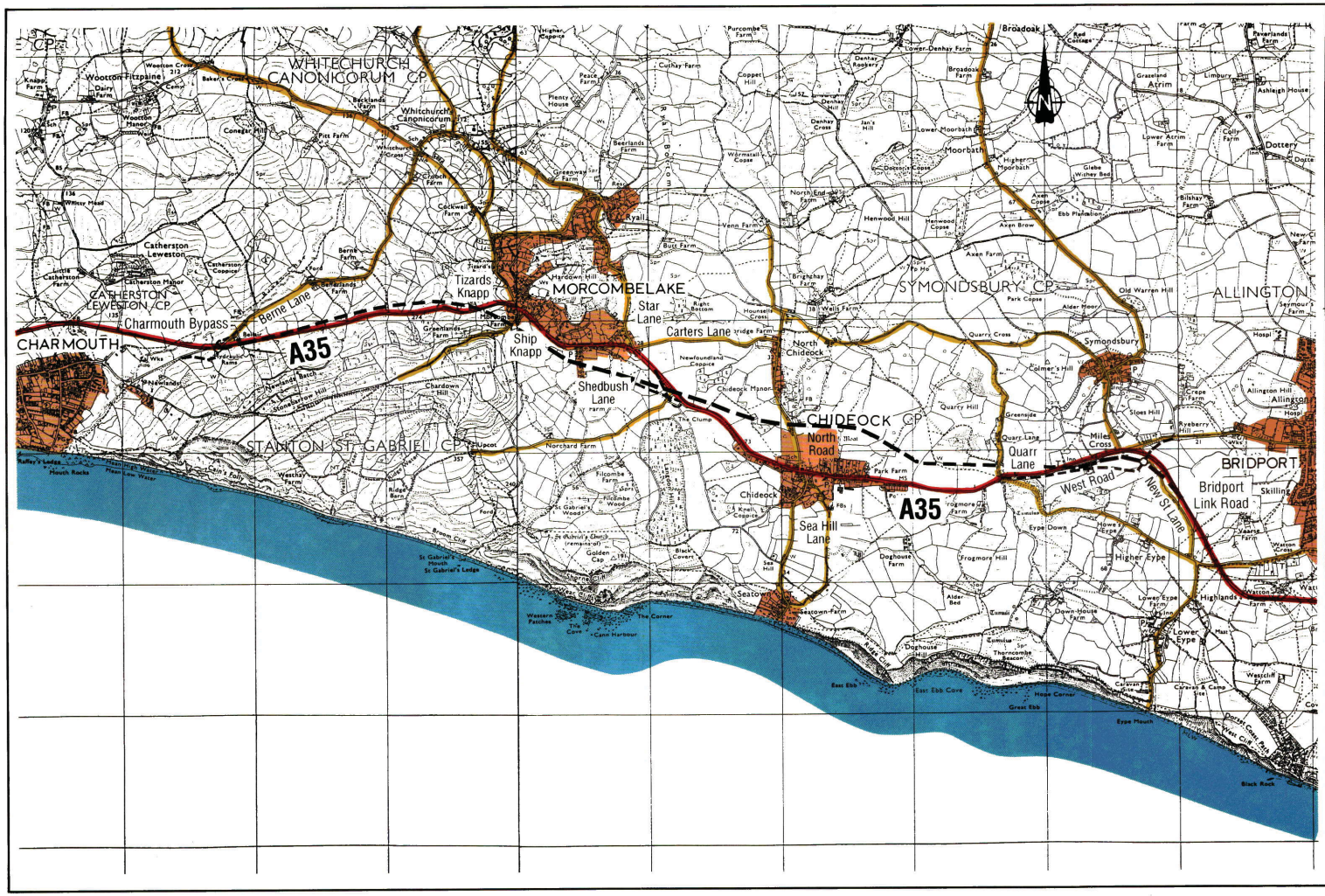
Study Area

MRM PARTNERSHIP, Consulting Engineers

SCALE : 1 inch = 6.3 miles

DATE: May 1993

Figure No: 1



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

EXISTING ROAD NETWORK

KEY

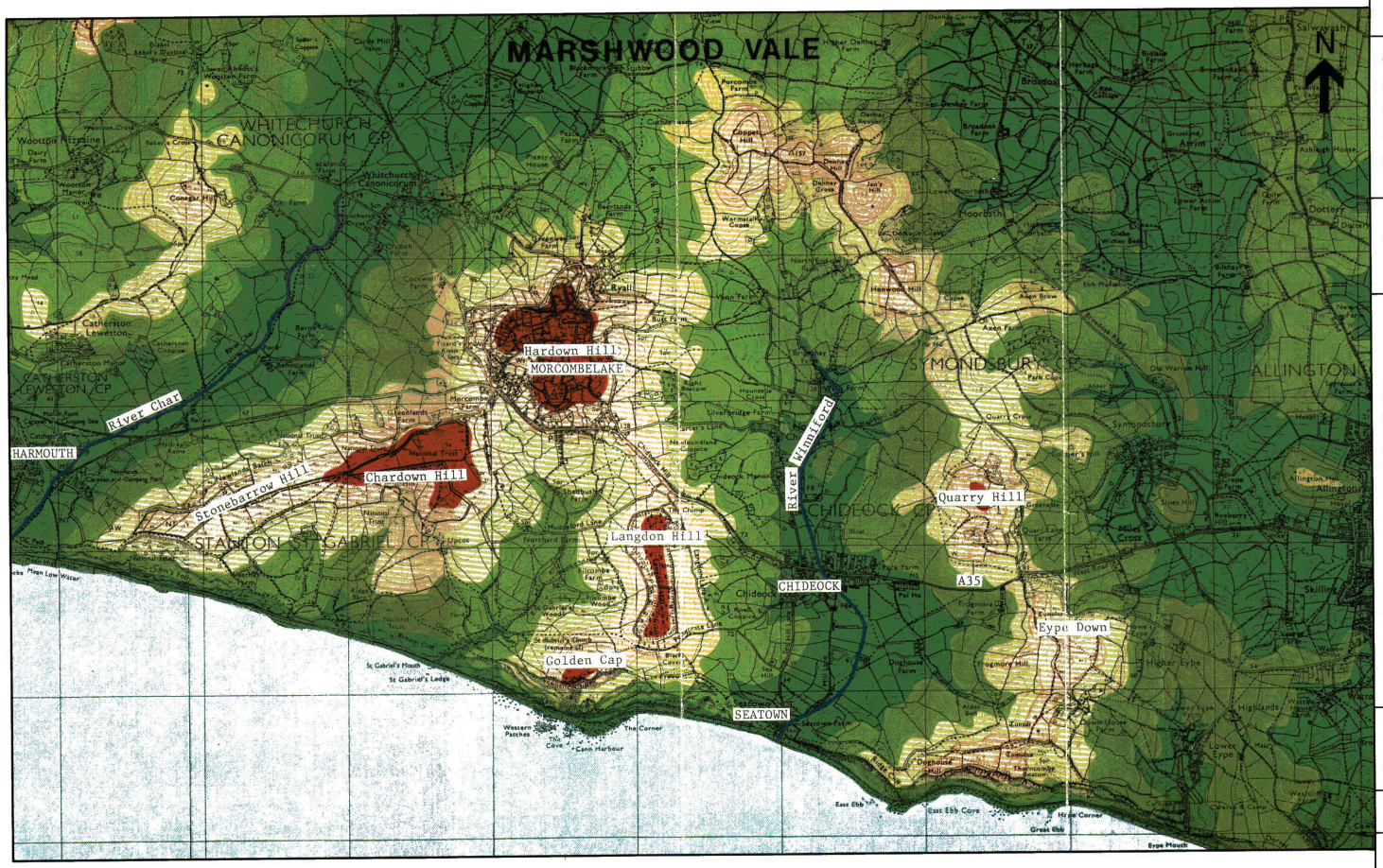
- Existing Trunk Road
- Local Roads
- Settlements
- Published Route

MRM PARTNERSHIP, Consulting Engineers

SCALE : 1:25,000

DATE: May 1993

Figure No: 2



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

TOPOGRAPHY

KEY

Height of land above Ordnance Datum

- 0 - 40m
- 40 - 80m
- 80 - 120m
- 120m - 160m
- 160m - 200m
- Water

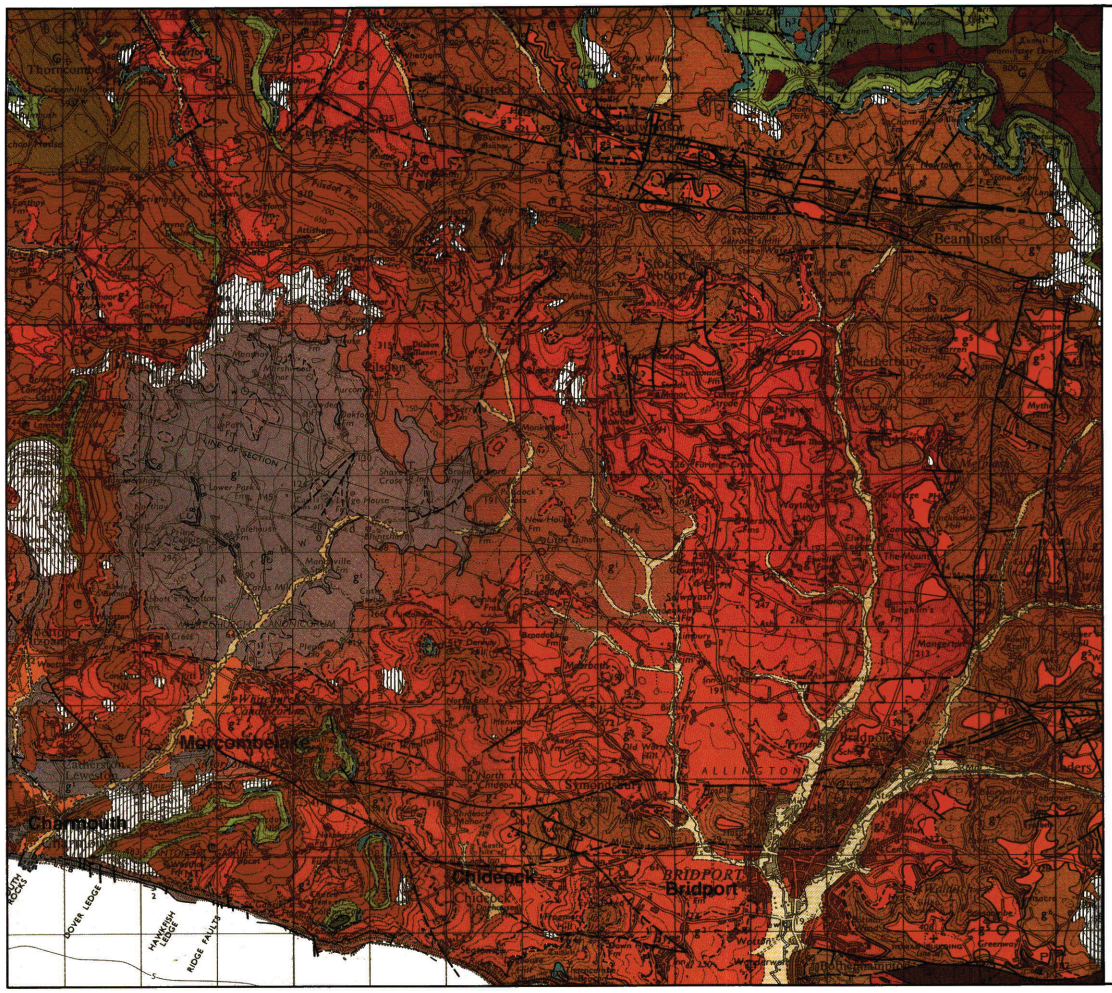
MRM PARTNERSHIP, Consulting Engineers

ADRIAN LISNEY + PARTNERS Landscape Architects

SCALE : 4cm = 1km

DATE: May 1993

Figure No: 3



GEOLOGICAL SIGNS AND COLOURS

PLEISTOCENE AND RECENT

- ▥ Landslips
- Alluvium
- Higher Alluvium
- River Gravel
- Head, undifferentiated
- Pebbly Clay and Sand
- Clay-with-flints of doubtful age

