

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	243229
Site Address:	109 Victoria Road, Wargrave, Wokingham, RG10 8AG
Expiry Date:	5 December 2025
Site Visit Date:	31 January 2025
Proposal: Full application for the proposed erection of 8no. dwellings following demolition of the existing buildings and structures plus alterations to the existing access.	

PLANNING POLICY

National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	CP1 – Sustainable Development CP2 – Inclusive Communities CP3 – General Principles for Development CP4 – Infrastructure Requirements CP5 – Housing Mix, Density and Affordability CP6 – Managing Travel Demand CP7 – Biodiversity CP9 – Scale and Location of Development Proposals CP17 – Housing Delivery
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC05 – Renewable Energy and Decentralised Energy Networks CC06 – Noise CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage TB05 – Housing Mix TB07 – Internal Space Standards TB21 – Landscape Character TB23 – Biodiversity and Development
Joint Minerals and Waste Plan (JMWP)	DM1 - Sustainable Development DM2 - Climate Change – Mitigation and Adaptation DM15 - Site History
Wokingham Borough Local	SS1 – Sustainable development principles SS2 – Spatial strategy and settlement hierarchy SS3 – Development within or adjacent to major and modest settlements SS10 – Meeting our housing needs

Plan Update (LPU)	CE1 – Design principles for efficient buildings CE3 – Environmental standards for residential development C1 – Active and sustainable transport and accessibility C2 – Mitigation of transport impacts and highway safety and design C3 – Active travel C4 – Green and blue infrastructure and public rights of way C5 – Parking and electric vehicle charging H1 – Housing mix, density and standards H3 – Affordable housing FD1 – Development and flood risk (from all sources) FD2 – Sustainable drainage NE1 – Biodiversity and geodiversity NE2 – Biodiversity net gain NE4 – Trees, woodland, hedges and hedgerows NE5 – Landscape and design DH1 – Place making and quality design DH2 – Safeguarding amenity
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List Affordable Housing Supplementary Planning Document Sustainable Design and Construction Supplementary Planning Document Wargrave Parish Design Statement

PLANNING HISTORY

There is no planning history relevant to the proposed development.

CONSULTATION RESPONSES

Internal

WBC Environmental Health: No objection subject to conditions
WBC Drainage: No objection subject to condition
WBC Highways: No objection subject to conditions and s106 obligations to secure the management and maintenance of the private drive.
WBC Economic Prosperity & Place (Community Infrastructure): No objection subject to s106 obligation to secure off-site in-lieu affordable housing contribution.
WBC Landscape and Trees: No objection subject to conditions
WBC CIL: Advice regarding CIL matters
WBC Cleaner and Greener: No comments received
WBC Ecology: No objection subject to conditions
WBC Waste Services: No comments received

External

Thames Water Utilities Ltd: No objection, recommend informative

REPRESENTATIONS

Parish/Town Council	Wargrave Parish Council (18/02/2025) objects to the proposal on the following grounds: - Height of plot 1 exceeds adjacent properties and is therefore out of keeping with the street scene.
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	- Insufficient amenity space for each proposed dwelling. - Access arrangements appear inadequate to the detriment of highway safety. Also note: - On-site affordable housing provision should be sought. - Proposal does not appear to have considered potential impact upon the commercial activities of the adjacent shop, in particular upon loading/unloading. - Request appropriate conditions in relation to a traffic management plan during construction to minimise disruption. Following the submission of revised plans on 13/06/2025, a three-week re-consultation period was carried out. Wargrave PC reiterated their concern with ridge height of unit 1. <i>Officer's Comment: This is discussed in the 'Design and Character of the Area' section of the report.</i>
Ward Member(s)	Cllr Katrin Harding recognises the need for new homes and the potential suitability of the site for housing, raises the following concerns: - Under provision of parking within the site will create additional on-street parking demand which is already causing problems, particularly reduced ease of access to the convenience store. - The submitted DAS is inaccurate regarding public transport options, alternatives are limited resulting in reliance of Wargrave residents on private cars. - Not clear how the Future Homes Standard will be met, disappointing that policies in the evolving Local Plan Update have not been considered. - Density and height of the proposal is higher than surrounding properties, has the potential to be overpowering particularly impacting neighbours on Victoria Road and Purfield Drive.
Neighbours	18 comments received (not including duplicates) objecting to the proposal on the following grounds: - Impact on viability and operations of adjacent convenience store in respect of restricting space for deliveries and customer parking during and following the development. - Potential surface water run off and drainage issues, the submitted drainage design may not be feasible. - Potential management/ownership issues relating to the maintenance of the proposed swale following the development. - Potential health & safety issues and disturbance to

	neighbours, including noise and traffic management during the construction phase. - Increase in traffic and on-street parking demand during and following the development with subsequent highway safety issues. - The proposed access and footway will potentially create road safety hazards. The Council should consider introducing road safety measures such as double yellow lines on Victoria Road. - Insufficient on-site parking provision. - Insufficient private amenity space. - Adverse effect on neighbouring amenity in terms of loss of light, overbearing, overlooking and noise impact following the development. - Size and height of the proposed dwellings, in particular Unit 1, is incompatible with the street scene (Victoria Road) and out of character with the area. - Proposed density is inappropriate for the site and area. - Increase in demand for overstretched services including GPs and schools. - Loss of value of neighbouring properties. <i>Officer's Comment: This is not a material planning consideration.</i> - Impact on wildlife and biodiversity including loss of trees. - Lack of affordable housing provision within the proposed development and Wargrave. - Sustainable transport options stated within the submission are inaccurate, including walkability to Wargrave Train Station. - The land is potentially contaminated, appropriate investigation and a remediation/mitigation strategy should be agreed before consent is granted. - Concerns regarding stability of and rights to access/carry out works to the existing retaining wall adjacent to the site's north-west boundary backing onto Purfield Drive. <i>Officer's Comment: This is a civil matter between the respective landowners and is not a material planning consideration.</i> Following the submission of revised plans on 13/06/2025, a three-week re-consultation period was carried out. Four additional comments were received which reiterated the above objections.
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APPRAISAL

Site Description:

The application site, known as Victoria Nurseries, comprises a parcel of land circa. 0.28ha in size located off Victoria Road, a primarily residential street to the east of Wargrave village centre. The site is currently used as a plant nursery, although this has gradually wound down in recent years with the existing structures in situ largely in a state of disrepair. From the immediate street scene (Victoria Road) the site acts as an informal green buffer between the neighbouring development including a local convenience store (A & I Store) adjacent to the north-eastern boundary and a recently converted detached dwellinghouse (No.103 Victoria Road), previously a convenience store, adjacent to the south-western boundary.

