

Inspector's Note to the Council (2)

Allocations at Kintbury and Hungerford

At the hearing session for **Kintbury** (Issue 17) I confirmed that I would re-visit potential allocation sites, which I have now done. Taking into account the fact that the settlement sits within the AONB I am not confident that the Council's approach is justified (NPPF paragraph 182). In particular I would invite the Council to consider the sustainability credentials of the allocated site (KIN006 and KIN007) against those of KIN011 (The Haven).

Overall I would assess The Haven site as being closer to a larger number of community facilities and services; it contributes less to the visual qualities of the village and I was told by the agent at the hearing session that, if appropriate, the size of the site could be reduced to exclude the southern section. I agree with the Council that vehicular access from High Street may not be ideal and that there are a number of places in the village where on-street parking hinders the flow of traffic. However, that is also true of the allocated site, particularly with parking taking place in Newbury Street. I was not given any accident statistics that would enable me to conclude that highway safety should be given a higher amount of weight and it could be argued that the on-street parking acts as a form of traffic management.

On this basis I would welcome the Council's re-assessment of its strategy for Kintbury.

On my visit I took the opportunity to re-visit the sites in **Hungerford**.

I do not wish to pre-empt the additional work that the Council is undertaking in respect of Hungerford (and the wider AONB) but I thought it might be helpful to confirm that I remain concerned about the visual consequences for the AONB of development on site HUN007 and in particular on land to the west of the public footpath. Whilst also within the AONB, site HUN001 sits more comfortably within the existing settlement form. Again, although I recognise that any additional development would result in additional vehicular movements, I experienced no problem travelling through the pinch-point – as at Kintbury it could be considered to act as an appropriate form of traffic management.

David Hogger

Inspector

18th July 2016