THICKNESSES
Scale: 1cm to 19m

LOWER JURASSIC

UPPER LIAS

- 11 to 22ft (3.3 to 6.7m)
- g⁴ Bridport and Yeovil Sands 180 to 300ft (55 to 91m)
- Down-Cliff Clay 0 to 70ft (0 to 21m)
- J.B. Junction-Bed 0 to 6¾ft (0 to 2m)

MIDDLE LIAS

- g² Thorncombe Sands 23 to ?99ft (7 to ?30m)
- *maragaritatus*-stone 1ft (0.3m)
- g² Down-Cliff Sands 70 to 102ft (21.3 to 31.1m)
- S.B. Starfish-bed
- g² Eype Noudle Bed
- g² Eype Marls 100 to 200ft (30.5 to 61m)
- Three Tiers 0 to 30ft (0 to 9.1m)

LOWER LIAS

- g¹ Green Ammonite Beds ?50 to 110ft (?15.2 to 33.5m)
- Belemnite Stone
- g¹ Belemnite Marls 72 to 80ft (22 to 24.4m)
- Hummocky (= Orchard Limestone)
- g¹ Black Ven Marls 138 to 140ft (42 to 42.6m)
- L.C.B.

UPPER CRETACEOUS

- Eggardon Grit Chert Beds 0 to 35ft (0 to 10.7m)
- h⁴ Upper Greensand 100 to 160ft (30.5 to 48.8m)
- h³ Gault 15 to 40ft (4.6 to 12.2m)

THE DEPARMENT
OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

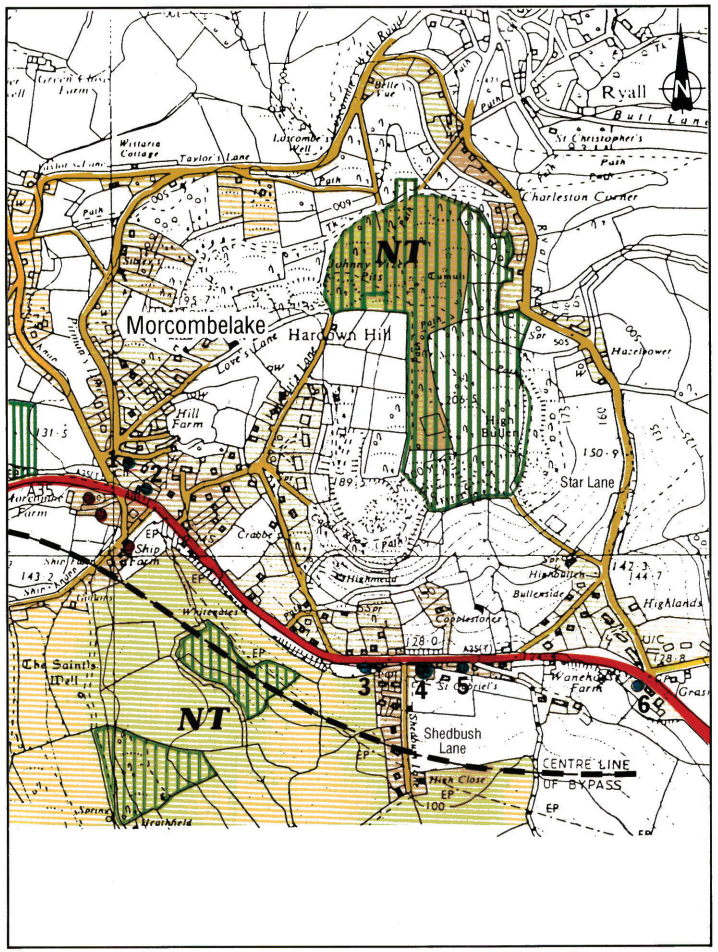
GEOLOGY

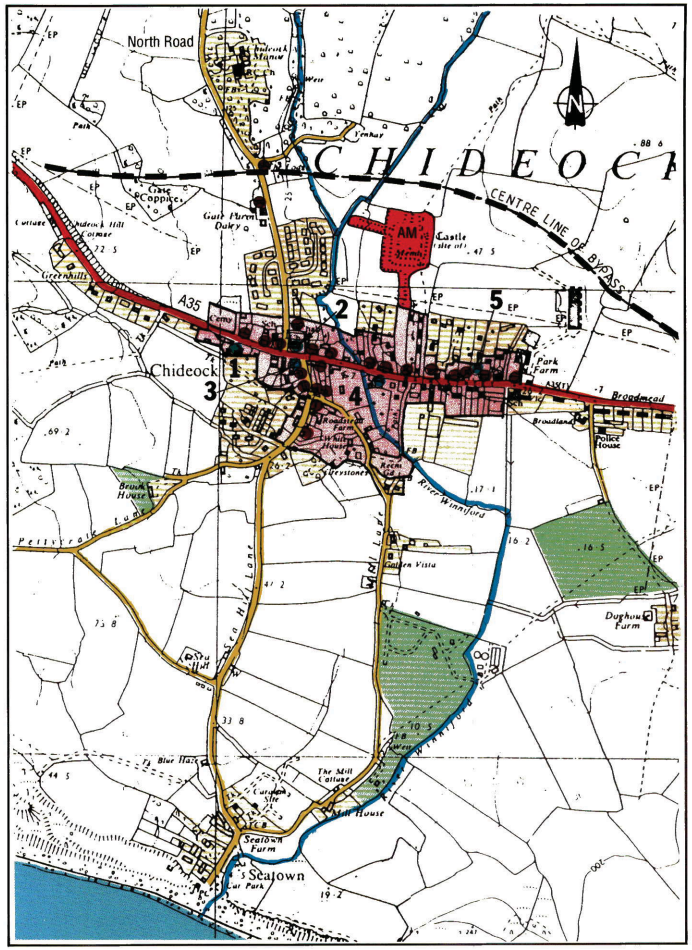
MRM PARTNERSHIP,
Consulting Engineers

SCALE : 1:50,000

DATE: May 1993

Figure No: 4





THE DEPARMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

SETTLEMENT PLANS

KEY

Morcombelake Plan

- Existing A35 T.R.
- Other local roads
- Proposed bypass
- National Trust land
- Site of Special Scientific Interest (S.S.S.I.)
- Listed building
- Facilities – 1. Village hall 2. Inn 3. Post Office Stores 4. Church 5. Bakery 6. Garage

Chideock Plan

- Existing A35 T.R.
- Other local roads
- Proposed bypass
- Ancient Monument (A.M.)
- Conservation Area
- Caravan/Tent Site
- Listed building
- Facilities – 1. Village hall 2. Church 3. Stores/Inn 4. Stores 5. Inn