The site access is level with Victoria Road, which itself sits on a sloping gradient from west to east, but then slopes down on a south to north axis. The rear (north-western) boundary backs onto residential gardens off Purfield Drive which sit on higher ground. A brick retaining wall structure supports the change in ground level between the site and these adjoining neighbouring properties.

Proposal:

This application proposes the erection of 8no. dwellings, comprising a mix of 6no. 3 bedroom semi-detached dwellings, 1no. detached 2 bedroom dwelling and 1no. 1 bedroom flat above a 4-bay garage, following the demolition of the existing buildings and structures associated with the plant nursery use plus alterations to the existing access.

The detached dwelling would be sited towards the site's frontage and form part of the linear development fronting Victoria Road. The remaining dwellings would be sited to the rear along the north-eastern and south-western boundaries and face onto the proposed access drive. A minimum gap of circa. 4.2m is proposed between the proposed built form and the site's north-western boundary adjoining Purfield Drive to accommodate a proposed swale.

Following discussions with the applicant, revised plans were submitted which proposed the following amendments to the scheme:

- The re-siting of plots 2-7 (the semi-detached dwellings) northwards.
- The reduction of the size, bulk and ridge height of unit 1 (the detached dwelling) and subsequent change from a 3 bed to 2 bed dwelling.
- Alterations to the vehicular access and increased visitors parking provision.
- A revised landscaping scheme including enhanced planting at the site's entrance and boundary screening.
- Alterations to the proposed design and external materials of the dwellings.

Principle of Development:

Section 38(6) of the Planning and Compulsory Act requires that proposals be determined in accordance with the Local Development Plan unless material considerations indicate otherwise. In this case, the Development Plan consists of the Core Strategy (CS) 2010 and Managing Development Delivery (MDD) Local Plan 2014. The National Planning Policy Framework (NPPF) must also be considered as it constitutes guidance which the Local Planning Authority must pay regard to, however

it does not change the statutory status of the Development Plan as the starting point for decision making. However, the NPPF is a material consideration in any determination and must be read alongside the Development Plan.

Development Plan

The spatial strategy for the borough is contained within the Core Strategy (CS). Policy CP9 'Scale and location of development proposals' of the Core Strategy relates to the scale and location of development proposals and seeks focus development proposals within those identified major or modest development locations.

CC02 of the MDD Local Plan sets out the development limits for each settlement as defined on the policies map. The site is located within a modest development location and as such the principle of development should be acceptable subject to other material considerations.

Emerging Local Plan Update

The Local Plan Update (LPU), the plan which will supersede the adopted Core Strategy and MDD Local Plans, is at Regulation 22 stage as it has been submitted for examination. As per paragraph 49 of the NPPF:

Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).*

As a whole, the LPU is still given limited weight despite its advance stage of preparation. This is owing to unresolved objections to a great number of the policies contained within it.

The Central and Eastern Berkshire Joint Minerals and Waste Plan

The Central and Eastern Berkshire Joint Minerals and Waste Plan (Joint Plan) was adopted by Wokingham Borough Council on 19 January 2023. The Joint Plan identifies site allocations and extensions to help provide a future supply of sand and gravel extraction. However, despite these allocations, there remains a shortfall of supply during the plan period. The policy response to address the shortfall is the identification of a 'Minerals Safeguarding Area' (MSA), where Policy M2 of the plan applies, and also an 'Area of Search' where Policy M4 applies. The application site is not located within the MSA and therefore the proposal would not result in impact to

minerals.

National Planning Policy Framework:

The NPPF is a material consideration in the decision-making process. The NPPF outlines the Government's planning policy on a national level and highlights sustainable development as the centre of the decision-making process incorporating economic, social and environmental objectives. These three objectives seek to balance growth and local community needs against the protection of the natural, built and historic environment.

Paragraph 12 of the NPPF also states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.

Housing Land Supply

To achieve sustainable development, the NPPF (February 2025) at paragraph 78 requires LPAs to identify a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than 5 years old. The latest published Five-Year Housing Land Supply Statement (at 31st March 2025) shows the Council is currently only able to demonstrate 2.5 years' worth of deliverable sites. Subsequently, those policies relating specifically to housing development identified above are currently considered to be out of date. However, this does not mean that they have no weight.

Paragraph 11 states that where policies which are most important for determining the application are out-of-date, permission should be granted unless:

- i. the application of policies in the Framework that protect assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Firstly, in considering i), it must be recognised that the proposed site is not located within any protected areas or assets of particular importance (as outlined above and within footnote 7 and paragraph 181 of the NPPF). In considering ii), Officers must assess as part of any forthcoming application whether there are any adverse impacts generated by the development that would significantly and demonstrably outweigh the benefits when assessed against the NPPF taken as a whole. This is referred to as the 'tilted balance', as harms and benefits are not weighed equally, but tilted according to paragraph 11(d)(ii).

An important underlying reason in the context of Wokingham Borough is the historic

oversupply of housing against both the requirement set out in the Core Strategy local plan and the scale of local housing need as calculated by the previous standard method which remains a key contributing factor to the current lack of the required deliverable housing land supply, and this must be considered in the planning balance.

