

COMBINED DELEGATED APPLICATION REPORT

Ward: Kentwood Ward

App Ref: PL/25/0719 Full & PL/25/0721 Lbc

Address: THE ROEBUCK, OXFORD ROAD, TILEHURST, READING, RG31 6TG

Proposal: Change of use from 21-room large HMO (Sui Generis) to 8x flats (C3)

Applicant: Mr Daniel Ede

Received date: 14/05/2025

Target Decision date: 07/11/2025 (EOT)

Case Officer: Marcelina Rejwerska

1. SITE DESCRIPTION

The application site is a Grade II listed former public house and coach inn. Its last lawful use was a hotel, which ceased some time around 2011/2012 and the site has since been in unauthorised use as a 21-bedroom large HMO. The listing reads as follows:

OXFORD ROAD 1. 5128 (North Side) West wing of Roebuck Public House SU 67 NE 14/544 II 2. Probably C17. 2½ storeys grey and red brick of Flemish bond. C19 tiled roof with crested ridge. Retains catslide roof to west. 1 range of modernized windows. 2½ storeys to north with gabled dormers. 2 gabled dormers at different levels to west. Interior much altered. To east this building is attached to the later C19 brick and tiled building which is also part of the Roebuck.

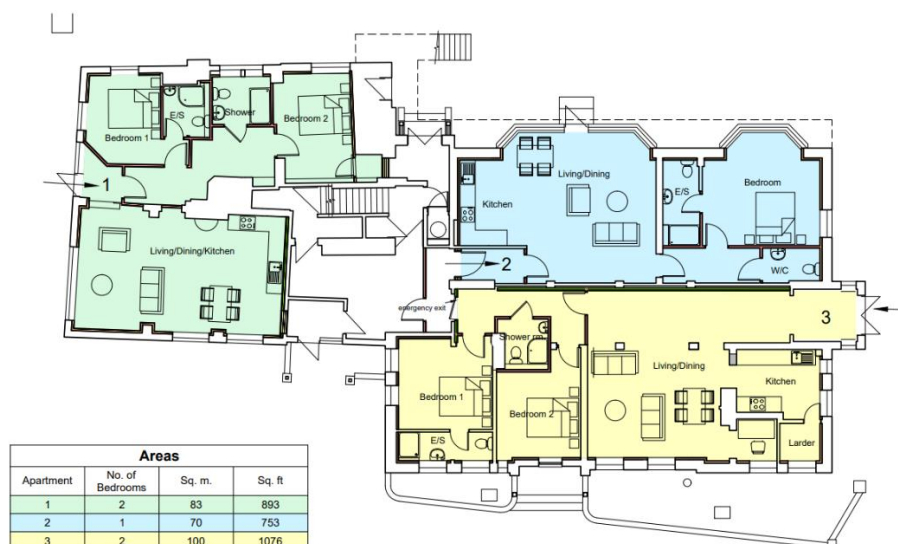
The site is immediately south of the Reading-Basingstoke railway line, and is located within an Air Quality Management Area. The surrounding area is predominantly residential.



Figure 1 Image of the application site taken from the submitted Heritage Statement

2. PROPOSAL AND SUPPORTING INFORMATION

Planning permission and Listed Building Consent are sought for a change of use to form 8x residential flats.



* Includes 2nd floor area



* Includes 1st floor area

2.1. Information submitted:

- Affordable Housing Viability Assessment, BNPPRE, dated January 2025
- Heritage Impact Assessment, HCUK, dated February 2025
- Planning Statement, Mike Gilbert Planning, dated May 2025
- TIL1 P 01 Location Plan
- TIL1 P 03 Existing GF plan
- TIL1 P 04 Existing FF plan
- TIL1 P 05 Existing SF plan
- TIL1 P 06 Proposed GF plan
- TIL1 P 07 Proposed FF plan
- TIL1 P 08 Proposed SF plan

Received by the LPA on 14 May 2025

- Preliminary Roost Assessment, Arbtech, dated 17 September 2025, received by the LPA on 16 October 2025
- TIL1 P 02 A Site Plan, received by the LPA on 27 October 2025
- Noise & Vibration Assessment Report, Walker Beak Mason Ltd, dated 29 October 2025, received by the LPA on 30 October 2025

3. **RELEVANT PLANNING HISTORY**

PL/14/1652 - Prior Approval for raising the height of existing bridge parapets, under Part 11 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995. PA granted.