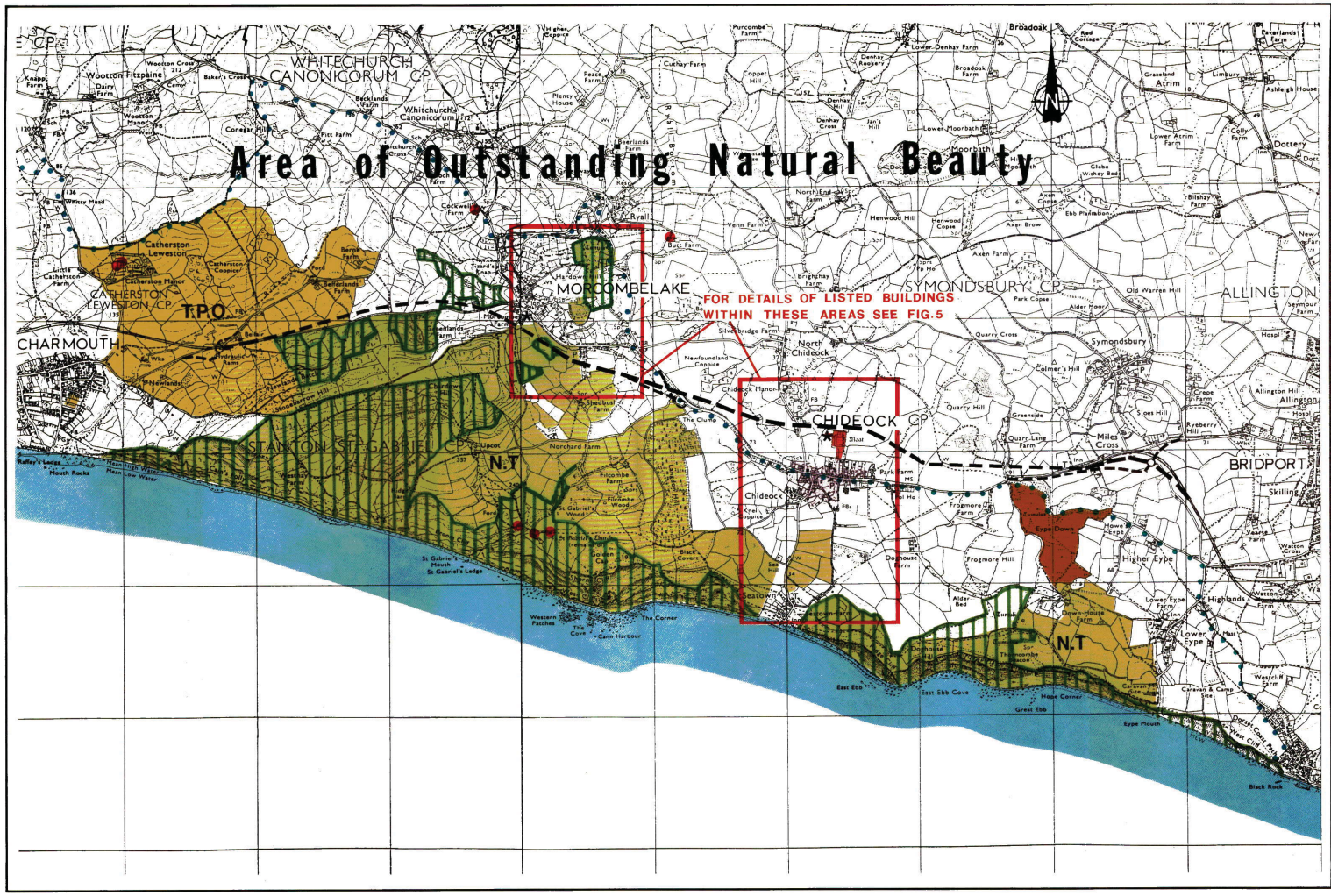
MRM PARTNERSHIP, Consulting Engineers

ADRIAN LISNEY+ PARTNERS Landscape Architects

SCALE : Not to Scale

DATE: May 1993

Figure No: 5



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

ENVIRONMENTAL FACTORS

KEY

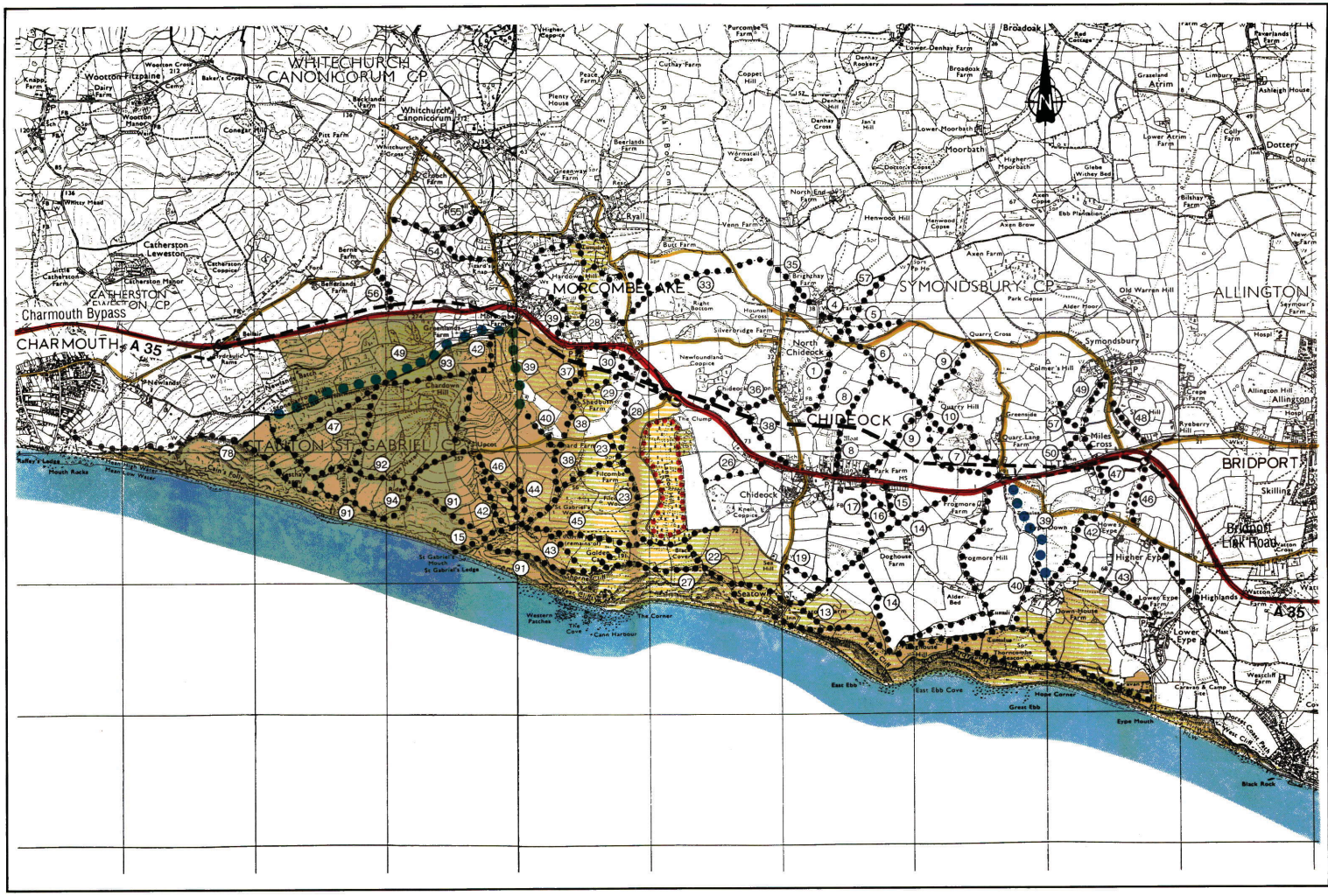
- Common Land
- Tree Preservation Order (TPO)
- National Trust Land (N.T)
- Heritage Coast Boundary
- Conservation Area
- Ancient Monument (AM)
- Site of Archaeological Interest
- Site of Special Scientific Interest (SSSI)
- Listed Buildings

MRM PARTNERSHIP, Consulting Engineers

SCALE : 1:25,000

DATE: May 1993

Figure No: 6



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

PUBLIC FOOTPATHS

KEY

- Byway
- Public Footpath
- (16) Refers to Footpath Number
- Bridleway
- Concessionary Footpath
- National Trust (N. T)
- Published Route

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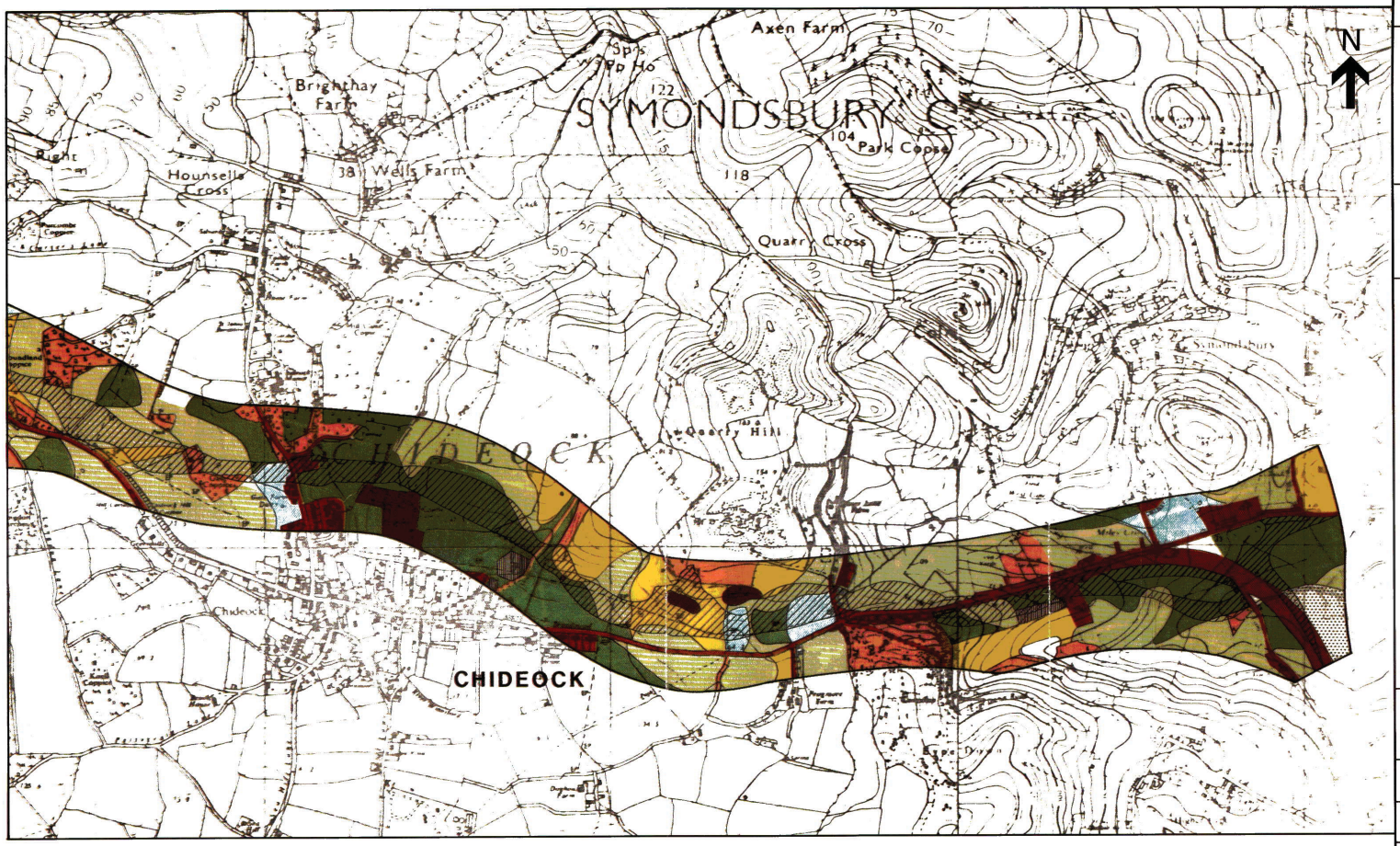
Consulting Engineers

SCALE : 1:25,000

DATE: May 1993

Figure No: 7


MORCOMBE LAKE
Chardown Hill
Stonehenge Hill
STANTON ST GABRIEL
Brown Cliff
St Gabriel's Church
Golden Cap



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

AGRICULTURAL LAND CLASSIFICATION

KEY

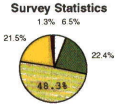
Agricultural Land

ALC Grade	Agricultural land quality	Degree of limitation
Grade 2	Very good	Minor
Grade 3a	Good	Moderate
Grade 3b	Moderate	Moderate to severe
Grade 4	Poor	Severe
Grade 5	Very poor	Very severe

Other Land Categories

- Urban
- Agricultural buildings
- Non-agricultural
- Open water
- Proposed road
- Disturbed

