

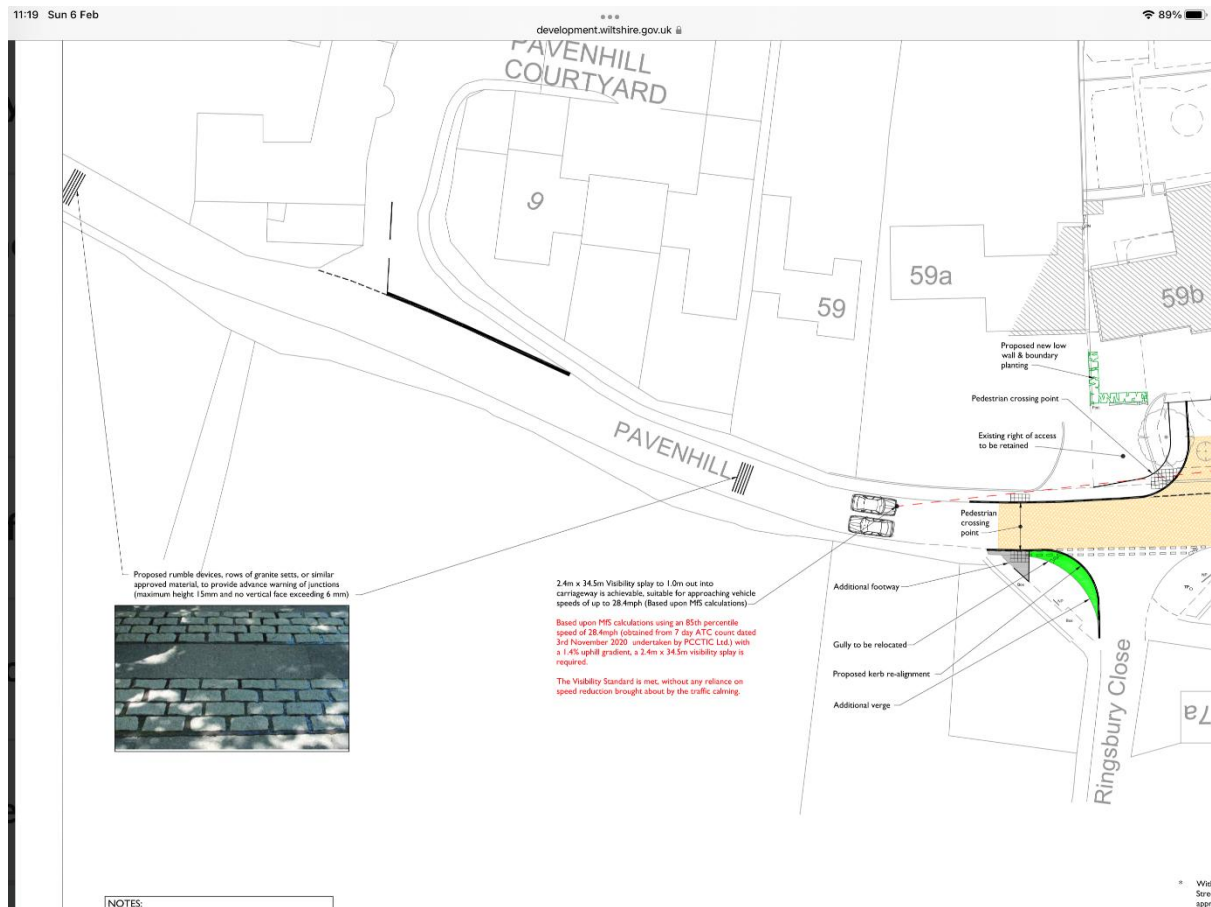
Application No – PL/2026/04314

Application Type – Approval of reserved matters

Location – Land at South Pavenhill Farm, Pavenhill, Purton, SN5 4DQ

Case Officer – Joe Richardson

My concerns relate to the deployment of a granite rumble strip directly outside my driveway, also the additional calming measures. Please see diagram below.



I am interested to understand the Wiltshire Highways view regarding this, as this creates a hazard which impacts me directly.

I am currently taking legal advice in respect of this hazard, noise disturbance (mental well-being) and financial impact to myself and any future residents at number 59 Pavenhill. This will be presented to the Wiltshire Highways department at a later date.

