

To minimise environmental impact the carriageways should have embankments and tree planting on each side.

Acoustic barriers should be constructed by using soil from the construction site combined with 'gabbions' (metal cages filled with stone/rocks) these will deflect and contain the noise generated. (See sections).

Visual impact can be illuminated with mixed tree landscaping to screen the road. (Similar to the Bridport, Charmouth and Dorchester bypasses.)

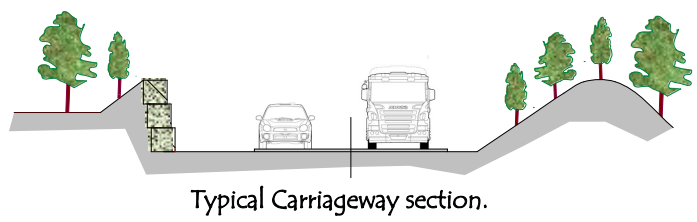
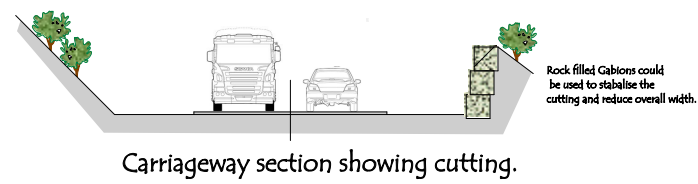
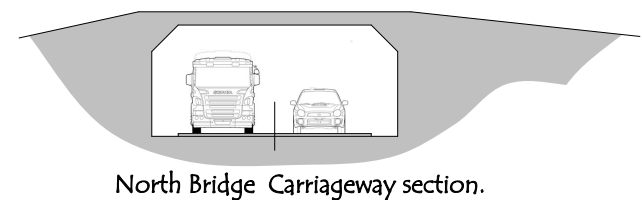
Approximately 800m of carriageway immediately north of the village should be enclosed with a solid cover in order to reduce noise.

The new road would join the existing A35 just west of the brow of Chideock hill which reduces the rise by several metres and the degree of the incline.

Storm water runoff would, where necessary be collected in slow release attenuation basins (ponds).

The proposals shown are typical of thousands of miles of road construction and do not present any abnormal technical difficulties.

Route Layout.



Possible route of a Chideock Village relief road.