PL/13/0180 - Erection of 6 town houses with associated car parking (resubmission of 11/01959/FUL). Application withdrawn.

PL/12/1457 - Erection of a 2 and a half storey building with car parking comprising 11 apartments (8 x two bed and 3 x one bed). Application permitted.

PL/11/1009 - Erection of 6 No town houses with associated car parking. Application permitted.

PL/11/0818 & PL/11/0817 - Change of use from public house (A4) to house in multiple occupation (24 flats). Disposed of.

PL/11/0494 - Erection of a 2 and a half storey building with underground car parking comprising 11 apartments (9 x two bed and 2 x one bed). Application permitted.

PL/10/1666 - Construction of 4 houses (Resubmission of 10/00630/FUL). Application permitted.

PL/10/1511 - Erection of 2 x 1 bed and 5 x 2 bed flats with car parking. Application permitted.

PL/10/0798 - Application for an extension of the time limit for implementation of permission 07/00531/FUL for new residential building comprising 11 flats (3 x 1 bed and 8 x 2 bed). Non determination.

PL/10/0074 - Application for an extension of the time limit for implementation of permission 07/00531/FUL for new residential building comprising 11 flats (3 x 1 bed and 8 x 2 bed). Application permitted.

PL/07/0665 - New residential building comprising 11 flats (3 x 1 bed and 8 x 2 bed). Application permitted.

PL/06/0990 & PL/06/0991 - Replacement fire escapes, reinstatement of balustrade, retention of existing porch, resurfacing of carpark (following removal of beer garden) and construction of new porch. Application permitted.

PL/06/0237 - New residential building to create 11 flats (2 x 1 bed and 9 x 2 bed). Application withdrawn.

PL/06/0168 - New residential development to create 11 flats (2 x 1 bed and 9 x 2 bed). Application refused.

4. CONSULTATIONS

The following were consulted:

- **RBC Transport Development Control**
 - The applicant has stated that the existing car parking areas will be retained, the development will be provided with a total of 16 parking bays (2 per unit). The provision exceeds the Council's standards; however some bays should be allocated for visitors. Parking for the adjacent development is to be retained as illustrated on the submitted site plan. There are no plans to change the existing accesses that serve the site and parking areas.
 - The Council's Local Transport Plan 3 Strategy 2011 – 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. The Council's Local Plan was adopted in November 2019 and Policy TR5 states that for communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point. This will need to be illustrated on plans.
 - While the number proposed exceeds the Council's current standards the use of vertical storage for the proposed 16 bicycles would not be supported. Sheffield type stands or h2 tier stands should be illustrated on plans. The applicant will need to provide alternative storage provision. Below is an example of a layout for cycle storage and the required dimensions.
 - Bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings and should be located no further than 15m from the access point of the site to avoid the stationing of service vehicles on the carriageway for excessive periods. The applicant has stated that the existing bin storage area serving the existing HMO on the south-east side of the building will be retained; The Council's refuse and recycling team should be contacted to ensure the correct capacity and type of bins are provided for the number of units proposed.
 - A CMS will be required for this development.
- **GS Ecology**
 - The bat survey (Arbtech, September 2025) has been undertaken to the appropriate standard and concludes that the proposed works are unlikely to directly impact upon roosting bats. However, the report recommends that a number of non-licensed precautionary measures should be adopted during construction works and a condition should be set to ensure that the measures outlined in the document are followed.
- **RBC Environmental Health**
 - I have reviewed the noise assessment and this demonstrates that there is very significant noise impacts from the railway line. Whilst it is noted that the property is grade II listed, due to the proven health impacts of noise, it is not something that can just be accepted. If

the property cannot be upgraded to a suitable acoustic standard then it may not be suitable for permanent residents. A hotel is a very different thing as residents are temporary and would not be subjected to long term impacts of the noise.

