

From: Ben Tomlin [REDACTED]
Sent: 22 January 2018 14:07
To: PlanningPolicy NDDC
Subject: Response to Q29

Q29. Do you consider that the land which is identified and safeguarded for the Shaftesbury Outer Bypass and the Charlton Marshall and Spetisbury Bypass should continue to be identified and safeguarded for such purposes?

Response to question 29

I do not believe that it is necessary to safeguard the land for the Shaftesbury Outer Bypass and Charlton Marshall and Spetisbury Bypass.

The document states that *“Funding and environmental constraints mean that any major scheme is unlikely to progress during the period covered by LTP3 and the focus will need to continue to be on low cost traffic management measures.”*(para 15.3)

However at (para 15.9) *“Local authorities in Dorset, Bath & North East Somerset Council (BANES) and Wiltshire Council are working with Highways England to make the case that a major route study should be undertaken in advance of the next Roads Investment Strategy period (RIS 2).”*,

Para 15.10 recognises *“...given the scale and significant nature of the improvements that are required along the A350 corridor, funding to support delivery of the improvements is uncertain at this stage. Furthermore, it is of note that if a major route study was undertaken by Highways England it would need to consider the whole route and focus potential improvements on those parts of the route that are under the greatest pressure.”*

It appears to me that if funding for road improvements to this proposed section of bypass were found within the lifetime of this plan, it would put significant pressure on sections of the same route which were not upgraded. E.g. Melbury Abbas. The context of resourcing road alternatives should be considered within the wider context of this plan, linking to similar plans in Wiltshire & other Dorset areas.

I would further support the recommendation of the Bristol/Bath to South Coast Study (GOSW 2004) which recommended the A37 route rather than the A350 for development and improvement, specifically the A350 between Blandford and Shaftesbury shouldn't be considered further as a inter-regional route, due to multiple environmental & practical issues, costs and risks presented. The full route must be considered rather than at this level.

My view would be that there is insufficient public interest in consideration of micro safeguarding proposals. The consultation results will no doubt identify support at parish / local levels (with Stourpaine, Durweston, Spetisbury, Blandford St Mary, Charlton Marshall) for the safeguard, without sufficient awareness of the wider options and implications of the safeguarded proposals.

I believe the A350 is not a viable option to upgrade to the route proposed, instead detailed consideration of upgrade of a west north-south route via A37-M5 and an east north-south route from Poole via A31-M27-M3-A34 is a better option (& cost effective option) to further appraise.

Regards

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