Having established the tilted balance is engaged, paragraph 11(d)(ii) requires the proposal to be considered against the policies of the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed place and providing affordable homes, individually or in combination. These key policies, as outlined within footnote 9, will be referred to throughout this report where relevant, with the balance required by paragraph 11(d) of the NPPF given in the 'Planning Balance and Conclusion' section.

Sustainability (Accessibility):

Policies CP1, CP4, CP6, CP9 and CP11 of the CS permit development where it is based on sustainable credentials in terms of access to local facilities and services and the promotion of sustainable transport.

Paragraph 110 of the NPPF, a key policy referred to in paragraph 11(d), states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. Paragraph 115 of the NPPF, another key policy referred to in paragraph 11(d), states that in assessing development, it should be ensured that sustainable transport modes are prioritised, and safe & suitable access can be achieved for all users.

In this instance, the site is located within settlement limits within a modest development location and is acceptable in terms of the principles stated in the Core Strategy. It also accords with the relevant policies in the MDD Local Plan. Future occupants would be within walking and cycling distance of a number of services and amenities including within Wargrave Village Centre (circa. 850m from the site's entrance). The site is also within a suitable distance from Robert Piggott Infants and Junior Schools and The Piggott Secondary School to the south of the site.

In terms of access to sustainable transport modes, the site is a circa 1.6km (22 minute) walk from Wargrave Train Station which is within the recommended maximum walking distance. The closest bus stops are within 400m of the site however the services serving these are not considered to represent a frequent service (Wednesday & Saturday only). Nonetheless, the site is circa. 850m from bus stops on High Street which serve the 850, a recently improved service which serve Henley, Twyford, Reading and High Wycombe at 30 minute intervals throughout the day.

Improvements to Victoria Road including the provision of a footway crossover junction arrangement, which will be secured via separate s278 Highways Agreement, has also been negotiated to improve safety for pedestrians traversing the street. This is discussed in more detail in the 'Highway Access and Safety Matters' section of the

report. The Council's Highways Officer has reviewed the proposal and has concluded that the development is not in an unsustainable location. On this basis, there are no sustainability concerns with the proposal in terms of accessibility.

Loss of Employment:

The existing use of the site as a plant nursery is understood to have gradually wound down over recent years. The proposal would result in the loss of this commercial land to residential. The site is not designated as an employment site within the Core Strategy and is located within a primarily residential area. Although the use of the site could be brought back to previous levels of activity, the overall level of commercial activity is small scale and the site has been under-utilised for a number of years, with many of the existing structures on site in a derelict condition alongside overgrown areas. On this basis, it is considered that the change of use of the site would not result in significant harm to employment provision within the area and would be more in keeping with local character.

Design and Character of the Area:

Policy CP1 of the Core Strategy requires developments to maintain or enhance the high quality of the environment. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high-quality design. R1 of the Borough Design Guide SPD requires that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area.

Paragraph 135 of the NPPF, a key policy referred to in paragraph 11(d), requires that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and are sympathetic to local character and history, including the surrounding built environment and landscape setting. Paragraph 139, another key policy referred to in paragraph 11(d), states that development that is not well designed should be refused.

Victoria Road is characterised by a remarkably varied street scene comprising a mix of detached, semi-detached and terraced dwellings of differing architectural form, style and ages. The prevailing character comprises Victorian red brick buildings including high density terraced dwellings with deep plots alongside detached and semi-detached dwellings including mid-20th century 'infill' development.

Bird Gardens located to the north-east of the site comprises a dense development of terraced dwellings positioned towards the site's frontage with semi-detached dwellings to the rear. Elizabeth Court located to the south-west is a 1960/70s development part three storey development which exhibits a different detailing and design compared to the general character of Victoria Road, most notably due to its flat roof. To the rear of the site Purfield Drive exhibits a contrasting formal suburban setting comprising 1960s detached dwellings which are broadly uniform in terms of their form and style.

Siting and Scale

Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that development achieves an appropriate density in relation to local character.

Paragraph 129 of the NPPF, a key policy referred to in paragraph 11(d), states that development that makes efficient use of land should be supported, taking into account several factors including “(d) *the desirability of maintaining an area’s prevailing character and setting (including residential gardens)*”.

The proposal would result in an approximate density of 28.5 detached and semi-detached dwellings per hectare of land (28.5 DPH). Although plot sizes vary considerably within the surrounding area, this would be slightly more than the average density within the immediate street scene which is approximately 25.75 DPH. Nonetheless, the density of built form varies considerably along Victoria Road due to the varied dwelling mix, and it is noted that the density proposed is lower than the recent Bird Gardens development to the north-east (circa. 31.4 DPH). As such, it is considered that the proposal would appropriately balance the requirements for development to achieve an appropriate density in relation to local character and to make efficient use of land.

The siting of Unit 1 (the detached unit) would respect the established building line on the northern side of Victoria Road. This dwelling would also retain a sufficient separation distance from No.109 adjacent to the south-west of circa. 3.1m. This is in keeping with the rhythm of gaps between built form along the street and ensures that this unit would integrate well with the prevailing linear pattern of development within the wider street scene.

Within the main body of the site, there is sufficient spacing between the proposed built form with a minimum separation distance of 2m in accordance with the Borough Design Guide SPD. The orientation of the dwellings, facing inwards onto the proposed access drive, allows for sufficient separation distances between the semi-detached units and the site’s boundaries including a minimum 4.2m buffer between the built form and the north-western boundary backing onto Purfield Drive. This spacing would prevent the layout of the scheme appearing as a cramped form of development.

While Unit 8 (the flat above garage unit) would be sited in close proximity to the rear boundaries of Nos.111 & 113 Victoria Road, this would not be a significant change from the existing relationship due to this unit being sited within the footprint of an existing outbuilding associated with the nursery use. The bulk and scale of this unit would be further mitigated by its lower ridge height compared to the adjoining semis (Units 6 & 7) and its part hipped, part gable roof form.

In terms of bulk and scale, the footprint of each dwelling would vary due to the housing mix proposed. Taking into account the varied housing mix within Victoria Road, as well as the shape and size of individual plots and later additions, the footprint of the proposed dwellings would not be out of character with the area.