Survey Statistics



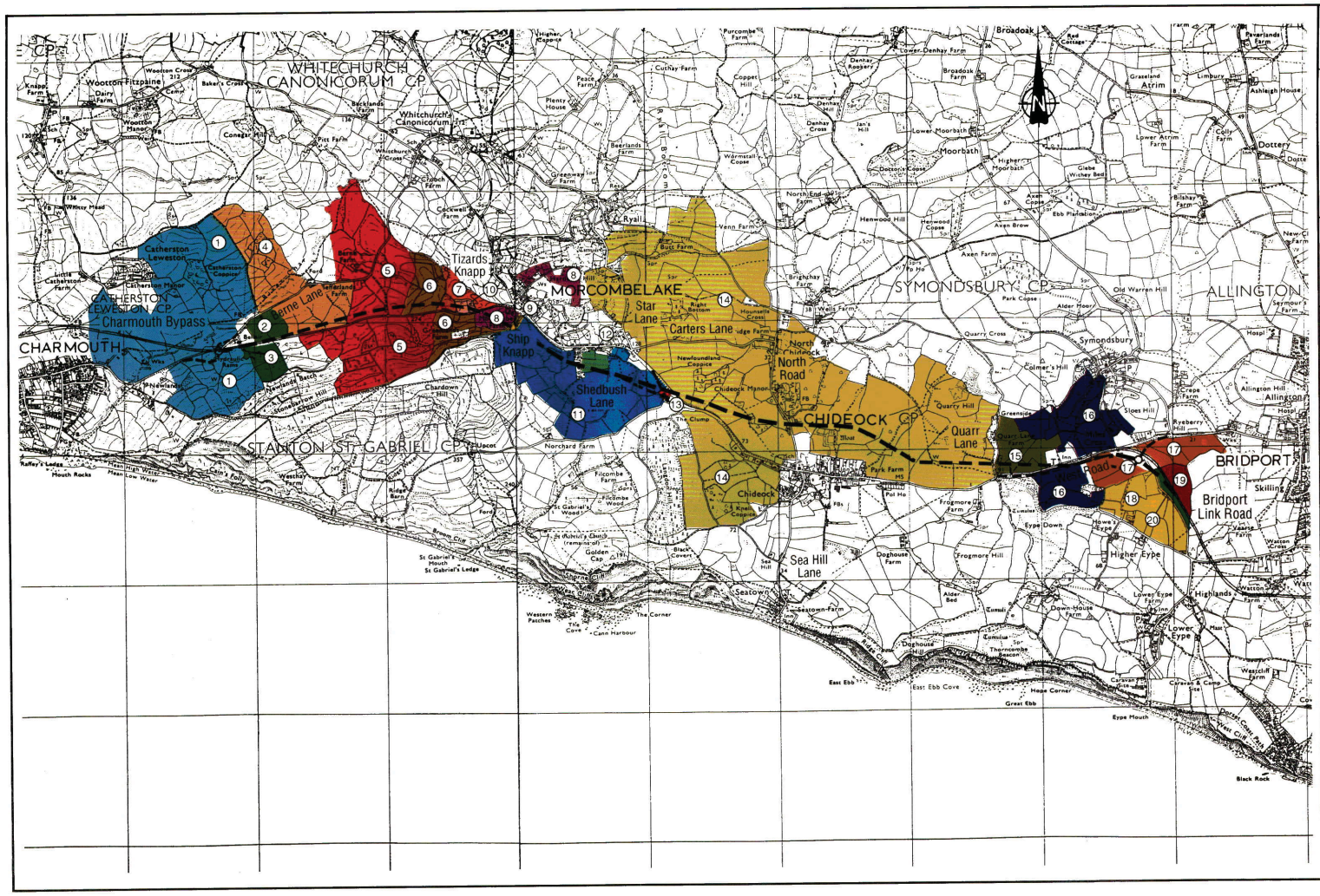
MRM PARTNERSHIP, Consulting Engineers

ADAS

SCALE : 1cm = 100m

DATE: May 1993

Figure No: 8



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

AFFECTED FARM HOLDINGS

KEY

1. Manor Farm
2. Venn Farm
3. Bellair Farm
4. Befferlands Farm
5. Berne Farm
6. Grand View Farm
7. Brooklyn Bungalow
8. Barn Close Farm
9. Ship Farm
10. Fulvens Home Farm
11. Wanehouse Farm
12. St. Gabriels
13. 2 Orchard Close
14. Chideock Manor
15. Higher Pymore Farm
16. Highway Farm
17. & 18. Crepe Farm
19. Watton Farm
20. 8 St Andrews Road

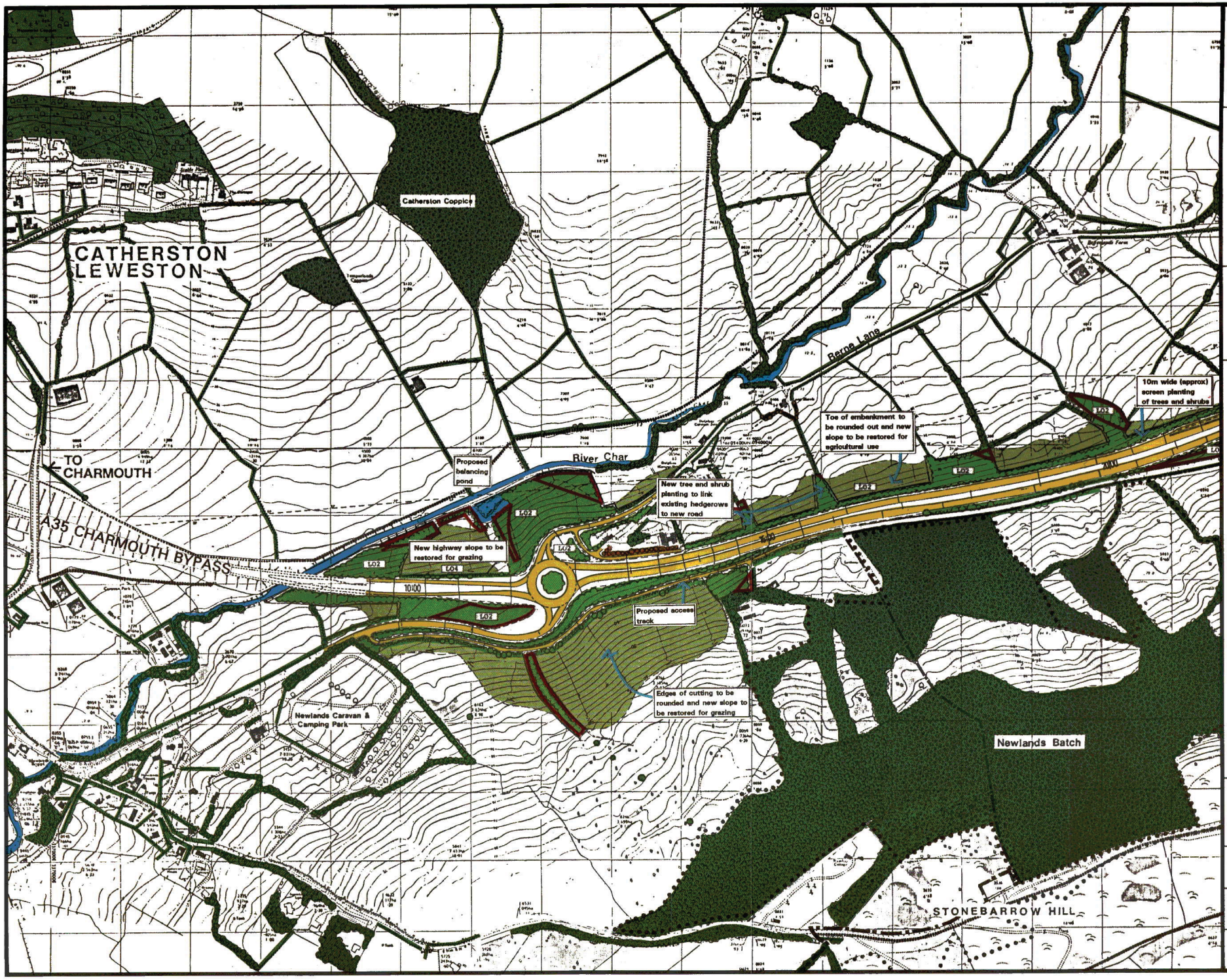
— — Published Route

MRM PARTNERSHIP, Consulting Engineers
ADAS

SCALE : 1:25,000

DATE: May 1993

Figure No: 9



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

PUBLISHED ROUTE

(CH.1000 -2200M)

KEY

N

- Existing scrub
- Existing tree belts
- Existing hedges
- Existing copse
- Existing woodland
- Proposed planting
- Proposed road
- Proposed off-site planting (by arrangement)
- Proposed scrub
- Extent of essential earthworks
- National Trust boundary
- SSSI boundary
- Contours at 2m intervals
- Boundary of land to be acquired for essential landscape purposes
- Public rights of way

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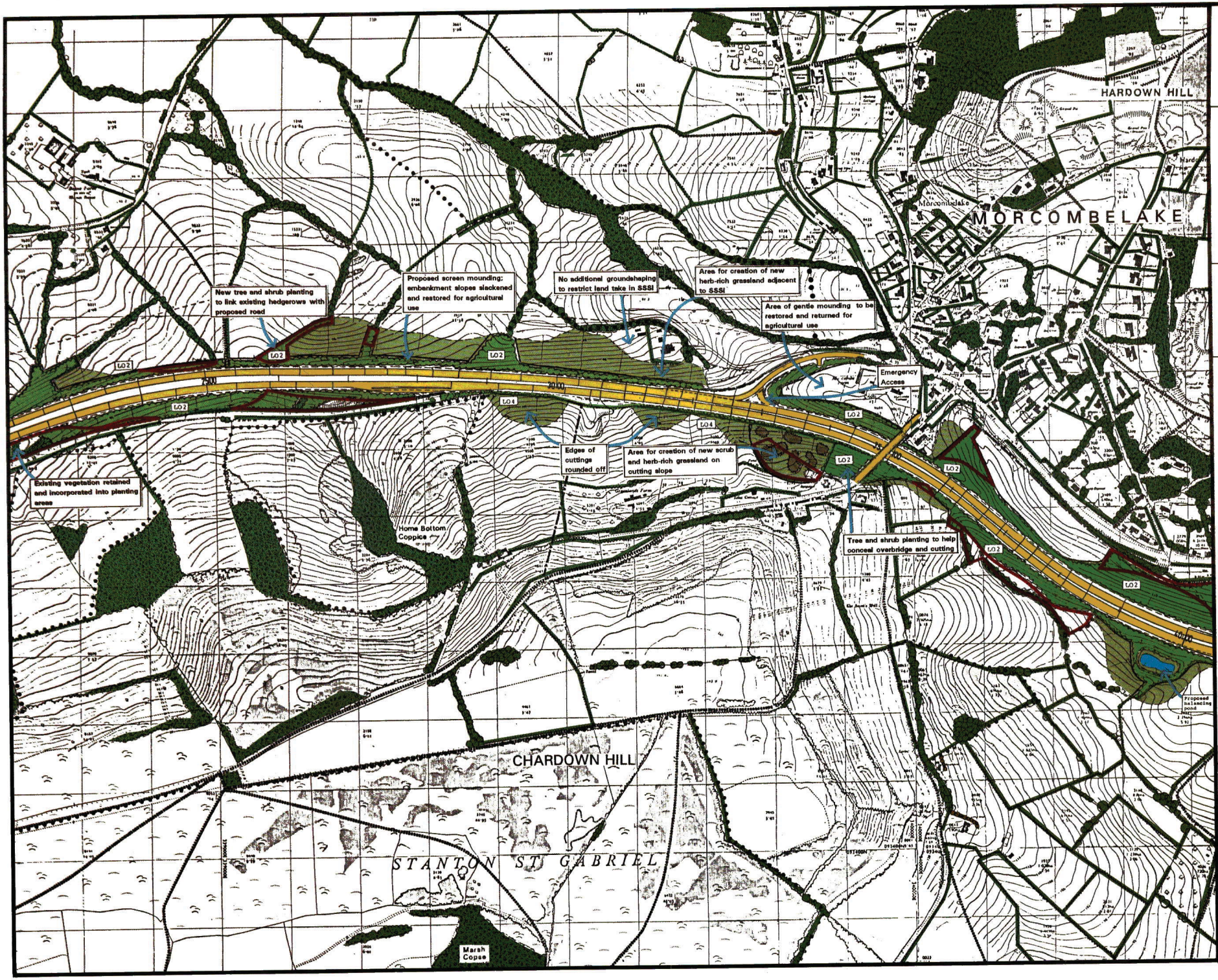
Consulting Engineers
ADRIAN LISNEY+ PARTNERS
Landscape Architects