In principle, my drive slopes towards this proposed installation, involves a change in camber at the road, and with adverse weather conditions creates a danger to me and my family.

As I believe you will be reporting back to the planning body on this development, I would appreciate you giving it your full attention.

I have raised the issue of rumble strips in my objection to the development, providing data that they fail to slow traffic. This is backed up by documents which you may be familiar with.

This particular stretch of highway is currently hazardous. Development aside, it would be better served with a reduction in speed, introducing a 20 mile an hour speed limit will save future incidents and possible injury to individuals.

As this development has now intending to making further modifications to the Highway, I wish to bring to your attention a number of serious concerns which should be reviewed urgently.

In principle, my drive slopes towards this proposed installation, involves a change in camber at the road, and with adverse weather conditions creates a danger to me and my family.

Speed humps in the vicinity of a house will reduce its market value as potential buyers will be put off by the associated problems.

I previously discussed this with Catherine Blow (Planning Officer), also emailing her details of my particular concern. She indicated she would look into this, however she stated it would possibly be an issue for Highways to address.

I have raised the issue of rumble strips in my objection to the development, providing data that they fail to slow traffic. Government and independent reports also raise issues of environmental impact. These include noise levels, vibration ground- borne, vehicle emissions, air quality and general cost of repair/maintenance.

I would refer you to the Department of Transport, Traffic Calming Report, Section 5

5.1.2 Although in some locations rumble devices have been used with the aim of reducing speeds, the evidence so far indicates that any speed reduction is likely to be minimal and will be eroded with the passage of time. It is also known that at some sites drivers have learned to accelerate over the devices to lessen the vibratory effect. Reliance should, therefore, not be placed on using rumble devices alone to reduce speed.

5.4.2 In general, siting rumble strips close to residential properties should be avoided. Some authorities do not use rumble devices within 200 metres of residential properties. In open country, the distance may need to be increased to avoid complaints from residents. Noise generation can be minimised by using lower-height strips, though this may compromise overall effectiveness. Rumble areas tend to be less noisy than rumble strips, but are a more expensive form of construction.

5.4.6 Problems of ground-borne vibration have been reported at some rumblewave sites. Additional measurements were carried out at four of these sites (Watts & King, 2004). This led to the development of an equation that provides guide values for the minimum distance allowed between the nearest house façade and the rumblewave pad.

It would appear that Granite sets/rumble devices of the type described are not fit for purpose in this environment and are fundamentally ineffective.

This would appear to be a quick and cheap fix in order to gain approval from Wiltshire Highways and proceed with the development.

If they were approved it would cause a disruption to traffic and pedestrians (children walking to school) also my ability to exit my property while these calming measures are constructed following the completion of the proposed development. The traffic controls required will only add to the inconvenience of the residents in this area following directly behind the development disruption, this will disperse additional traffic flows to other roads in the area. The increase in traffic on Restrop View Road as Ringsbury/Restrop residence seek to avoid the development will create an additional danger. Currently a number of car drivers avoid Restrop View Road and use the Ringsbury entrance due to heavy parking in Restrop View Road.

This potential change in traffic flow created by the proposed development requires further consideration in order to avoid risks to residence in this area.

The area in front of my property is enclosed by walls, hedges and trees, the noise will be amplified. Repeatedly traversing humps causes long-term damage to vehicle components, especially the suspension. Drivers judging how to negotiate humps are distracted from watching out for more serious hazards — like children. Speed humps may cause traffic to divert from a good road to one which is far less capable of carrying the traffic safely, this increases overall accident risk.

Lighting – materially altering light levels, light pollution. There appears to be no reference to street lighting for this development. It needs to be understood how this will be introduced, impact on wildlife and houses within the area. Lighting schemes can be difficult and costly to change, so it is important that this is fully considered before road adoption.

Traffic Headlights – cars exiting the proposed development will generate light intrusion at night.

General Comment

If the development goes ahead, I would request a visit on site to enable me to understand how I can safely enter and exit my property throughout the process. Having to make a judgement call on exiting my property safely requires support from the Highways Department.

Please would you get back to me at your earliest convenience.

Regards

Steve Carpenter