- The noise assessment makes a number of suggestions regarding insulation and ventilation, however the applicant will need to review this and determine which options are practical to implement, then there will need to be reassessment of the likely noise levels and ventilation levels inside the dwellings to confirm if this is acceptable. I recommend refusal until this further information is available.
- Comments on the revised noise assessment:
 - I have reviewed in more detail, which confirms that there will be significant compromises in terms of noise standards, ventilation is proposed to be passive and even with the windows closed and using that passive ventilation, the levels are not meeting the acceptable night time Lmax levels, they appear to be 10 dB higher than the 45 dBA inside. We would normally allow a 5 dBA lee way if relying on open windows. However this is a 10 dB lee way with closed windows and the ventilation may not be adequate to mean that windows don't need to be opened for ventilation.

- **RBC Waste Services**

- The Council's standard household waste collection service is for a fortnightly general waste collection, fortnightly recycling collection and weekly food waste collection.
- A development with 8 flats would need to have space for –
 - 1 x 1100L general waste
 - 2 x 1100L recycling
 - 1 x 240L food waste bin
- The details of the bin store have not been shown on the plans but we would expect that there be space for this number/size of bins as standard.
- We would ask for confirmation that there is sufficient space for this number of bins within the designated refuse store space, and that there is sufficient space within the store for the bins to be manoeuvred.
- Bin storage areas must comply with the following:
 - All bins must be fully accessible from the front face, to allow for easy depositing of waste.
 - Layouts that require bins to be swapped round mid-week are permissible if it is demonstrated that there will be on-site management presence at the development.
 - There must be a minimum of 150mm clearance around and between each bin within a storage area.
 - Where there is more than one bin within a storage area, there must be 2m clearance in front of each bin to enable it to be accessed and safely moved without needing to move any of the other containers.
 - All doors and alleys must be at least 2m wide to allow for safe manoeuvring of bins.
 - The minimum internal height for a bin storage area and any access doorways is 2m.
 - To allow the lids to be opened fully, there should be no other internal fixtures or fittings that reduce the clearance above the bins.
- Developers should also take into consideration upcoming changes to residential waste collection services as per Simpler Recycling requirements. These requirements will increase the amount of material recycled/collected at the kerbside (i.e. addition of glass & soft plastics) and so additional refuse space should be allocated to allow for this. Note: glass can currently only be recycled at local glass bottle banks or the tip.

- Please be aware that if locks are to be fitted to any doors or gates at bin storage areas, these should be either combination or keypad style with a code. Developers and site managers should be aware that the code will be held within our collection records and shared with a number of collection staff to ensure ease of access. Individual patterned, physical keys or security fobs will not be accepted or permitted.
- We require at least 6 weeks' notice prior to residents moving in to a development to ensure that bins can be purchased, delivered and collections scheduled in with the crews.
- **RBC Conservation Officer**
 - The proposed change of use and works to the listed building and its fabric would harm the special historical and architectural interest of the listed building. Therefore, the proposal fails to meet Policy EN1 of the local plan and Chapter 16 of the NPPF. There is no heritage benefit.
 - The application provides insufficient information regarding the significance of the building's fabric and the specific impacts of the proposals thereon, to enable special regard and attention to be paid to the desirability of preserving or enhancing the character and historic fabric of the listed building as expected by Sections 16 of the Act, Chapter 16 of the NPPF and Policy EN1 of the Local Plan.
 - The proposed works, by virtue of their detrimental impact on the historic plan form, loss of historic fabric and unsympathetic design, would adversely affect the character and special architectural and historic interest of the listed building. The works would therefore cause harm to the significance of the heritage asset, contrary to paragraph 215 of Chapter 16 (Conserving and Enhancing the Historic Environment) of the National Planning Policy Framework 2024 and Policy EN1 (Protection and Enhancement of the Historic Environment) of the Reading Borough Local Plan 2019.

Site notices were also erected on site. No letters of representation were received.

5. LEGAL AND PLANNING POLICY CONTEXT

Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority in the exercise of its functions to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.

Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the LPA to have special regard to the desirability of preserving a listed building or its setting or any features of special interest which it possesses.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'. However, the NPPF does not change the statutory status of the development plan as the starting point for decision making (NPPF paragraph 12).

