1. Introduction

This report complements the Application Report published prior to the Committee and provides an update on matters that have changed in the meantime.

2. Additional consultation responses

A letter of support has been received from West Berkshire Spokes. The letter suggests the proposal would be one of the most ‘cycle friendly’ housing developments in the District. It gives detailed comments on the split site, underpass, The Connection, Love Lane access, Oxford Road access, and improvements to existing routes into the town centre.

A letter of support has been received from the Executive Headteacher of Trinity School in relation to the proposed one-form entry primary school. The letter expresses an in principle interest in the new primary school being part of the Newbury Academy Trust.

A further consultation response from the Environment Agency has been received, raising no objections to the latest amendments subject to a revised surface water drainage condition.
3. **Access via The Connection**

The Connection is a private road, which was built to adoptable standards but never adopted. Since the publication of the Committee Report, the Council’s Legal Service is now satisfied that the properties in the eastern parcel would have free rights of access across The Connection. This right of access would also extend to any visitors and services accessing the properties.

The properties in the western parcel would not benefit from these rights of access. However, vehicular access to the western parcel would be taken off the A339 roundabout, and pedestrian and cycle access would be provided onto Love Lane and Oxford Road.

It would be open to the landowner in the future to dedicate The Connection as public highway. However, the existing status of the road does give rise to a planning objection.

4. **Waste collection**

Waste Officers have raised concerns regarding the ability to provide a waste and recycling collection services to the houses in the eastern parcel because The Connection is not a public highway. The Council’s contractors do not enter land which is not public highway for indemnity reasons.

There are no policies within the development plan that would support a reason for refusal based on this matter. Waste collection vehicles would be physically and legally able to access the properties. There are free rights of access over the connection, so the landowner would not be able to close the road. Further, The Connection is built to an adoptable standard.

5. **Design**

Most urban design guidance was replaced by the Planning Practice Guidance in 2014. However, the *Urban Design Compendium* remains extant. It was originally published in 2000 by English Partnerships and the Housing Corporation, and is now under the auspices of the Homes and Community Agency. It provides guidance on good urban design principles (including pedestrian and cycle access) and is therefore a relevant design consideration in addition to those already listed in Section 6.8 of the Committee Report. A reference to this document should therefore be included within Refusal Reason 4.

6. **Updated recommendation**

To delegate to the Head of Planning and Countryside to **REFUSE PLANNING PERMISSION** for the reasons given in Section 8 of the Committee Report. It is recommended that the Urban Design Compendium is added to the list of documents referred to in Refusal Reason 4.