
MEMORANDUM

To:	Jake Brown	Our Ref:	
From:	Chris Sperring Principal Transport Policy Officer	Your Ref:	14/00115/PREAPP
Extn:	2284	Date:	12 June, 2014

Pre-application Stage 1 request 14/00115/PREAPP – Land North of Irish Hill Road, Kintbury.
Proposal: Development of 50-199 dwellings.

Thank you for consulting Transport Policy on the above.

These comments largely concern pedestrian access from the proposed site to services and facilities in Kintbury in terms of pedestrian infrastructure provision and road safety. The comments have also been prepared to take into account the National Planning Policy Framework (NPPF), the West Berkshire Core Strategy (especially policy CS13: Transport), and the West Berkshire Local Transport Plan (policy K13: New Development).

Key Policies

The NPPF requires new development to take into account sustainable transport, giving people a real choice how they travel maximising the use of sustainable transport modes. It requires decisions to take into account where sustainable transport modes have been taken up, whether safe and sustainable access can be achieved for all people and whether improvements can be undertaken within the that cost effectively limit the significant impacts of development.

The West Berkshire Core Strategy policy on transport (CS13) has a similar focus, recognising the need to improve travel choice and facilitate sustainable travel, along with providing a focus on the safety of pedestrians, cyclists and other vulnerable road users. In addition, Local Transport Policy K13 (New Development) states that the Council will manage the transport and travel aspects of development in a way that supports the delivery of the Core Strategy and LTP local transport goals.

Access to Services & Facilities

The Facilities Plan shown on page 6 of the Design Brochure shows that Kintbury offers a reasonable level of essential services and facilities that are within theoretical walking distances of the site. In particular the site would appear to be well located for walking trips to the primary school and the doctor's surgery. This level of access to services corresponds with the West Berkshire Core Strategy's designation of Kintbury as a 'Service Village'.

Kintbury railway station lies just to the north of the village which offers direct rail services to Hungerford, Newbury, Reading, and to London Paddington. The station is an approximate

850m walking distance from the site via Newbury Street and Station Road (although there is not a continuous footway along part of this route). However the station would also be well within cycling distance from the site and consideration could be given to improve cycle parking provision at the station which would encourage cycle trips to the station from the site and the wider Kintbury area. A masterplanning exercise undertaken by the train operator in December 2013 identifies the installation of a cycle shelter on Platform 1 as a possible improvement for the station.

Pedestrian Access and Road Safety

There are currently no footways on the north side of Newbury Street, Holt Road, and Irish Hill Road surrounding the edge of the site. There is a footway on the south side of Holt Road as far as Burtons Hill.

Burtons Hill would be the pedestrian access route to Kintbury Primary School. I would like to see that the development would provide a safe pedestrian/cycle connection between both entrances of the site and Burtons Hill to maximise opportunities for sustainable travel to school. This will need to take into account proposals for the redevelopment of the former service station site on the opposite side of Newbury Street from the site's main access point. A planning application for the service station site approved in August 2007 included the provision of a 1.5m footway across the frontage of the site linking it to the existing footway o/s nos. 21/23 Newbury Street.

The main walking route to other facilities in the village is likely to be along Newbury Street. However the footway becomes discontinuous as one travels along Newbury Street into the historic core of Kintbury, with road widths being constrained by building walls abutting the carriageway. This lack of footways would represent a road safety hazard for vulnerable pedestrians coming in to conflict with vehicles traversing along Newbury Street and may act as a deterrent to walking trips from the site. Furthermore, the sensitive design of the historic core of Kintbury village may make it difficult to design and implement an effective safety scheme that would not be visually intrusive and detract from its setting as part of a conservation area.

Travel Plan

The pre-application is currently unclear regarding the exact number of dwellings proposed for the site (50-199). The developer should bear in mind that if the proposed development is to be in excess of 79 dwellings, then according to national guidelines, a residential Travel Plan will need to be developed and agreed prior to the determination of any development application. If however the proposals would result in a development of less than 80 dwellings then it would still be expected that plans to encourage and facilitate sustainable transport from the residential development would be included in the Transport Statement that should accompany the development application.

Parking Guidance

It is worth highlighting the existence of the cycle parking guidance (latest version attached) and also the fact that we are working on guidance for car parking for residential development. This is not yet policy but it may be useful for the developer to get in touch with the Transport Policy Team prior to an application being submitted as we may be able to share the emerging work on residential parking guidance at that stage. This will help provide more detailed guidance than the current policy of 1.5 spaces average across the District.

Please Note

The views expressed above are an initial officer view. A site visit has yet to be undertaken. There is also the possibility that during any planning application process, other stakeholders may raise issues that may result in a further evaluation of the proposal.