The proposal is designed to integrate with the existing sloping gradient which falls circa. 3m from south to north, with the ridgelines of the northernmost dwellings set lower to address their siting on lower ground. Subsequently, and as indicated on the submitted site elevation drawings, the ridge height of the proposed semis would not encroach the roofline of the neighbouring dwellings fronting the site as well as Plot 1. This would further minimise the visual presence of the proposed development from the immediate street scene. The submission of detailed site plans via a pre-commencement condition has been agreed with the applicant to ensure that the final site levels and building heights integrate successfully with the street scene in this respect.

Following discussions with the applicant, the ridge height of Unit 1 has been reduced by approximately 0.75m to address concerns relating to the relationship with both adjacent neighbouring properties (Nos. 103 and 111 Victoria Road). The ridgeline now sits above No.103 and below No.111 in response to the sloping gradient from east to west. While the ridge height would be noticeably higher than No.103 (circa. 1m difference), this would not appear out of character due to the ridge height of No.111 being respected.

Overall, for the reasons above it is considered that the proposal would provide a scale and form that would successfully integrate with the surrounding area and would not appear as overdevelopment of the site.

Design

Detached 2 bedroom dwelling (Unit 1)

The design of Unit 1 aims to reflect the prevailing character and appearance of Victoria Road. This is particularly evident with the proposed external materials comprising exposed red brickwork and grey slate tiles which are very common within the street scene. The use of detailed brickwork on the principal façade including decorative soldier courses above windows and contrasting coloured quoins which emphasise the edges of the building add visual interest to the scheme and ties the building with numerous examples of detailing on the neighbouring Victorian era properties.

The centrally positioned front gable projection and entrance, together with the symmetrical arrangement of fenestration, would create a balanced frontage and nods to a traditional style. The proposed metal porch canopy adds further visual interest to the frontage and is considered to be an attractive feature. While the steep pitched hipped roof would not relate with the site's immediate neighbours, there are similar examples within the wider street scene and the proposal would not be out of character in this respect. Overall, it is considered that the design and appearance of Unit 1 would successfully integrate with the character of Victoria Road.

Semi-detached 3 bedroom dwellings (Units 2-7)

These units aim to acknowledge the varied architectural style and appearance visible on Victoria Road, including the Victoria era terraces with traditional details, as well as the suburban form of development to the north on Purfield Drive and the surrounding

estate. Their design is more mid-20th century suburban in style with the use of hipped roof forms with gable end projections, bay windows and symmetrically arranged fenestration creating a high degree of consistency akin to the neighbouring suburban development to the north.

Variety in external materials include rendering and faux timber framing unique to Units 6 & 7, as well as brick detailing including quoins, banding and decorative gable features would distinguish the individual pairs and promote the attractiveness of the scheme. This detailing also reflects the varied detailing visible on Victoria Road and nods to the design of Unit 1, while the consistent architectural form and scale would ensure the scheme ties in together. It is considered that the identity of these units carefully reflects the varied character of the surrounding area while not appearing at odds with each other or immediate neighbouring properties.

Flat over garage (Unit 8)

This unit aims to accommodate a residential flat above a row of parking spaces which is visually akin to a carport due to its open-sided nature. The pitched roof form with modest eaves overhang is an appropriate roof form which addresses the building lower ridge height and massing in comparison to the adjoining semis, while the proposed dormer windows would appear subservient to the roof form and not overly dominant due to their proportionate size and set in from the ridge and eaves.

The proposed timber cladding would distinguish the unit from the remaining units while the use of red clay brick piers and roof tiles would tie in with the adjoining semis so that it does not appear at odds with the new cul-de-sac. The columns and timber framing adds functionality while breaking up the mass of the building further. Overall, the appearance of this unit is considered to be balanced and appropriate in relation to local character while ensuring a functional use.

Subject to submission of further details to secure acceptable external materials via condition, the proposal is well designed and would have an acceptable impact on the character of the area.

Dwelling Mix:

Paragraph 129 of the NPPF, a key policy referred to in paragraph 11(d), states that LPAs should support development that makes sufficient use of land, taking into account factors including: *“(a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it”*.

Policy CP5 of the Core Strategy requires an appropriate mix of dwelling types, tenures and sizes so that the housing needs of the community are met. Policy TB05 of the MDD Local Plan requires an appropriate housing mix which reflects a balance between the underlying character of the area and both the current and projected needs of households.

The Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) identified future housing need for the Wokingham Borough with 66%

of all dwellings to be 3+ bedrooms. The Council's most up-to-date Local Housing Needs Assessment shows a continued priority need for 3 bed unit market housing, with a particular need within the Northern Sub-Area within which the application site is located (see table below).

Local Housing Needs Assessment (November 2023) – Market Housing Need		
Dwellings required	Wokingham Borough	Northern Sub-Area
1 bed units	515 (4.7%)	23 (11%)
2 bed units	1399 (12.9%)	45 (22%)
3 bed units	5041 (46.5%)	157 (76%)
4+ bed units	3890 (35.9%)	19 (9%)
Total Housing Need	10840 (100%)	206 (100%)

The intent of Council's policies are to provide a mix of accommodation to cater for the varied needs of the community and to ensure that it is provided where it is needed. It must take account of a variety of living arrangements including but not limited to families, extended families, couples, single parents, first home owners, aged residents (including those looking to downsize) and those on low income. Provision of affordable housing is also paramount.

In this case, the proposal would provide 1x 1bed, 1x2 bed and 6 x 3 bed market housing units. This is considered to be an appropriate housing mix which reflects the priority need for 3 bed units within the borough, as well as contributing to the need for smaller residential units. The proposed mix is also in keeping with the character of the area which includes flats and a variety of family sized dwellings. The proposal is therefore acceptable in this regard.

Housing Affordability:

Policy CP5 of the Core Strategy, Policy TB05 of the MDD Local Plan and the Affordable Housing SPD specify an affordable housing rate of 20/30/40% for any development involving five dwellings or more on land with a total area of 0.16 hectares or more. In this case, the proposal meets the threshold of 20% for development schemes of 5 (net) dwellings or more due to the previously developed land status of the site and its location within settlement limits.