SCALE : 1:5000

DATE: May 1993

Figure No: 10a



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

PUBLISHED ROUTE

(CH.2200-4000M)

KEY

N

- Existing scrub
- Existing tree belts
- Existing hedges
- Existing copse
- Existing woodland
- Proposed planting
- Proposed road
- Proposed off-site planting (by arrangement)
- Proposed scrub
- Extent of essential earthworks
- National Trust boundary
- SSSI boundary
- Contours at 2m intervals
- Boundary of land to be acquired for essential landscape purposes
- Public rights of way

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Landscape Architects

SCALE : 1:5000

DATE: May 1993

Figure No: 10b

THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

PUBLISHED ROUTE

(CH.4000 -5300M)

KEY

N

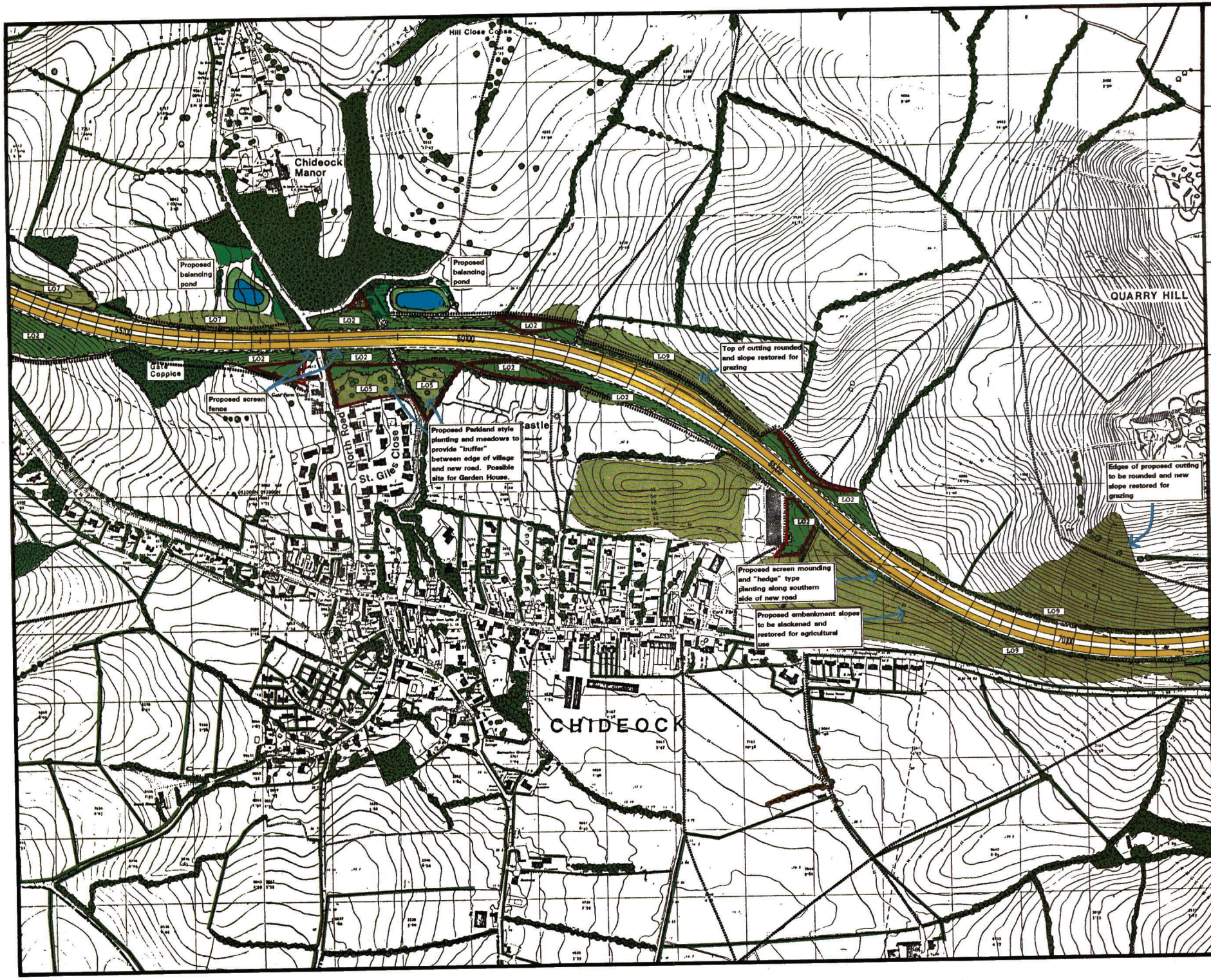
- Existing scrub
- Existing tree belts
- Existing hedges
- Existing copse
- Existing woodland
- Proposed planting
- Proposed road
- Proposed off-site planting (by arrangement)
- Proposed scrub
- Extent of essential earthworks
- National Trust boundary
- SSSI boundary
- Contours at 2m intervals
- Boundary of land to be acquired for essential landscape purposes
- Public rights of way

MRM PARTNERSHIP, Consulting Engineers
ADRIAN LISNEY+ PARTNERS Landscape Architects

SCALE : 1:5000

DATE: May 1993

Figure No: 10c



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

PUBLISHED ROUTE

(CH.5300 -7200M)

KEY

N

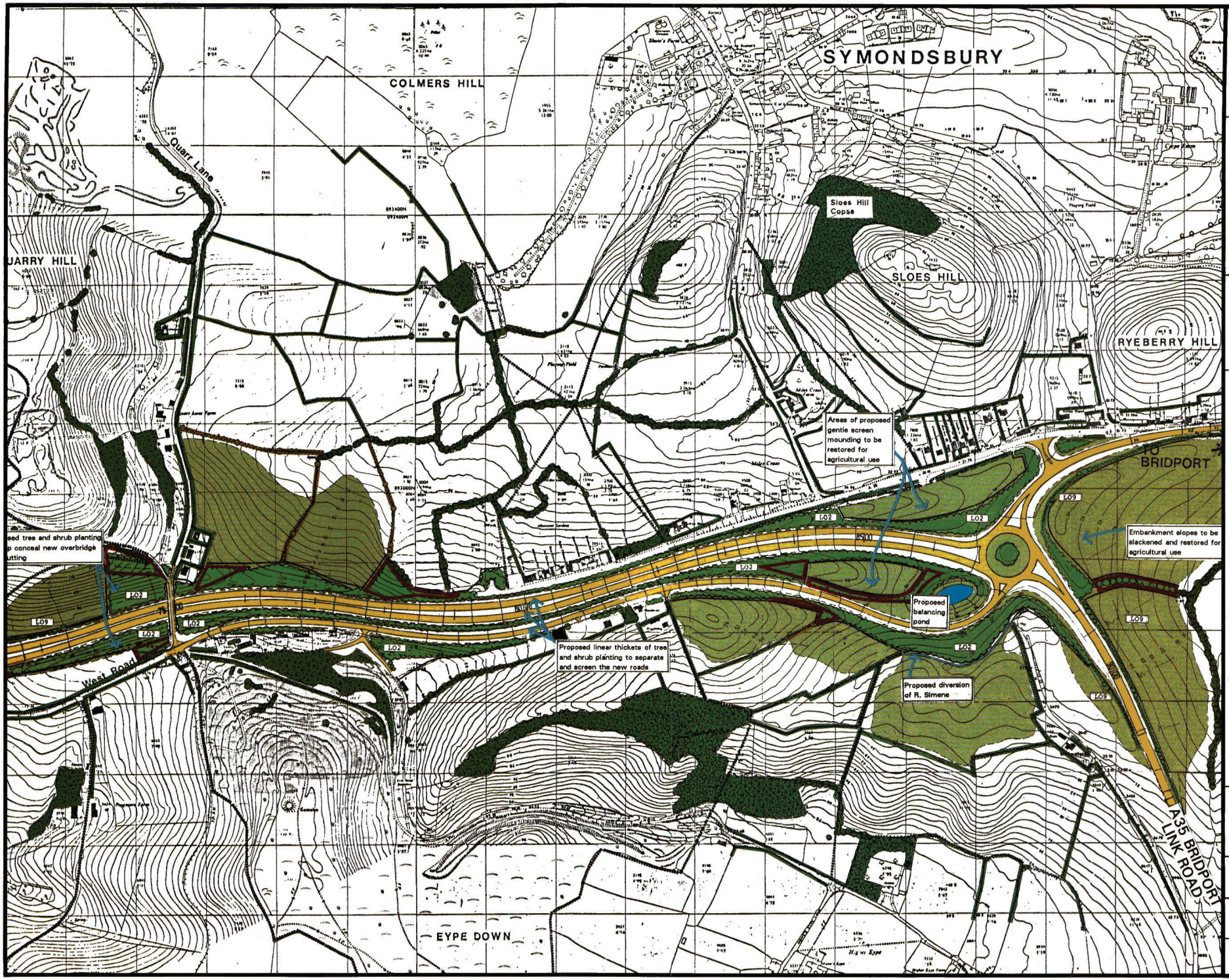
- Existing scrub
- Existing tree belts
- Existing hedges
- Existing copse
- Existing woodland
- Proposed planting
- Proposed road
- Proposed off-site planting (by arrangement)
- Proposed scrub
- Extent of essential earthworks
- National Trust boundary
- SSSI boundary
- Contours at 2m intervals
- Boundary of land to be acquired for essential landscape purposes
- Public rights of way

MRM PARTNERSHIP,
Consulting Engineers
ADRIAN LISNEY+ PARTNERS
Landscape Architects

SCALE : 1:5000

DATE: May 1993

Figure No: 10d



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

PUBLISHED ROUTE

(CH.7200 - 9200M)

