

DELEGATED APPLICATION REPORT

Ward: Thames Ward

App Ref: PL/25/1695 Full planning permission

Address: 164-166 CAVERSHAM ROAD, READING, RG1 8AZ

Proposal: Change of use of the property (Use Class C1) to create 1 no. 14 bedroom, 14 person House in Multiple Occupation (Sui Generis) and erection of bin stores and formalisation of rear parking and amenity space (amended)

Applicant: RAM Bennett Ltd

Received date: 25/11/2025

Target Decision date: 11/9/206 (Ext)

Case Officer: Alison Amoah

1. SITE DESCRIPTION

The application site was last used as a hotel offering serviced accommodation. The property is the combination of two original terraced houses. It has 3 storeys (with the top floor in the roof space). There is a flat roofed single storey rear extension beyond the original gable ended outrigger. To the rear is a gravel surfaced yard area, currently used for parking, accessed from Thames Avenue.

The submitted Flood Risk Assessment identifies that the site falls from the front (south-west) to the rear (north-east) with the external ground levels at 38.43mAOD and 37.56mAOD respectively. The internal floor levels at the front of building are 38.56-38.68mAOD. Levels at the rear of the property are lower, varying between 38.12 and 38.21mAOD.

This part of Caversham Road has a number of non-residential uses including small retail, guesthouses/hotels, hot food takeaways and larger properties under HMO. It is a main road into Reading centre, within walking distance of the main railway station, shops and employment centre.

The site is within an Air Quality Management Area (Policy EN15). The property is within Flood Zones 2 and 3 (Policy EN18).



Site Location



Google aerial view (6/7/22)

Site visit photos 16th January 2026



2. PROPOSAL AND SUPPORTING INFORMATION

The proposal includes the following:

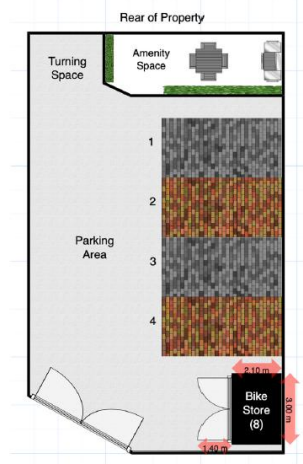
- Change of use of the property to create 1 no. 14 bedroom, 14 person House in Multiple Occupation
The layout is unchanged with changes to the use of rooms on the ground floor only:
4x ground floor rooms with GIA of 10sqm, 10.4sqm, 13.3sqm. and 14.6sqm;
6x first floor rooms with GIA of 9.3sqm, 9.8sqm, 15.6sqm, 16sqm, and 2x 20.6sqm;
4x second floor rooms with GIA 2x 9.4sqm and 2x 16sqm
2x communal kitchens
2x communal lounges
2x communal laundry rooms.
- 4 no. car parking spaces
- Cycle storage for 8 no.cycles
- Rear Amenity space
- Bin storage to front

Plans and other information considered received 25th November 2025, unless otherwise stated:

- Location Plan
- Block Plan
- Existing and Proposed Floor Plans, received 14th January 2026
- Existing and Proposed Rear Site Layout, received 26th January 2026
- Proposed Rear Area Plan, received 10th July 2026
- Canal Curve Cycle Shelter Specification, received 19th February 2026
- HMO Management Plan, received 11th September 2026
- Planning, Design and Access Statement, dated 17/11/2025
- Flood Risk Assessment, ref: 25-310-60 Rev 02, dated 12/11/25, prepared by Calibro Consultants Ltd



Proposed Rear Site Layout



3. RELEVANT PLANNING HISTORY

Application site

98/00777/FUL (New ref: PL/98/0097) - Change of use only to five bedsits and one flat – Withdrawn 14/10/1998

PL/19/1123 - Certificate of Lawfulness for existing use as a guest house / hotel of 14 bedrooms, operating a mix of twin, double and quad rooms – Approved 4/10/2019

4. CONSULTATIONS

Internal Consultees

Environmental Protection – If there are communal rooms adjacent to either party wall, then a noise assessment will be needed to confirm whether the sound insulation of the party wall is sufficient and if not proposals will be required to be submitted to upgrade it to a minimum of current building regulations standard.

The location is subject to high levels of road noise, therefore, a noise assessment is required.

An air quality assessment is not required.

Further details regarding the bin store are required, to demonstrate that its construction will be vermin proof to prevent rats accessing the waste.

Planning Officer Note: Following the confirmation that the existing bin store had previously had doors, but were removed due to rodent nesting, that the bins are lockable and are regularly collected by a private waste contractor, EP confirmed that this retained arrangement, and for the additional proposed, would be acceptable subject to ongoing management.