National Policy and Guidance

National Planning Policy Framework

National Planning Practice Guidance

Conservation Principles Policies and Guidance, Historic England 2008

HEAG125 Listed Buildings and Curtilage

HEAG304 Listed Building Consent

Reading Borough Local Plan (2019)

Policy CC1 – Presumption in Favour of Sustainable Development

Policy CC5 – Waste Minimisation and Storage

Policy CC6 – Accessibility and Intensity of Development
Policy CC7 – Design and the Public Realm
Policy CC8 – Safeguarding Amenity
Policy EN1 – Protection and Enhancement of the Historic Environment
Policy EN15 – Air Quality
Policy EN16 – Pollution and Water Resources
Policy H1 – Provision of Housing
Policy H2 – Density and Mix
Policy H3 – Affordable Housing
Policy H5 – Standards for New Housing
Policy H10 – Private and Communal Outdoor Space
Policy TR5 – Car and Cycle Parking and Electric Vehicle Charging

Other documents

Affordable Housing SPD 2021
Revised Parking Standards and Design SPD 2011
Planning Obligations under Section 106 SPD 2015

Equality Act 2010:

In determining this application, the Council is required to have regard to its obligations under the Equality Act 2010. However, there is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application. Therefore, in terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

Local Plan Update

The current version of the Local Plan (adopted in November 2019) turned five years old on Tuesday 5th November 2024. The Local Plan was reviewed in March 2023 and around half of the policies in the plan are considered still up to date. However, the rest need to be considered for updating to reflect changing circumstances and national policy. A draft submission version of the Local Plan Partial Update was published on 9th May 2025.

Although there is a five-year period for carrying out a review of a plan after it is adopted, nothing in the NPPF or elsewhere says that policies automatically become “out of date” when they are five years old. It is a matter of planning judgement rather than legal fact whether a plan or policies within it are out-of-date. This will depend on whether they have been overtaken by things that have happened since the plan was adopted, either on the ground or through changes in national policy, for example.

Officer advice in respect of the Local Plan policies pertinent to this application listed above is that they remain in accordance with national policy and that the objectives of those policies remains very similar in the draft updated Local Plan. Therefore, they can continue to be afforded weight in the advice given below and are not considered to be ‘out of date’.

6. APPRAISAL

6.1. Land use matters and housing mix

Policy H1 states “*Provision will be made for at least an additional 15,847 homes (averaging 689 homes per annum) in Reading Borough for the period 2013 to 2036.*” This policy is proposed to be updated with the latest housing data in the Local Plan Partial Update which was submitted for examination on 9th May 2025; however, this is not considered to have a significant impact in relation to this proposal.

The existing use of the site as a 21-bedroom large HMO is unauthorised and would not be considered acceptable if an application was made to retain the use as per existing arrangements. Therefore, an application which seeks to improve the quality of accommodation is welcomed. This is, however, subject to acceptable design and layout in all other aspects.

Policy H2 states *“Wherever possible, residential development should contribute towards meeting the needs for the mix of housing... in particular for family homes of three or more bedrooms.”*

The proposed mix of 2x one-bedroom flats, 5x two-bedroom flats and 1x three-bedroom flat. This mix is considered acceptable.

Overall, while the principle for the development may be considered acceptable, the proposal has not demonstrated that it would bring benefit to the significance of the heritage asset which is discussed further in this report.

6.2. Design and heritage implications

Policy EN1 requires proposals to protect and, where possible, enhance the significance of heritage assets and their settings, as well as the historic character and local distinctiveness of the area in which they are located. Policy CC7 also requires high quality design.

The planning history of the property includes alterations dated 1970, information of which cannot be found, new residential development/building(s), some external alterations in relation to the fire escapes and porch, while the only application for the interior of the heritage asset was 11/01428/LBC, which was not determined. As such, it is hard to determine the alterations to the internal layout and original surviving features from the evolution of the heritage asset, along with the works, without consent. Therefore, the exterior of the listed building should not be further altered, and the interior should be carefully treated.

It is evident from the proposed floor plans that the extent of the unauthorised previous internal works, and conservation principles have not been fully taken into account. There are several unnecessary interventions, including new utilities connections where existing could be utilised, which introduce more harm to the original fabric where these could be avoided. Similarly, the previous unauthorised works introduced a number of new partition walls, bathrooms and new internal finishes, which are all relatively modern in appearance. The development is now proposing further alterations to internal partition walls and neither the previous layout nor the proposed have been sufficiently justified within the submitted Heritage Assessment. The proposal fails to address the extent of the previous unauthorised works and what effect these may have had on the surviving internal features, while proposing further interventions which are not entirely appropriate. There is insufficient justification for the proposed works in the context of the history of the site – without the full picture of the extent of previous unauthorised works, it is not possible to assess in full whether the further proposed works are acceptable.