Paragraph 65 of the NPPF notes that the 'provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).'

It is acknowledged that there is a conflict between NPPF policy for affordable housing (applied where the proposal is for ten or more dwellings) and local policy (applied for sites larger than 0.16 hectare). In this instance, Council's view is that there is an acute need for affordable housing in the area and this is highlighted in the 2022 Local Housing Needs Assessment which shows a need of 352 affordable homes (net) per annum.

During the course of this application there has been significant discussion between the applicant and the Council's Strategic Housing Officers to agree an appropriate

Affordable Housing contribution for the proposed development. The Affordable Housing SPD acknowledges that the only likely practical means of delivering affordable housing for a smaller scale development such as this scheme is through a commuted sum payment to contribute to off-site projects in lieu of on-site provision.

The Council's Affordable Housing SPD states that in circumstances where the Council and the applicant agree a commuted sum payment is appropriate, it will be necessary to establish the value. The methodology for calculating an in lieu payment is based on the difference in the residual development value of a scheme without on-site affordable housing and the same scheme with on-site affordable housing.

For this development, the commuted sum sought in-lieu of 1.6 units has been agreed at £144,437.89 (index linked) as the most appropriate outcome by the Housing Team and this is secured via the s106 legal agreement. While it is acknowledged that there is a high need for affordable housing units within Wargrave, as there is throughout the borough, on-site provision would not be practical in this instance, and the agreed payment is compliant with the aforementioned policies. The proposal is therefore acceptable in this regard.

Housing Amenity:

Internal Amenity:

Policy TB07 of the MDD Local Plan and R17 of the SPD require adequate internal space to ensure the layout and size achieves good internal amenity. R18 of the SPD requires sufficient sunlight and daylight to new properties, with dwellings afforded a reasonable dual outlook and southern aspect.

As established in the table below, each proposed dwelling would exceed the technical housing standards – nationally described space standard. Each bedroom exceeds the national standard for a double (11.5m²) and an appropriate level of floorspace for living and storage is proposed. Each proposed dwelling would have a reasonable dual outlook and there are no concerns relating to the level of light that would be afforded to all habitable rooms. The proposal is therefore acceptable in this regard.

Unit	Size	National Standard (m ²)	Proposed Floorspace (m ²)
1	2 bed; 4 person	79	122
2-3	3 bed; 6 person	102	156.9
4-5	3 bed; 6 person	102	158.4
6-7	3 bed; 6 person	102	158.4
8	1 bed; 2 person	39	64.2

External Amenity:

Policy TB08 of the MDD and R16 of the Borough Design Guide states that new housing must provide easy access to some form of amenity space. R16 of the SPD recommends a minimum depth of 11m for rear gardens and a 1m setback from the site boundary to allow access thereto. It should receive direct sunlight and be capable of accommodating play, clothes drying and storage.

It is acknowledged that the proposal would not comply with the recommended minimum depth of 11m, with the depth of garden spaces for the proposed 2 & 3 bed houses ranging from circa. 8.15m (Unit 7) to 10.75m (Unit 6). Unit 8 (the flat above garage unit) is also afforded a small rear garden space approximately 21m² in size.

Notwithstanding the recommended 11m depth, while there are no other defined standards for garden sizes, it is considered that the width of each garden space compensates for the substandard depth with garden sizes ranging from 70-100m². This is considered sufficient size for the day to day activities as referred to in the Borough Design Guide SPD for 2 and 3 bedroom units respectively. Additionally, the garden space afforded for the 1 bedroom unit is considered a positive attribute of the schemes as private amenity space for flats remains uncommon. Moreover, future occupants would have easy access to public open space with the application site located approximately 141 metres (less than 5 minute walk) from Wargrave Recreation Ground.

On balance, it is considered that the proposed external space would provide a satisfactory living environment for future occupiers of the development. To further protect the external amenity spaces, it is recommended that a condition is attached restricting householder permitted development rights for extensions (Class A) and outbuildings (Class E) due to the site specific circumstances identified above.

Neighbouring Amenity:

Nos. 101 & 103 Victoria Road:

Adjacent to the south-west, the rear boundary of this property would back onto Unit 2 with its north-eastern boundary adjoining Unit 1. The siting of Unit 1 would provide a flank to flank separation distance of circa. 3.1m, with Unit 1's position set behind the principal (front) elevation and marginally encroaching the rear elevation of No.101. The siting of Unit 2 would result in a separation distance of circa. 10.3m from the rear elevation of No.101 and 4.8m from the rear boundary. On this basis, there are no concerns in respect of potential harm on amenity in terms of loss of light or overbearing impact.

In respect of potential overlooking impact, it is acknowledged that the flank to back separation distance with Unit 2 would fall short of the Borough Design Guide SPD's recommended minimum of 12m. This has been directly addressed through the proposed layout of Unit 2 with no fenestration proposed on the flank (side) elevation facing No.101 as well as Unit 1 at first floor level. The 1no. rooflight proposed on this elevation is sufficiently positioned to avoid direct overlooking onto the adjoining properties. The proposed fenestration on the rear elevation would have an oblique view of the surrounding neighbourhood rather than a direct view onto adjoining private amenity spaces.

To safeguard from any potential overlooking opportunities, a condition is recommended to restrict the insertion of any additional windows on the flank (side) elevations of each proposed dwelling at first floor level or above without prior consent. Following discussions with the applicant, the revised scheme includes indicative planting adjacent to the south-western boundaries of Plot 2 to provide screening from

the garden space onto the rear of Nos. 101 & 103 Victoria Road. This will further safeguard the amenity of these neighbouring properties. Final details of this screening will be agreed prior to commencement of the development via condition.