KEY

N

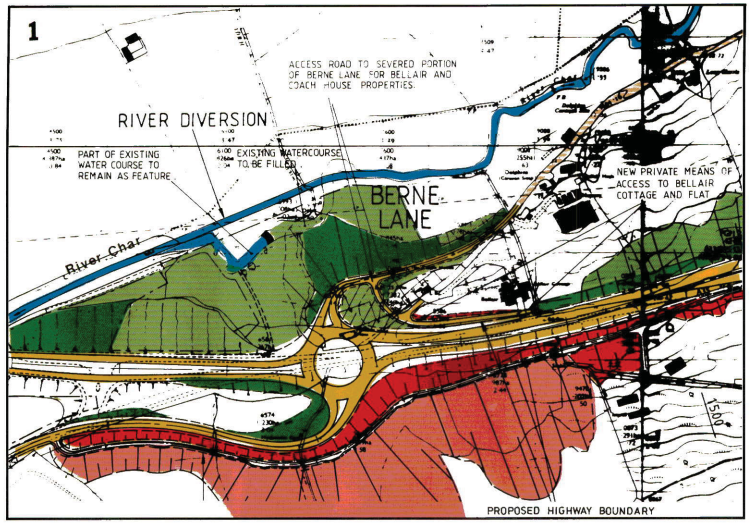
- Existing scrub
- Existing tree belts
- Existing hedges
- Existing copse
- Existing woodland
- Proposed planting
- Proposed road
- Proposed off-site planting (by arrangement)
- Proposed scrub
- Extent of essential earthworks
- National Trust boundary
- SSSI boundary
- Contours at 2m intervals
- Boundary of land to be acquired for essential landscape purposes
- Public rights of way

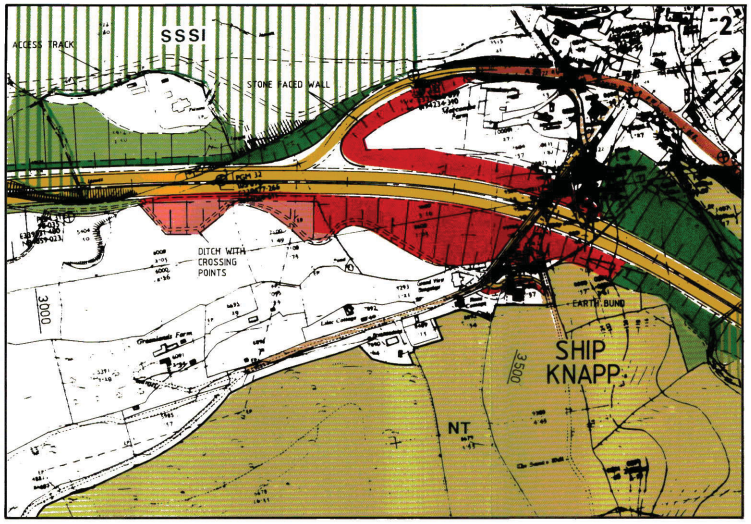
MRM PARTNERSHIP,
Consulting Engineers
ADRIAN LISNEY + PARTNERS
Landscape Architects

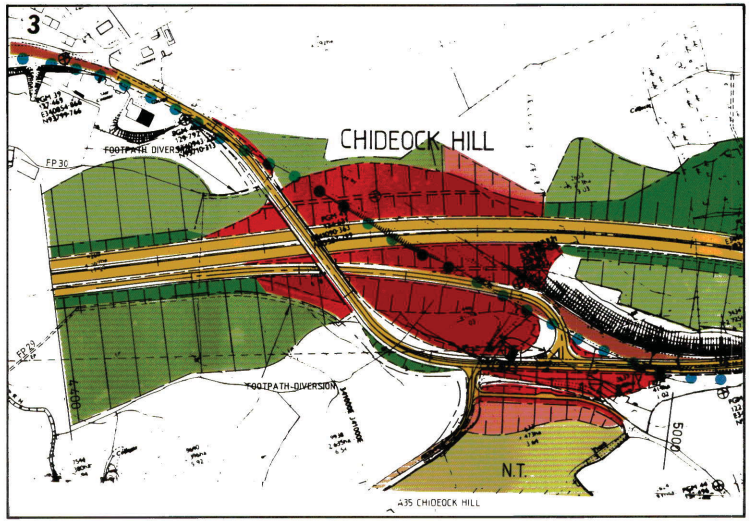
SCALE : 1:5000

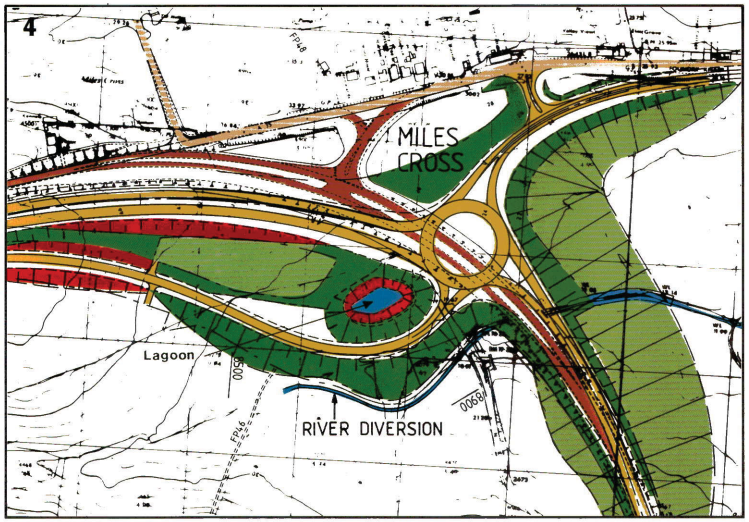
DATE: May 1993

Figure No: 10e









THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

JUNCTION LAYOUTS

KEY

1. NEWLANDS ROUNDABOUT
2. SLIP ROAD WEST OF MORECOMBELAKE
3. SLIP ROAD AT CHIDEOCK HILL
4. MILES CROSS ROUNDABOUT

- New Highway
- Existing A35 TR
- Cutting Slope
- Embankment Slope
- Cutting slope returned to agricultural use
- Embankment slope returned to agricultural use
- Boundary of National Trust Land (N.T)
- Boundary of Heritage Coast
- Boundary of Site of Special Scientific Interest

MRM PARTNERSHIP, Consulting Engineers

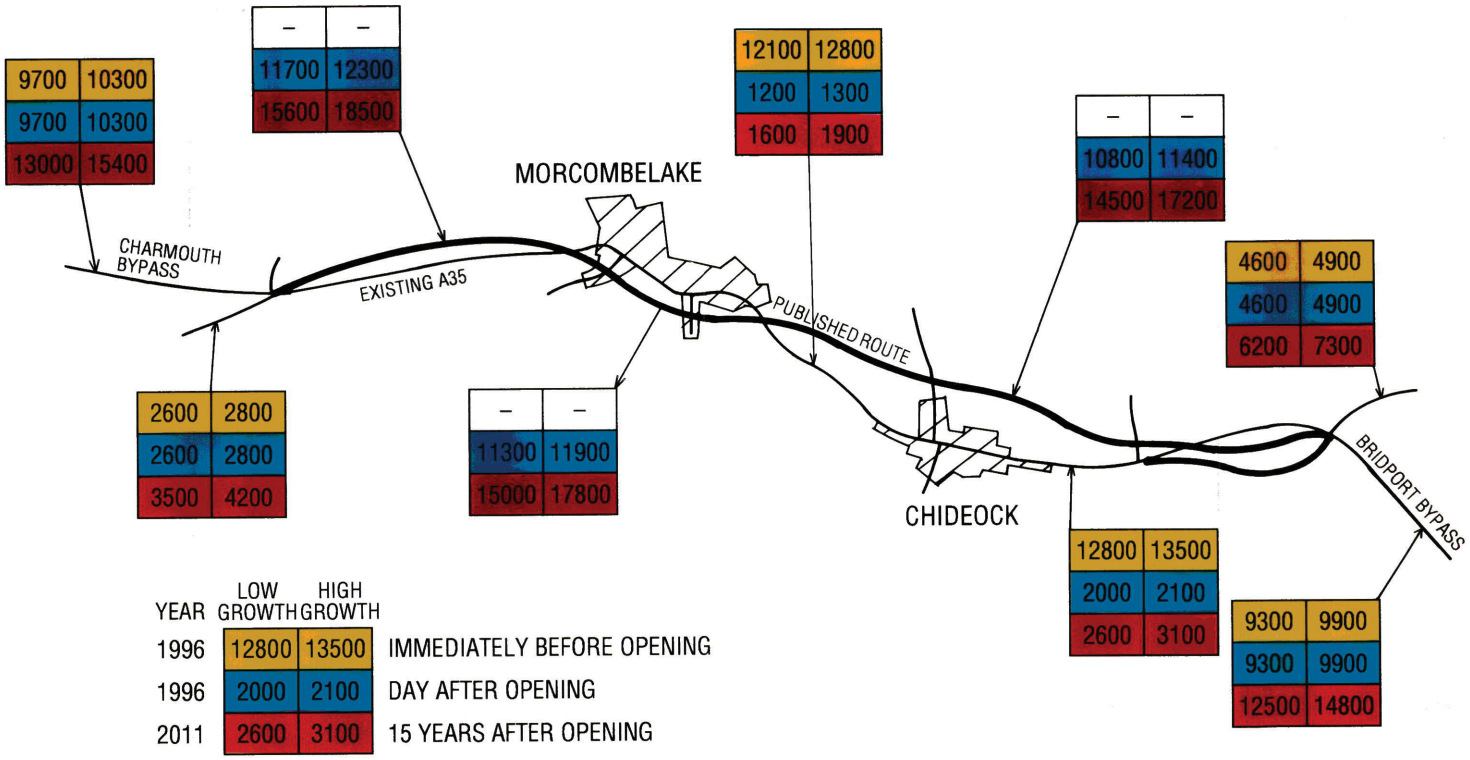
SCALE : Not to Scale

DATE: May 1993

Figure No: 11

TRAFFIC FLOW DIAGRAM

Average Annual Daily Traffic (AADT)



YEAR	LOW GROWTH	HIGH GROWTH	
1996	12800	13500	IMMEDIATELY BEFORE OPENING
1996	2000	2100	DAY AFTER OPENING
2011	2600	3100	15 YEARS AFTER OPENING

THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

TRAFFIC FLOW DIAGRAM

MRM PARTNERSHIP, Consulting Engineers
ADRIAN LISNEY+ PARTNERS Landscape Architects

