

Statement of Reasons

- For preventing the use of the road by vehicular traffic of a kind which, or the use thereof by such traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Prohibition of Driving – to prevent the use of the road by through traffic for the purposes of road safety.

Explanation

The prohibition of motor vehicles (with the exception of buses, cycles, and emergency vehicles) at Mampitts Lane and Mampitts Road, immediately east of Pound Lane, Shaftesbury; and the prohibition of the left turn from Pound Lane into Mampitts Lane, Shaftesbury, with the exception of buses, cycles, and emergency vehicles.

Planning permission 2/2002/0415 was granted by North Dorset District Council on 3 May 2007 (following an appeal through HM Planning Inspectorate, dated 12 February 2007) to develop land for residential and mixed-use purposes with associated open space, create vehicular and pedestrian accesses.

The decision made by the Planning Inspectorate included details of a “Bus Gate” to be installed at the western end of Mampitts Lane to restrict the flow of traffic from the new development directly into Mampitts Road. The vehicular traffic is to access the site via the two signalised junctions at the A30 Salisbury Road (Greenacre Way and Allen Road, 2/2008/1138). Mampitts Lane Planning Permission, 2/2012/0310, details the construction of the physical narrowing of Mampitts Lane immediately to the east of Pound Lane.

Currently vehicular traffic travels east and west along Mampitts lane and the increase of traffic, to and from the development, is not desirable along the existing, narrow, single-track Mampitts Road, fronting the local cemetery. The horizontal alignment of Mampitts Lane has been amended (a single track narrowing) with the provision of a new footway on the northern side.

Vehicular traffic will be restricted from travelling east and west from Mampitts Lane to Mampitts Road (and vice versa). The left turn from Pound Lane, towards Mampitts Lane, is to be prohibited.

The alternative route for vehicular traffic to travel between the development and the Town will be via the A30 (Salisbury Road) to Royal Chase Roundabout, north along Christy’s Lane to the roundabout at the junction with the north-western end of Pound Lane.