Nos. 111 & 113 Victoria Road:

Unit 8 (flat over garage) will be sited circa. 1.25m from the rear boundaries of Nos. 101 & 113 Victoria Road, No.111 comprises a convenience store at ground floor level with a residential flat above and No.113 is a two storey terraced dwelling. This unit would be sited within the footprint of an existing outbuilding associated with the nursery use, retaining a flank to back separation distance of approximately 5.3m from No.111 and 9.8m from No.113.

The proposal would not constitute a significant change in the existing relationship with these neighbouring properties. Unit 8 would be sited more than 1m away from these boundaries in accordance with the Borough Design Guide SPD, while the increased ridge height (circa. 3m difference) would be further mitigated by its fairly modest eaves height of approximately 2.8m and part hipped roof form. On this basis, the design and siting of this unit would sufficiently mitigate any potential harm on the amenity of these properties, including their private amenity space, in terms of loss of light or overbearing impact.

In terms of potential overlooking impact, the proposal would fall short of the Borough Design Guide SPD's recommended minimum separation distance of 12m for flank to back relationships. However, no windows are proposed on either flank (side) elevation of the unit to prevent any direct overlooking opportunities onto these neighbours, while its set in from the boundary will sufficiently limit sense of enclosure. Moreover, a hedge to provide screening to this boundary will be secured via the recommended landscaping scheme condition, and the insertion of any windows on the side elevation at first floor level or above will also be restricted by condition.

Nos. 16-26 Purfield Drive:

The site's north-western boundary adjoins the rear garden boundaries of Nos. 16-26 Purfield Drive, with the flank (side) elevations of Units 5 & 6 facing the rear elevations of Nos. 18/20 & 22/24 respectively. Purfield Drive sits on higher ground, approximately 3m higher, with a retaining wall structure supporting the change in ground levels.

It is acknowledged that the proposed development would be a significant change to the relationship between the site and these neighbouring properties. However, due to the minimum separation distance of circa. 4.5m from the proposed built form and the adjoining rear gardens, the change in ground level and the pitched roof form of these units any potential impact on the amenity of these properties would be sufficiently mitigated in terms of loss of light or overbearing impact.

With the exception of No. 18 Purfield Drive, which would have a back to flank separation distance of approximately 11m, the proposal would exceed the Borough Design Guide's recommended minimum of 12m for flank to back relationships. Nonetheless, except for 1no. roof light, no fenestration is proposed at first floor level

or above to prevent direct overlooking opportunities into these neighbouring properties. The positioning of the rooflight will result in an oblique outlook of the skyline rather than facing directly onto any neighbouring windows. As with the other units, the insertion of any windows on the side elevation at first floor level or above will also be restricted by condition to prevent further overlooking opportunities.

Noise and Disturbance: Concern has been raised about noise and disturbance during and following the development. To ensure no adverse harm to the amenity of neighbouring occupiers during the build a Construction Method Statement will be submitted to, and agreed with, the Council prior to the commencement of the development. This is secured via condition.

Normal domestic noise, e.g., children playing, conversations, is generally not considered a statutory nuisance and would be expected within the surrounding, primarily residential, neighbourhood. Nonetheless, due to the set backs of the proposed dwellings from all site boundaries no adverse noise impact is anticipated following the development. Adverse noise pollution can be addressed through the relevant Environmental Health legislation in any situation.

Overall, any potential impact on neighbouring amenity in respect of overlooking, overshadowing, overbearing or noise impact would be sufficiently mitigated, preventing any adverse harm as a result of the development. The proposal complies with Core Strategy policy CP3 in this respect.

Highway Access and Safety Matters:

Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Core Strategy policy CP6 concerns issues relating to highway safety and access, stating that planning permission will be granted for schemes that, amongst other requirements, provide appropriate vehicular parking, enhance road safety and do not cause highway problems. Policy CC07 and Appendix 2 of the MDD Local Plan set out the recommended minimum parking requirements for development proposals.

Traffic

A Transport Statement (Highway Planning Ltd, November 2024) has been submitted in support of the proposal. This includes the results of an automated traffic counter which was installed close to the site frontage to record average speed and traffic flow along Victoria Road. The Council's Highways Officer has reviewed this statement and raised no concerns with how the surveys were carried out.

The development would generate between 48-64 trips per day on average which would be no more than 4% of the average of 1590 trips per day recorded in the survey. This is well below the threshold for any significant traffic impact (circa. 10%). Taking this and the removal of trips associated with the existing lawful use into account the Highways Officer has concluded that the proposal would not result in an

adverse impact on the highway network.

Access

The proposal would alter the existing site access to serve Units 2-7 and create a new vehicular access for Unit 1. Following the submission of revised plans to address concerns with both accesses and additional information including swept path analysis for refuse and fire tender vehicles the Highways Officer has raised no concerns with the proposed access or shared drive on safety grounds. The visibility splays for vehicles entering and exiting both accesses have been accepted. The submitted swept path analysis demonstrates that there is sufficient turning space for refuse and other larger vehicles in front of Unit 8. The access road will remain private and the s106 agreement requires the submission of details of the management company and the level of money set aside for maintenance.

The proposal would also introduce a footway between the site and No.95 Victoria Road, to be adopted as public highway, together with a footway cross junction arrangement. This gives pedestrians priority and would be a significant improvement for pedestrian safety, with a dropped crossing opposite an existing crossing on the southern side also proposed. These measures will be secured via a separate s278 Highways Agreement.

Parking

In terms of parking provision, concern has been raised about the potential for parking to overspill onto the highway and exacerbate existing issues resulting from on-street parking including conflict with deliveries to the adjacent convenience store. Front drives will accommodate 2no. allocated vehicle parking spaces for Units 1-7 and 1no. allocated space for Unit 8. Following discussions with the applicant the layout has been amended to accommodate 3no. visitors/unallocated spaces, with 2no. sited at the northern end of the access drive and 1no. within the undercroft parking under the flat. The Council's Highways Officer has confirmed that the proposed parking provision meets the Council's Parking Standards and is acceptable.