SCALE : Not to scale

DATE: May 1993

Figure No: 12

CHOICE OF ROUTES

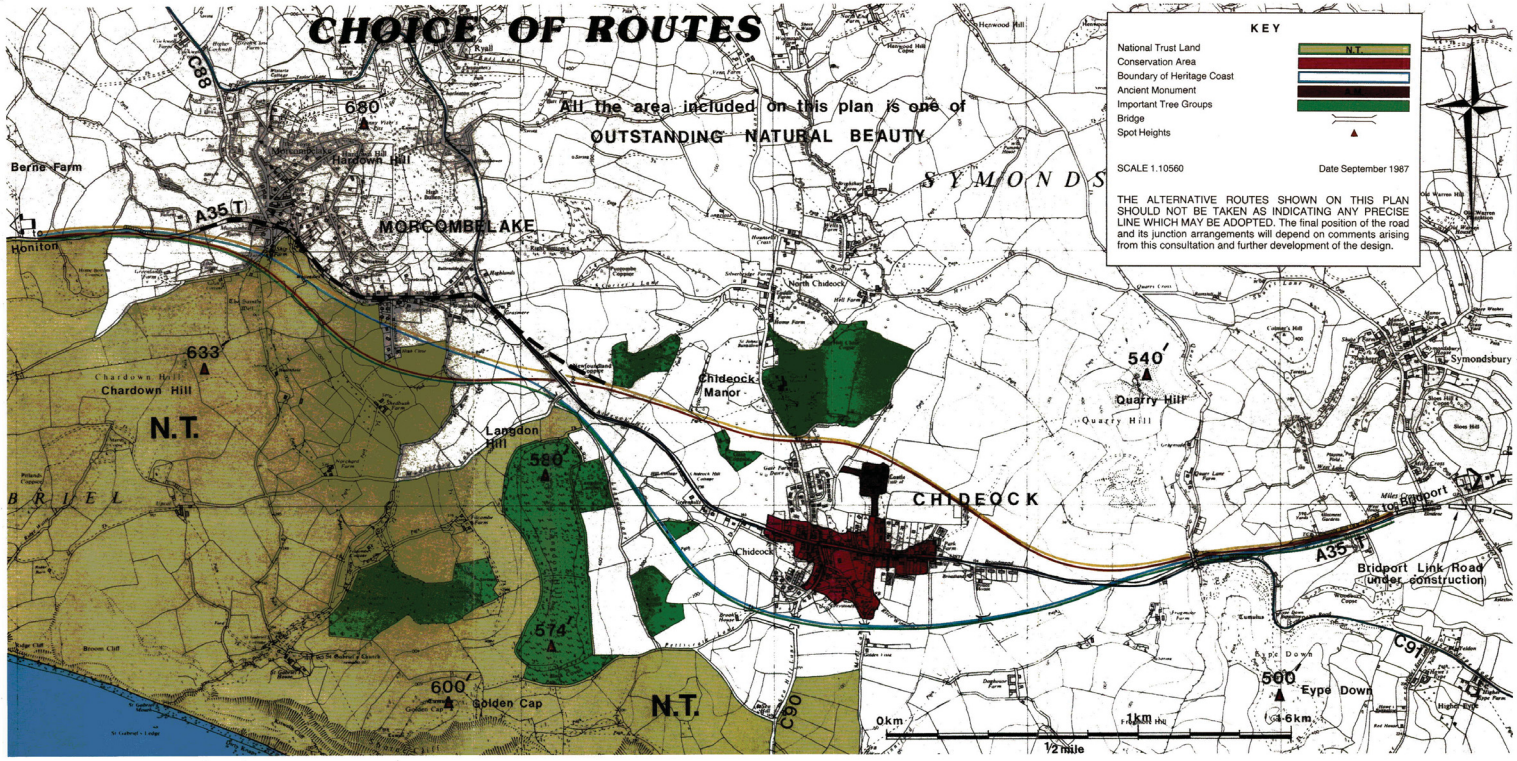
All the area included on this plan is one of
OUTSTANDING NATURAL BEAUTY

KEY

National Trust Land	N.T.
Conservation Area	
Boundary of Heritage Coast	
Ancient Monument	
Important Tree Groups	
Bridge	
Spot Heights	▲

SCALE 1.10560 — Date September 1987

THE ALTERNATIVE ROUTES SHOWN ON THIS PLAN SHOULD NOT BE TAKEN AS INDICATING ANY PRECISE LINE WHICH MAY BE ADOPTED. The final position of the road and its junction arrangements will depend on comments arising from this consultation and further development of the design.



THE DEPARTMENT OF TRANSPORT

A35 TRUNK ROAD

CHIDEOCK MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

ALTERNATIVE ROUTES

NOTE:

This plan shows the four routes put forward at Public Consultation between the 10th October and 20th November 1987.

An exhibition to publicise these routes was held in Chideock Village Hall on the 10th, 12th and 13th October 1987.

At this time the routes were shown to single carriageway standard commencing at Berne Farm track in the west and West Road Bridport in the east

MRM PARTNERSHIP, Consulting Engineers

SCALE : 1:10560

DATE: May 1993

Figure No: 13

Chideock from Quarry Hill

The Problem

The A35 is a busy trunk road taking heavy traffic along the south coast particularly in the summer. The amount of traffic is bound to increase in years to come.

Chideock and Morcombelake stand across this road, so local people and visitors have to suffer the noise and inconvenience caused by the traffic. This is dangerous and disagreeable to pedestrians and motorists alike.

The Department of Transport is now considering what can be done to improve this length of the A35 between Berne Farm (west of Morcombelake) eastwards to the new road being built at Bridport; in all about 6 miles of A35 including both Chideock and Morcombelake. Local people know that on this length there are many junctions, the road is steep and tortuous in places, but the main problem is that the A35 cuts through the two villages. Relief for the road and villages is therefore very necessary.

Possible Solutions

Since Morcombelake and Chideock are quite close together, any new road must take account of both villages. Many alternative routes have been considered and the best of these, as far as cost and effects are concerned are shown on the map overleaf. Any one of these would provide a very noticeable reduction in traffic on the present A35.

The possibility of widening the present road through Morcombelake has also been looked at, but the effects seem to be too serious and the route has been rejected.

Morcombelake from 'Golden Cap'

INTRODUCTION

The Secretary of State for Transport has published proposals for improving the section of the A35 Trunk Road between Charmouth and Bridport bypassing the villages of Morcombelake and Chideock en-route. As part of these proposals an Environmental Statement has been prepared in accordance with E.C. Directive 85/337 as applied by Section 105A of the Highways Act 1980, to assess the effect of the new road on the environment. This document is a summary of the contents of that Statement.

The Chideock-Morcombelake Bypass is one of a number of schemes along the A31/A35 Trunk Road, the principal east-west route along the south coast. With schemes recently completed, under construction, or included in the National Roads Programme, the A31/A35 is being progressively improved over most of its length. At present Chideock and Morcombelake along with Tolpuddle, Puddletown and Winterbourne Abbas, remain the only settlements on this Trunk Road in Dorset still to be bypassed.

THE PUBLISHED SCHEME

The proposed route would provide nearly 5 miles of new dual carriageway road linking the recently completed Charmouth Bypass and Bridport Link Road. Running south of Morcombelake and north of Chideock the new road has been designed to reduce its effect on the surrounding landscape and limit intrusion into National Trust land. This land has been declared inalienable under the National Trust Act of Parliament (1907) which means that it can be acquired under a compulsory purchase order, but if the Trust maintain an objection, only by Special Parliamentary Procedure.

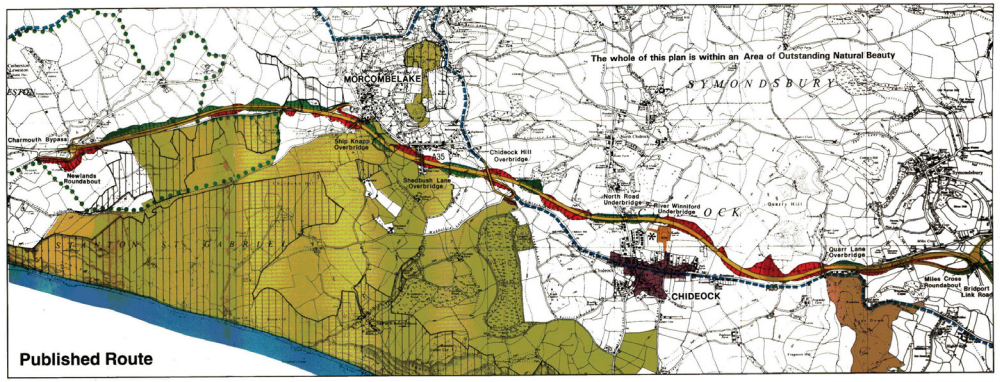
Starting at a new roundabout near Newlands, at the eastern end of the Charmouth Bypass, the route climbs the northern flank of Stonebarrow Hill parallel to and along the northern side of the existing A35 to Fulvens Home Farm where it crosses the A35 to run south of Morcombelake. At Fulvens, a new junction with the existing A35 would permit eastbound vehicles to leave the bypass to enter Morcombelake or Chideock. Traffic would not be permitted to join the bypass at this point. Cutting through the summit at Ship Knapp the route runs on embankment through the northern edge of the National Trust land before entering a cutting to pass under Shedbush Lane. Continuing eastwards the route crosses to the northern side of the A35 again, near the summit of Chideock Hill, in a deep cutting. The existing A35 would be diverted at this point over the dual carriageway to rejoin the hill partway down. A new junction from this diverted section of the existing A35 would provide access from the two villages to the new A35, for westbound vehicles only. Traffic would not be permitted to leave the bypass at this point.

Descending Chideock Hill, alternately on embankment and in cutting, the new A35 would skirt the southern edge of Newfoundland Copplice and the northern edge of Gate Copplice before crossing over North Road and the River Winniford. The alignment of the section of the route between North Road and the river would be located to avoid encroaching into the woodland forming the southern edge of the grounds of Chideock Manor and would avoid the Ancient Monument site of Chideock Castle.

Continuing eastwards, the route runs along the lower southern slopes of Quarry Hill in a cutting before passing under Quarr Lane. Immediately east of the lane it re-crosses the existing A35 (West Road) to run parallel to and along the south side of this road, generally on low embankment, to end at a new roundabout at Miles Cross, at the western end of Bridport Link Road.

All existing local roads would be taken either over or under the new dual carriageway. No direct access would be permitted to the new road except at the new roundabouts at either end of the scheme and the new partial junctions at Fulvens and at Chideock Hill. Lighting would only be provided at the two roundabouts.

Cover photographs: Top left: Chideock - Top right:overlooking Morcombelake and Hardown Hill Bottom left:Overlooking Chideock and Eype Down - Bottom right: Chideock Background: Damp Hollows - Morcombelake SSSI



KEY

- Embankment / PUBLISHED ROUTE / Cutting
- NATIONAL TRUST LAND
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- CONSERVATION AREA
- COMMON LAND
- ANCIENT MONUMENT
- SITE OF ARCHAEOLOGICAL INTEREST
- HERITAGE COAST
- AREA OF TREE PRESERVATION ORDERS (TPO)

0 km ½ 1.0km
0 miles ¾ mile

THE EXISTING ENVIRONMENT

The existing 4.7 miles of A35 to be bypassed, runs through an area of extremely attractive landscape which has been designated an Area of Outstanding Natural Beauty. Over most of its length it skirts or runs through the West Dorset Heritage Coast and in the Morcombelake area runs through the northern fringe of the National Trust's Golden Cap Estate, which is located south of the existing A35. The area has steep sided hills rising abruptly above coastal valleys to the south with the Marshwood Vale to the north. It is predominantly farmland with pasture and arable fields contained by hedgerows and tree belts on the shallow slopes and valley floors, with rough grazing, shrub and woodland on steeper slopes and hilltops. There are a number of ecologically sensitive areas some of which are designated as Sites of Special Scientific Interest (SSSI), mainly concentrated to the south and west of Morcombelake. The length of A35 to be bypassed is primarily a single carriageway road varying from 20 to 24 feet in width, and runs through the villages of Morcombelake and Chideock. Over most of its length it is generally winding with poor visibility and has steep hill approaches to both villages where residential and commercial properties border the road. Most of the communal facilities, church hall, shops, garages and inns also have direct access to the A35. North of Chideock lies the Scheduled Ancient Monument Site of Chideock Castle, although little, other than its earthworks and dry moat, remain.