Overall, the unsympathetic internal layout and lack of sufficient justification results in harm to the heritage asset. The applicant was informed that this would require a redesign of the internal layout and was advised to seek pre-application advice, as any revisions would be outside the scope of this application.

6.3. Residential amenity

Policy CC8 requires all development to prevent harm to residential amenity of both future occupiers and neighbouring residents. Policy H5 sets out standards for new residential development. Policy H10 requires dwellings to be provided with functional private or communal open space, including green space wherever possible.

There are no identified risks of harm to neighbouring or future residents in terms of overlooking or access to natural sunlight/daylight. However, there are no designated private or communal areas for outdoor amenity. There is a limited outdoor patio at the rear of the building, however, this area is not fenced off/private. It is evident from the site visit that tenants have insufficient outdoor space due to laundry being hung on the rear fire escape. The proposal fails to improve this situation and account for the fact that there will be a number of family-sized units with no outdoor amenity space.

Policy EN15 requires new sensitive uses (including residential) in an Air Quality Management Area to mitigate the detrimental effects on future occupiers. Policy EN16 seeks to protect proposed sensitive uses from all other forms of pollution, including noise.

The submitted noise assessment identifies excessive internal noise levels due to the proximity of the site to the railway line to the north with associated risk of harm to the residential amenity and health of future occupiers. The initial noise assessment stated that roof insulation and secondary glazing would be suitable mitigation measures, it has not been established what the resultant internal noise levels would be, nor the details of such works and their impact on the original historic fabric. Without further information, it is not possible to determine if these methods are acceptable or sufficient to address the concerns raised. The applicant subsequently submitted a revised noise assessment which states that additional ventilation should also be implemented to reduce the need to open windows. There are no details how this would be achieved in a manner that is sympathetic to the significance of the heritage asset. Nevertheless, the proposed mitigation measures fail to achieve acceptable internal noise levels.

6.4. Transport matters

Policy TR5 requires development to provide car and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities. Policy CC5 is also relevant and requires the promotion of layouts and designs that provide adequate and well-designed space to facilitate waste storage and recycling.

The site falls into Zone 3 Secondary Core Area of the Revised Parking Standards and Design and is located on the A329 Oxford Road, which is the main route into Reading from the west. Although it is on the western boundary of the Borough, it is in a relatively sustainable location with an hourly bus service and Tilehurst Rail Station within easy walking distance. There are also dedicated cycle links within easy reach to the employment, commercial and leisure facilities in Oxford Road.

The applicant has submitted an amended parking layout plan in response to the consultation feedback from the RBC Transport team. However, parking spaces no. 12-16 as shown on TIL1 P 02 A site plan are also shown as designated parking spaces for the existing townhouses on the neighbouring plot to the south, as seen on the approved plans for application PL/11/1009. It is therefore unclear whether the proposed parking layout would result in losses to the neighbouring residential dwellings. At the site visit it

was evident that both sides of the small car park are in use, therefore some conflict would result from the proposed plans.