The 3no. remaining spaces within the undercroft will be provided for use by the adjacent convenience store to cater for an existing informal parking arrangement which is welcomed. In line with policy CC07 and the latest Building Regulations, acceptable provision of cycle parking facilities and EV charging points for all units are proposed to further encourage sustainable transport modes. To prevent disruption to highway users, and neighbouring properties, a Construction Method Statement will be agreed with the Council prior to the commencement of the development and this is secured via condition.

Overall, no adverse highway safety impacts resulting from the development has been identified with the proposal providing improvements to pedestrian users of Victoria Road. The proposal therefore complies with the aforementioned policies.

Flooding and Drainage:

Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic

flooding and policy CC10 requires sustainable drainage methods and the minimisation of surface water flow. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional fluvial flood risk or vulnerability. In principle, the proposal is therefore acceptable in terms of Policy CC09.

A Flood Risk Assessment and Drainage Strategy (JNP Group) has been submitted in support of the proposal. The report identifies that there low to medium risk of surface water flooding across the majority of the site, with high risk along the overland flow path in the north of the site adjoining the rear boundaries on Purfield Drive. A Drainage Strategy has been produced to address this identified risk and has been scrutinised by the Council's Flood Risk and Drainage Officers with amended strategies submitted to overcome concerns.

In short, drainage installed within the site would direct surface water runoff towards an existing surface water sewer which runs underneath the north-eastern end of the site in the first instance. It has been demonstrated that Thames Water have confirmed this is acceptable. The sewer will accommodate runoff flows up to the 1 in 100 year flood event. In accordance with the SuDS hierarchy, a proposed swale adjacent to the site's north-eastern boundary would accommodate additional flows resulting from increased run off due to climate change (the 1 in 100 year event with a 40% allowance for climate change, the highest flood risk level) and exceedance flows. The swale would effectively function as a 'safety net' to store excess runoff when the existing sewer has reached capacity and mitigate resulting surface water flood risk.

The final strategy is supported by infiltration tests carried out on site, a detailed drainage layout plan and confirmation on who will be responsible for maintaining the drainage including the swale following the development. The Council's Flood Risk and Drainage Officer is satisfied with the proposed drainage strategy and raises no objection subject to its implementation being secured via condition. The proposal therefore complies with policy CC10.

Landscape and Trees:

Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, promote linkages between public open space and the countryside, retain existing trees and establish appropriate landscaping. Policy TB21 of the MDD Local Plan requires consideration of the landscape character. R14 of the Borough Design Guide SPD requires well-designed hard and soft landscaping that complements housing.

An Arboricultural Impact Assessment (GHA Trees, 25/11/2024) was submitted in support of the application which also proposes indicative protection measures during the development. While there are no TPO protected trees within or adjacent to the site, the existing shrubs and trees contribute to the visual amenity of the site and its appearance as an informal green buffer between the neighbouring development.

Following initial discussions with the applicant, a revised landscaping plan was submitted to address concerns raised by Officers regarding the layout and the constrained space for soft landscape features within the site. Further amendments

were then agreed to improve the provision of soft landscaping further.

The most notable improvement is the provision of green landscaped strips on both sides of the main access point with 11no. proposed trees. Alongside the proposed hedge and tree planting fronting Unit 1 this would sufficiently soften the site's entrance and draw views towards the further planting at the rear of the site. A mix of hedgerows and planting beds fronting each unit would sufficiently soften the appearance of the parking areas and create an appropriate balance between hard and soft landscaping with the shared areas of the site.

A wildflower meadow is proposed to complement the swale adjoining the north-eastern boundary and provide an informal green buffer between the residential gardens and the neighbouring properties on Purfield Drive. Additionally, the provision of hedge and tree planting adjacent to the site's front and rear boundaries further enhance the site's contribution to green infrastructure within the area and provide screening to further alleviate potential adverse overlooking following the development.

Overall, it is considered that the proposed landscaping would sufficiently compensate for the loss of the existing trees and shrubs and enhance the visual amenity of the scheme. The Council's Landscape Architect has raised no objection subject to the submission of a final landscaping plan to confirm the planting schedule and a comprehensive Arboricultural Method Statement being secured via condition.

Ecology:

Paragraph 187 of the NPPF is clear that new development should contribute to and enhance the natural environment by minimising impact on and providing net gains for biodiversity and Paragraph 193 states that planning permission should be refused if significant harm to biodiversity cannot be avoided, adequately mitigated or compensated for. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.

Protected Species:

A Preliminary Ecological Appraisal (Aae, December 2024) has been submitted in support of the proposal which concludes that the site is not suitable for bats, amphibians, badgers or other protected species. The Council's Ecologist has reviewed this appraisal and agrees that there would be no impact on protected or priority species during and following the development, subject to any vegetation clearance being taken outside of the bird nesting season (March to August). This is secured via condition.

Biodiversity Net Gain:

BNG is now mandatory for major and minor planning applications unless the proposed development meets the exception criteria set out in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 (as amended), the Biodiversity Gain Requirements (Exemptions) Regulations 2024 and The

Environment Act 2021 (Commencement No. 8 and Transitional Provisions) Regulations 2024. The proposal does not meet the exception criteria and is subsequently required to demonstrate that there would be a BNG of 10% or more following the development.

The statutory framework for BNG involves the discharge of the statutory biodiversity gain condition following the grant of planning permission and prior to commencement of the development. The relevant Planning Practice Guidance states that prior to the determination of an application the LPA must be confident that the statutory condition is capable of being discharged, however full detail does not need to be submitted to the LPA prior to determination.

Following discussions with the Ecology Consultant, a revised BNG metric has been submitted that the development would result in a 32.39% net habitat unit loss without proper mitigation/compensation. The habitat baseline has been agreed by the Ecology Consultant. The applicant has indicated that the required unit creation will be achieved via the purchase of off-site habitat units alongside on-site enhancements via wildlife friendly planting and hedgerows. Full detail will be provided when discharging the statutory condition.