Noise levels at properties lining the existing A35 through both villages are already high. By 2011 they could increase by up to 10dB(A), a doubling in perceived noise. Pollution levels from vehicle emissions are also high and during periods of congestion carbon monoxide levels (CO) could exceed World Health Organisation Standards. The Average Annual Daily Traffic Flow through both villages at present is about 12,000 vehicles. If no bypass is built this figure could increase to 18,000 by 2011. However with a bypass the number of vehicles through the villages could be reduced to about 2,500 in the same year.

EFFECT OF THE PUBLISHED ROUTE ON THE ENVIRONMENT

The new road runs through the West Dorset Area of Outstanding Natural Beauty and the West Dorset Heritage Coast. Just over ¼ mile of the new road would also cross the northern edge of the National Trust's Golden Cap Estate, south of Morcombelake. The section crossing this area would intrude into views from footpaths crossing the estate and also into views from properties along the southern edge of Morcombelake and the northern edge of Chideock.

The new road crosses two ecologically sensitive areas of land south and west of Morcombelake designated as Sites of Special Scientific Interest. Other sites of known ecological interest affected, although not designated, are located in the Berne Farm and Ship Knapp areas.

Wildlife habitats, including those of badgers and bats, which are protected species under the Wildlife and Countryside Act 1981, were identified during ecological studies. These habitats would be affected by limited hedgerow and woodland clearance, severance, demolition and disturbance arising from the new road construction.

The setting of the Ancient Monument site of Chideock Castle would be affected by proximity and the ancient deer park boundary associated with the castle would be severed. Two further areas of archaeological interest, identified during archaeological studies next to the castle site and in the Ship Farm area at Morcombelake, would also be affected.

As the route crosses mainly agricultural land a number of farm holdings would suffer a degree of severance.

Noise levels would rise at some 40 properties as a result of traffic using the new road. These are mainly located along the southern edge of Morcombelake in the Ship Knapp and Shedbush Lane areas and along the northern edge of Chideock and North Road area of the village.

Properties along and close to the existing A35 through Morcombelake and Chideock would perceive an appreciable reduction in their present noise level when traffic uses the new road.

Pollution levels through both villages would also decrease and their environment as a whole would show a marked improvement. Present day traffic through the villages would be reduced by nearly 80%.

A total of 7 properties would be demolished as a result of the scheme. The Garden House listed Grade II, located in the garden of The Lodge, North Road would be relocated as near as possible to its present position.

MEASURES TO PROTECT THE ENVIRONMENT

The line of the new road shown on plan was chosen to minimise its effect on the surrounding landscape and environmentally sensitive areas, and to reduce its intrusion into the inalienable land owned by the National Trust.

Considerable effort has been made to blend the route sympathetically into the landscape, to minimise earthworks, and to make full use of the existing gaps between hills.

Landscaping comprising tree, shrub and hedgerow planting together with some earth mounding, would be used extensively along the length of the road to reduce its visual effects. Where possible embankment and cutting slopes required for the road would be shaped so that they could be returned to agriculture. This earth rounding and mounding, would reduce the severity of slopes, help to screen the road and smooth out abrupt changes in gradient. The extent of land required for the new road has been kept to a minimum where the route passes through or adjacent to sites of nature conservation and archaeological interest.

Particular attention has been paid to the ecologically sensitive sites in the Morcombelake area and the alignment has been designed so there would be a minimum of encroachment into the Sites of Special Scientific Interest (SSSI). Topsoil from the parts of these areas taken for the new road would be stored and re-used on the embankments. Where appropriate, green hay from adjacent meadows would be spread over the topsoil to facilitate re-seeding, and permit natural re-colonisation. Early identification of affected areas and fencing of the site within which access would be restricted would also help regeneration.

Badger setts identified during ecological studies would be checked for occupancy before any construction of the new road commences. Badger tunnels under the new road would be provided where necessary. Badger proof fencing would also be erected either side of these tunnels to direct the badgers to them and stop them crossing the new road. Any relocation of badger occupied setts on the line of the new road would be carried out under the direction of English Nature.

Bat roosts identified during the ecological studies can generally be avoided. Where this is not possible, consultations with English Nature would be undertaken to ensure the best procedures are followed to reduce the effect of the new road and its construction on these species.

Construction activities such as soil heaps, haul roads and storage of materials would be sited so that environmentally sensitive areas next to the road would not be affected.

The alignment has been carefully chosen to avoid incursion into the Ancient Monument site of Chideock Castle. Extensive planting would be carried out along the northern and western boundaries of this site to screen the new road. Excavations have already been undertaken to establish the extent of the castle fortifications. Although the excavations revealed much information about the medieval settlement and its environment there was no evidence to suggest the remains were significant. Similar excavations were also carried out at Ship Farm, Morcombelake, the possible site of medieval and later occupation and Roman and medieval roads. Again no significant finds were located during these excavations These are sensitive areas and a watching brief would be maintained at both sites during earthworks operations associated with the new road construction.

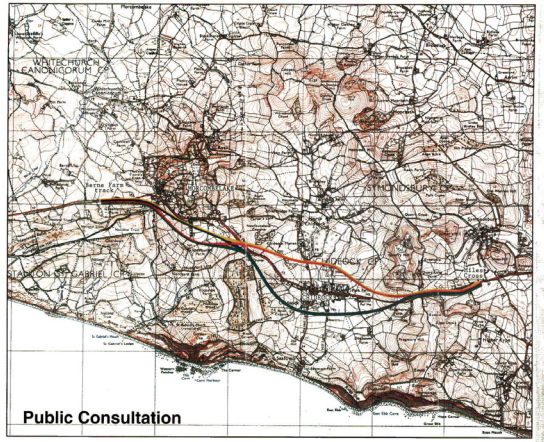
The effect of severance on farm holdings can be reduced by the provisions of alternative means of access where appropriate.

Properties, liable to experience noise levels from traffic along the new highway, which comply with the Noise Insulations Regulations 1975 would qualify for insulation measures. Similar measures would also be available for properties affected by high noise levels during the construction of the new road.

During construction, measures such as temporary storage lagoons would be provided for the containment of site drainage water to protect all watercourses from pollution and erosion. Oil interceptors to prevent any pollution from highway surfaces would be provided at permanent drainage outfalls.

Footpaths

Where possible all footpaths affected by the route would be diverted to cross over or under the new road via its bridges. Some of these diversions would extend the present length of the footpaths. They are however considered a preferable alternative to the hazards of pedestrians having to cross the dual carriageway road. Footpaths are mainly in leisure use.



ALTERNATIVE ROUTES CONSIDERED

Four routes known as the Yellow, Red, Blue and Green routes resulting in two bypass options for each village were put forward for Public Consultation in 1987.These are shown on the map above. At that time the routes were shown as extending from Berne Farm track, west of Morcombelake to West Road, Bridport and a single carriageway standard road was envisaged. Since then revised traffic growth forecasts have resulted in the route being upgraded to dual carriageway standard and extended both westwards and eastwards to provide a modern road between the recently completed Charmouth Bypass and Bridport Link Road.

The Yellow Route ran to the south of Morcombelake through Shedbush Lane and to the north of Chideock. **The Red Route** followed a similar alignment but ran to the south of Shedbush Lane to avoid severing it. **The Blue Route** followed **the Yellow Route** to Chideock Hill but then veered southwards to run south of Chideock, whilst **the Green Route** followed the **Red Route** alignment to Chideock Hill and then **the Blue Route** alignment south of Chideock. An additional route showing an improvement of the existing road through Morcombelake was also shown on the Consultation Document. This route was included only as an indication that improvements to the existing road had been considered but rejected due to the resulting poor standard of road and the significant impact on roadside properties.

At Morcombelake there was support for both the routes south of the village with greater support shown for **the Yellow/Green route** which avoided severing Shedbush Lane and the associated property demolition. There was little support for the improvement of the existing road. At Chideock far greater support was shown for **the Yellow/Red route** north of the village primarily because a southern route would sever village links with the sea and intrude into the coastal plain. It was felt that a northern route could be blended into the existing landscape more successfully than a southern route which would be on embankment across the whole coastal plain south of the village.

Following the consultation, the Secretary of State for Transport, in announcing **the Yellow Route** as the Preferred Route, said he felt it was the one which best met the needs of both villages, having regard to considerations of effectiveness for traffic, safety, agriculture, the environment and costs, when compared with the benefits. The section bypassing Chideock was also the route preferred by the majority of the public and organisations consulted.

FURTHER INFORMATION

The full Environmental Statement may be inspected at the addresses shown below until 27 August 1993

Department of Transport
2 Marsham Street
London SW1P 3EB

Department of Transport
South West
Construction Programme Division
Room 402
Tollgate house
Houlton Street
Bristol BS2 9DJ

Dorset County Council
County Hall
Dorchester
Dorset

Bridport Town Council
South Street
Bridport

West Dorset District Council
58/60 High Street West
Dorchester
Dorset

Charmouth Library
The Street
Charmouth
Dorset

Bridport Library
51 East Street
Bridport
Dorset

Chideock Post Office & Stores
Main Street
Chideock
Bridport
Dorset

Morcombelake Post Office
& Stores
Morcombelake
Bridport
Dorset

Charmouth Post Office
The Street
Charmouth

Charmouth Parish Council
Lower Sea Lane
Charmouth

A public Exhibition of the proposals will be held at:

Newlands Caravan Park, Charmouth
Tuesday 8 June 1993 10am - 8pm.
Wednesday 9 June 1993 10am - 4pm.

The Village Hall, Chideock
Friday 11 June 1993 10am - 8pm.
Saturday 12 June 1993 10am - 4pm.

Representatives of the Department of Transport and their Consultants, MRM Partnership Consulting Engineers and Adrian Lisney and Partners, Landscape Consultants will be present to answer questions.

Admission is Free

This project is being designed for the Department of Transport by MRM Partnership Consulting Engineers

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THE DEPARTMENT OF TRANSPORT

A35 CHIDEOCK-MORCOMBELAKE BYPASS

ENVIRONMENTAL STATEMENT

Non-Technical Summary

The Department of Transport has published draft Orders for the A35 Chideock – Morcombelake Bypass. This leaflet describes the proposed scheme and summarises its environmental effects.

MAY 1993

ADRIAN LISNEY + PARTNERS
Landscape Architects