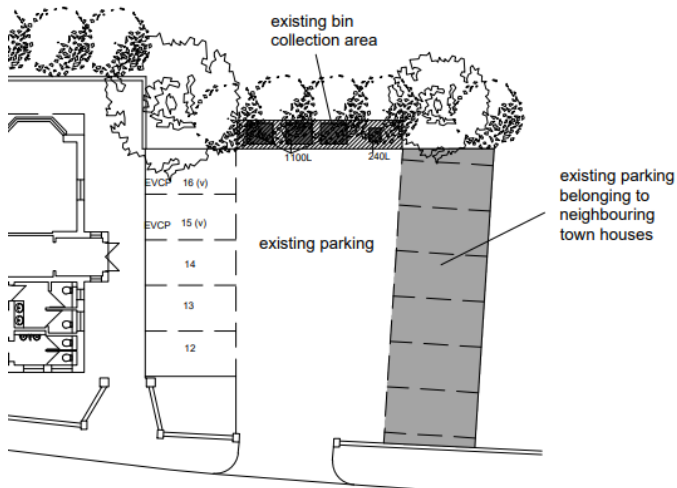


Figure 3 Proposed Site Plan

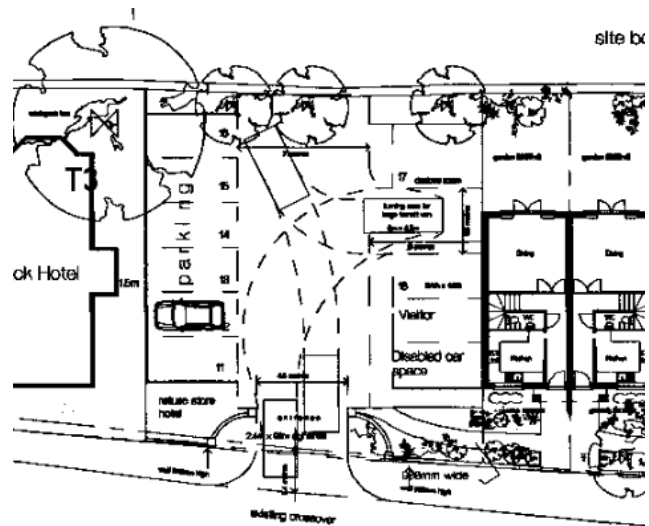


Figure 2 Approved Site Plan, ref. PL/11/1009.

Similarly, the bin collection area shown on the plans is much smaller compared to the submitted site plan. It is therefore unclear whether there is sufficient space for refuse storage for both the proposed flats and the neighbouring dwellings, although it appears that the neighbouring dwellings have use of individual wheelie bins which are stored at the front of each property.

Should the application have been recommended for approval, conditions would be recommended to obtain further information relating to the cycle storage facilities and refuse storage and collection. The parking arrangements are unacceptable as they would drastically reduce parking facilities for existing neighbouring dwellings, and this forms one reason for refusal.

6.5. Affordable housing

Policy H3 seeks to ensure that “on sites of 5 – 9 dwellings, a financial contribution will be made that will enable the equivalent of 20% of the housing to be provided as affordable housing elsewhere in the Borough”. This is to meet identified housing needs and to contribute towards sustainable, inclusive and mixed communities.

An up-to-date assessment of the need for Affordable Housing that exists in the Borough is within the supporting text for Policy H3 (para 4.4.21) of the Reading Borough Local Plan Submission Draft Partial Update May 2025 which states the following:

“The Reading Housing Needs Assessment (HNA, 2024) has once again emphasised the critical need for affordable housing within Reading as well as the remainder of Berkshire. The HNA identified a need for 406 additional affordable homes per year in Reading, which represents a substantial proportion of the overall housing required. The consequences of not providing much-needed affordable homes would be severe, and would include homelessness, households in temporary or unsuitable accommodation, overcrowding and younger people having to remain living with parents for increasing periods. Insufficient affordable housing will also act as an impediment to economic growth, as firms will face increasing problems with accommodation for their workforce. Meeting even a substantial proportion of the identified housing need presents significant challenges, and it is therefore critical that new residential development of all sizes makes whatever contribution it can”.

Current Policy H3 includes provision for viability considerations at para 4.4.24 which states that “...*the Council will be sensitive to exceptional costs of bringing a site to market such as for reasons of expensive reclamation, or infrastructure costs, or high existing use values. Where applicants can demonstrate, to the satisfaction of the Council, exceptional difficulties in bringing a site to market, the Council will be prepared to consider detailed information on the viability of a particular scheme and, where justified through an open book approach, to reduce the affordable housing requirement...*”

The NPPF and the Council’s policies allow for viability considerations to reduce the provision but only in specific circumstances. Paragraph 59 of the NPPF 2024 states that “*The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.*”

Policy H3 places the onus on the developer/landowner to justify any lower affordable housing contribution. The supporting text to Policy H3 refines this, explaining that costs need to be “exceptional costs of bringing a site to market”. It is considered that the types of costs referred to in the Local Plan relate to problems with a site itself; expensive reclamation, infrastructure costs, or high existing use values etc. The cost of a particular design, or design choices, is not considered to fall within this type of exceptional cost; unless the design options are so limited as to prejudice the site coming forward for development in general. It is also not necessarily the role of the LPA to insulate a developer against financial risk associated with downturns in the market or rising development costs.

