

# Westbury Bypass NOW!

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The Panel Secretariat Office,  
South West RSS EIP,  
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Temple Quay,  
Bristol,  
BS1 6EH.

13<sup>th</sup> March, 2007

Dear Sirs,

## **South West RSS Examination in Public statement.**

Please find attached our group's statement to the Panel with regard to matter 5/2 (Improvements to the transport Network) of the Examination in Public of the Draft RSS.

The Westbury Bypass NOW! group was formed in 2005 and is made up entirely from local people. Unlike the organisations opposed to the bypass, we live daily with the problems that living on this unsuitable road brings.

We are entirely self-funded and completely independent of, but work with, Wiltshire County Council to keep the people of Westbury informed of the latest developments with the bypass.

Since forming we have had two highly successful public meetings where WCC made presentations on the bypass; three awareness marches which were covered by TV, radio and local press; and numerous newspaper articles.

We also work hard to dispel the misleading and confusing information put out by the anti-bypass groups.

Yours faithfully,

*Peter White*

Peter White,  
Westbury Bypass NOW!

Chairman: Dorian Jones Vice Chairman: Peter Sim

**Campaigning for a less congested A350**

**[www.bypassnow.info](http://www.bypassnow.info)**

**The Implementation Plan Tables 2A/2B:**

Contrary to suggestions by anti-road building groups, public opinion is not against the Westbury eastern bypass; Westbury Town Council has recently overwhelmingly voted to support the latest bypass planning application. In excess of 600 local residents have previously written to the County Council in support of the bypass. Having spoken to many local people (some of whom are suffering with health conditions aggravated by traffic pollution), the overall majority is in favour of a bypass and realises that, after 40 years of debate, the eastern route is the only viable option.

The eastern route has been carefully designed to blend into the landscape as it crosses open farmland. The main recreational areas, particularly by the White Horse remain unchanged, it should be noted that the road is 1.4km (0.9 miles) away from the White Horse ancient monument. In the latest Planning Application, Wiltshire County Council appears to have taken on board valid comments on environmental issues and have left no stone unturned to mitigate any adverse effects on the surrounding environment and wildlife. In particular, extensive works for bats and dormice have been incorporated in the revised scheme to meet E.U. directives.

The bypass runs through a ground water protection zone and extensive protection works are proposed to protect the quality of the water in the unlikely event of any spillage on the new road surface. The main risk to the water source is during construction, rather than operation, and a detailed construction environment management plan is included (specifically for the construction of the road within the ground water protection zone) in the latest planning application documentation.

We believe Wiltshire County Council has complied with Policy TR10 in that the bypass will improve the reliability, resilience and times of journeys through Wiltshire. The eastern bypass will reduce the considerable impact of long distance HGV, LGV, and car traffic on the built environment in Westbury, improve the quality of life of the community and substantially improve the air quality currently at dangerous levels. The eastern bypass is the only guaranteed solution to provide acceptable air quality in these high-density residential areas. It will improve safety for both road users and pedestrians alike. Westbury Town is currently severed by the A350 and the bypass will supply a catalyst to the rejuvenation of the Town Centre. Traffic noise from the A350 is excessive and constant throughout 24 hours. The bypass will provide a major reduction in this 'nuisance' to residents. Whilst modern technology may reduce pollutants, the traffic will continue to increase with no reduction in noise, vibration, dirt, and safety risks. It is evident that, unless the bypass is built, the town will not thrive and the existing A350 will continue to affect the health and safety of the residents, particularly the young and old.

**Policy TR10 paragraph 5.5.2 Regionally Significant Routes:**

It is agreed that the A350 south-east Dorset to M4 route is regionally significant as identified in the above numbered paragraph. The recent Bristol/Bath to South Coast Study recommends a bypass for Westbury in order to maintain its function as a significant route and to deliver the cost benefits indicated in the above study.

**Policy SR23:**

It is recognised that there are significant traffic problems to the north of Westbury at Yarnbrook and West Ashton. However, neither of these locations have air quality problems as opposed to Westbury which has two Air Quality Management Areas (AQMA) mainly due to the canyon effect and the resultant poor dispersal rates.

Wiltshire County Council has identified that, following an eastern bypass for Westbury, Yarnbrook and West Ashton will be the next priority in the county for traffic improvements.

Should Yarnbrook and West Ashton takes precedence over Westbury (as suggested by the anti-bypass campaign), the effects on Westbury will be devastating. The pollution in AQMAs will more than likely increase, and as such West Wiltshire District Council will be penalised for missing the 2010 EU deadline for improvements to those AQMAs.