Taking into consideration the information submitted in support of this application, including the indicative proposals, the Ecology Consultant has advised they are confident that the statutory condition is capable of being discharged and no further information is required prior to the determination of the application. The improvements to the site's landscaping scheme have also reduced the loss of on-site habitat units and further enhancements e.g., bat boxes will also contribute to local biodiversity.

Subject to the submission of, and agreement to, the statutory biodiversity gain plan, final landscaping scheme and a separate on-site enhancements strategy via condition, the LPA can be satisfied that the proposed development would comply with the mandatory Biodiversity Net Gain requirement.

Building Sustainability:

Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation and R21 of the Borough Design Guide SPD requires that new development contribute to environmental sustainability and the mitigation of climate change.

It should be noted that the above policy (CC04) is out of date and written before the Council's declared Climate Emergency. For this reason, the Council produced a Climate Change Interim Policy Position Statement (CCIPPS) (2022) which outlines what is expected of development proposals in light of the climate emergency. In relation to policy requirements outlined in CC04, it should be noted that the Code for Sustainable Homes Level 4 has now been withdrawn, and now applicants must meet the interim Future Homes Standard (as required by Building Regulations) of a minimum 31% reduction in emissions, in line with the CCIPPS.

As discussed in the 'Flooding and Drainage' section of the report, SuDS have been

incorporated into the design of the proposal which would contribute to environmental sustainability and the mitigation of climate change. However, except for EV charging points, no further environmental sustainability measures such as renewable energy generations have been proposed at this stage. To ensure that the development meets the interim Future Homes Standard a condition is recommended to ensure that no dwelling is occupied until compliance has been confirmed by an accredited assessor.

Waste Storage:

Policy CC04 of the MDD Local Plan requires adequate internal and external storage for the segregation of waste and recycling as well as provision for green waste and composting and an appropriate area for ease of collection.

Revised plans have been submitted which demonstrates that each unit will have a dedicated bin store area to the rear to allow for the segregation of waste and recycling, and that refuse vehicles will be able to access the site safely to collect from the shared access drive.

Contamination:

The Council's Environmental Health Officer has reviewed the proposal and noted that the historic use of the site as a nursery may have involved activities or storage practices that could lead to soil contamination. They have recommended that the applicant undertakes a preliminary risk assessment or desk study to determine if there is any potential contamination risk. If risks are identified, further investigation and appropriate remedial measures should be carried out to ensure the site is suitable for residential use. This is secured via a recommended pre-commencement condition.

Infrastructure:

Several received comments have raised objection due to concern that existing local amenities would not be able to accommodate the increase in population. It is worth noting that the scheme would be liable to pay a Community Infrastructure Levy (CIL) charge of £536.93/m². CIL contributions are used to cover the cost of infrastructure it will rely upon, such as roads and schools and. Town and Parish Councils will also receive a meaningful proportion of the money raised. Individual parish websites can be checked in order to see the parishes individual annual CIL statement setting out the amount of CIL received, how much was spent and what it was spent on. As such, through the payment of CIL, the development will contribute to local amenities.

Planning Balance and Conclusion:

The starting point for decision making is the development plan. However, as set out in the Principle of Development section of this response letter, paragraph 11d(ii) of the NPPF is engaged and this also requires the proposal to be considered against the policies of the NPPF taken as a whole. The tilted balance does not however remove the primacy of the development plan.

Paragraph 8 of the NPPF sets out that achieving sustainable development means that development should satisfy three overarching objectives in relation to economic, social and environmental benefits.

Economically the proposed development would enable job creation during the construction period although this would be limited and temporary in its extent given the scale of the scheme. The development would add eight dwellings within settlement and in a sustainable location. There would also be contribution to the local economy with consumer spending on goods and services within the immediate and wider area, alongside some indirect benefit arising from the payment of Council tax and other spending. Notwithstanding, these benefits combined can reasonably be considered to fulfil a moderate positive economic role.

Regarding the **social** role the development would perform, the provision of eight dwellings would not make a significant contribution to the Council's housing land supply position. However, the development would contribute an appropriate housing mix which reflects the varied needs of the community. A policy compliant affordable housing contribution has also been secured. Therefore, this is also given moderate positive weight in the planning balance.

Environmentally, no adverse impact on biodiversity has been identified and the proposal would be required to compensate for the loss of on-site habitat units and provide a 10% net gain of units through on-site and off-site enhancements. Negotiations have resulted in an improved scheme with enhanced soft landscaping to sufficiently soften the visual impact of the scheme and contribute to green infrastructure. Furthermore, the proposal could reasonably be expected to demonstrate a degree of inherent sustainability through compliance with current local plan energy efficiency objectives and up to date Building Regulations standards. All these benefits combined can reasonably be considered to fulfil a positive environmental role, although this is afforded limited weight due to the scale of the proposal.

The proposal is acceptable in principle, with no adverse impact identified in relation to any material planning considerations including local character, neighbouring amenity, highway safety, drainage and environmental matters. Improvements to the scheme have been secured to ensure that the proposal will integrate well with the area alongside enhanced landscaping and reduces loss of biodiversity habitat units on-site.

Overall, when applying weight to the economic, social and environmental benefits of the scheme, no adverse harm has been identified which would significantly and adversely outweigh the identified benefits as required by paragraph 11 of the NPPF. Therefore, the proposal is recommended for **approval** subject to conditions and legal obligations under the s106 agreement.

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

The Public Sector Equality Duty (Equality Act 2010): In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development.

RECOMMENDATION	
Conditions agreed:	Yes
Recommendation:	Approve
Date:	4 December 2025
Earliest date for decision:	14 July 2025

Recommendation agreed by: (Authorised Officer)	
Date:	05.12.25

PLANNING CONSTRAINTS/STATUS

- *Modest Development Location – Wargrave*
- *Landscape Character Assessment Area: Wargrave-Twyford Arable Chalk Lowlands*
- *Surface Water Flood Zones*
- *Bat Roost Habitat Suitability Area*
- *Great Crested Newt Impact Risk Zone – Green*
- *Potentially Contaminated Land Consultation Zone*