A financial viability assessment has been submitted in support of the application, seeking to justify a nil contribution towards affordable housing. This viability appraisal has been reviewed by the Council’s Valuer. The findings of the review can be summarised as follows:

- Where a proposal shows a significant financial deficit, such as in this case, and where sensitivity testing carried out does not identify a scenario where the scheme is viable, it raises concerns with respect to the deliverability of the scheme. No commercial rationale for the Applicant to pursue the scheme has been provided.
- The proposal is unviable, both with and without any contribution for affordable housing. It will be for the decision-maker to judge whether the benefits of the proposal outweigh its shortfalls and harms in the planning balance. The lack of any contribution for affordable housing may be a relevant factor to this assessment.

It is clear from the review that there are no exceptional costs identified. As such, officers have raised these matters with the applicant and have made it clear that the zero percent offer (the basis on which the application has been submitted) would result in such significant harm to meeting housing need and achieving mixed and balanced communities when weighed against the critical need for Affordable housing that the application would not be recommended for the approval on that basis. If the scheme were otherwise approvable, negotiations as to an appropriate upfront contribution/deferred payment mechanism would have needed to have been progressed. This has not been taken further due to the other concerns set out in this report.

Overall, the need for general housing (i.e. not Affordable Housing) is a consideration; however, it is not considered sufficient to outweigh the harm that would result in terms of failure to meet the critical need for Affordable Housing within Reading Borough and the associated need to provide for sustainable and inclusive mixed and balanced communities. The failure to agree heads of terms for a S106 agreement therefore forms a reason for refusal.

7. CONCLUSION

The proposals fail would result in harm to the significance of the heritage asset, while failing to provide adequate accommodation to future residents due to a lack of outdoor amenity space and unacceptable internal noise levels. It is also unclear from the submission whether the proposed parking layout would reduce the parking provision for the existing neighbouring properties.

In terms of the strength of the reason for refusal (NPPF para 11), paragraph 212 of the NPPF requires that “great weight” should be given to the asset’s conservation, irrespective of the whether any potential, para 215 says that less than substantial harm should be weighed against the public benefits of the proposal. This is examined further elsewhere in the report, where it is considered that the public benefits do not outweigh the harm in this instance.

Even when taking the benefits at face value, it is apparent that the substantial degree of harm would significantly and demonstrably out weight the benefits when considered against the Reading Borough Council Local Plan 2019 and the NPPF 2024 - having particular regard to key policies for securing well-designed places and providing affordable homes, individually or in combination.

8. RECOMMENDATION

REFUSE PLANNING PERMISSION
REFUSE LISTED BUILDING CONSENT

Due to the following reasons (FULL):

1. The proposed development by reason of its unsympathetic internal layout and internal interventions would result in harm to the significance of the heritage asset, contrary to Policy EN1 of the Reading Borough Local Plan 2019 and Paragraph 213 of the NPPF 2024.
2. The proposed development by reason of inappropriate noise mitigation strategies, would result in amenity harm to future occupiers due to unacceptable internal noise levels, contrary to Policy EN17 of the Reading Borough Local Plan 2019.
3. The proposed development fails to provide acceptable and suitable areas for private or communal outdoor amenity for future occupiers, especially family-sized units, resulting in harm to residential amenity, contrary to Policies CC8 and H10 of the Reading Borough Local Plan 2019.
4. The proposed development has failed to demonstrate a policy compliant level of on-site parking due to the inconsistencies identified on the submitted plans, specifically the apparent reduction in existing parking provision for neighbouring properties on Oxford Road, contrary to Policy TR5 of the Reading Borough Local Plan 2019 and the RBC Revised Parking Standards and Design SPD 2011.
5. In the absence of a completed legal agreement to secure the provision of an off-site contribution to affordable housing in the borough, the proposal fails to make an appropriate contribution to the housing needs of Reading Borough, including sustainable mixed and balanced communities, contrary to Policy H3 of the Reading Borough Local Plan 2019, Affordable Housing SPD 2021, Planning Obligations under Section 106 SPD 2015, and Paragraphs 11, 63, 64 and 66 of the NPPF 2024.

LBC:

1. The proposed development by reason of its unsympathetic layout and internal interventions would result in harm to the significance of the heritage asset, contrary to Policy EN1 of the Reading Borough Local Plan 2019 and Paragraph 213 of the NPPF 2024.