In terms of noise the agent confirmed that silence glass windows had been installed as part of the original refurbishment and provided data from internal noise monitors, for daytime and evening hours with windows closed and trickle vents open and with windows open. The data showed that with open vents the noise levels are not excessive and Environmental Protection was satisfied.

Transport – Original comments - Caversham Road is a classified road and is located just outside Reading town centre and is close to Caversham Centre. It falls within the Zone 2, the primary core; this zone directly surrounds the Central Core and extends to walking distances of 2 kilometres from the centre of Reading, this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. The site is within easy walking distance to Reading Station (North Entrance) and

Christchurch Bridge across the River Thames is appropriate for cyclists and forms part of the North Reading designated cycle route, it links to National Cycle Network Route 5.

In accordance with the adopted Parking Standards and Design SPD, the development would require parking at a ratio of 0.25 parking spaces per room, this would equate to 3 parking spaces (rounded up from 3.5). The existing use currently benefits from 5 parking spaces accessed via Thames Avenue; therefore, provision exceeds standards and is deemed acceptable.

Caversham Road and the surrounding road network all have parking restrictions preventing on-street parking. There are also limited waiting bays along the frontage of the retail units and houses on the opposite side of the carriageway which restricts parking to 30 mins between 9.15am-4.30pm. Outside of these hours, these parking bays are available without restriction. The development site is located close to roads that operate a Residents Parking permit Scheme, Parking Permit Area; Zone 03R. Under the Borough's current parking standards, this proposal would generate additional pressure for parking in the area. If this application is approved there should be an assumption that any future occupants of the proposed HMO will not be issued with resident or visitor parking permits which should be covered by condition and an informative applied. This will ensure that the development does not harm the existing amenities of the neighbouring residential properties by adding to the already high level of on street car parking in the area.

In accordance with the Council's Parking Standards and Design SPD, cycle storage for a HMO should be provided at a ratio of 0.5 secure cycle storage spaces for each lettable room in the form of a Sheffield type stand within a lockable store. This would equate to a minimum of 7 spaces. Bike storage has been illustrated in the rear garden area adjacent to the parking bays, however the storage unit would not be big enough to store the required number of cycles.

Plans should also illustrate the direction of the doors opening to ensure that they are not obstructed by parked vehicles.

Bin storage is proposed at the front of the site, the location will allow for kerb side collection, however the Council's Waste and Recycling team will need to be consulted to ensure the correct capacity and types of bins are provided for the proposed size of the HMO.

Please ask the applicants agent to submit revised plans addressing the points above.

In principle there are no Transport objections to this application. The change of use would have negligible impact on the Highway, however more information is requested with regards to the cycle storage, I am happy that this can be dealt with by way of condition.

Given the site's location on a main Transport corridor, it is recommended that a scaled down version of a CMS is provided specifically covering deliveries and storage of materials.

Suggested Conditions and Informatives – Construction Method Statement (to be submitted); vehicle parking (as specified); HMO refuse and recycling (to be submitted); HMO cycle storage (to be submitted); HMO Parking Permits and an informative regarding highways.

Planning Officer Note: Further detail was provided of cycle storage and Transport confirmed this was acceptable.

Waste – The Council's standard household waste collection service is for fortnightly recycling collections, fortnightly general waste collections and weekly food waste collections. The Council will also soon be introducing kerbside glass recycling collections and this will be fortnightly.

For one HMO dwelling the Council would provide the below bins:

- 1 x 240L general waste bin
- 1 x 240L recycling bin
- 1x 23L food waste caddy

- 1 x 55L glass recycling box

The Council can provide additional recycling and food waste bins/boxes if needed, but this is the maximum amount that would be provided for general waste on the standard collection.

If tenants are producing more waste than what can be contained within the above bins, the property manager/HMO license holder would need to arrange for additional bins or more frequent collections of bins through a commercial waste contractor which would be a chargeable service. As this is a large HMO, I expect this will be necessary as soon as it is occupied. This is set out in 'The Management of Houses in Multiple Occupation (England) Regulations 2006' sections 9 and 7 which states:

The manager must—

- (a) ensure that sufficient bins or other suitable receptacles are provided that are adequate for the requirements of each household occupying the HMO for the storage of refuse and litter pending their disposal; and
- (b) make such further arrangements for the disposal of refuse and litter from the HMO as may be necessary, having regard to any service for such disposal provided by the local authority.

We would ask for clarification on the number of bins they intend to provide through their chosen commercial waste contractor.

All bins must be stored within the boundary of the private property as to not cause an obstruction to the pavement. I note there are two spaces for bins identified on the plans, but it does not show that there is space for the required number of bins.

Please can we request clarification on where the bins would be stored and that there is sufficient space?

Please be aware that we require at least 6 weeks' notice prior to residents moving into a development to ensure that bins can be purchased, delivered and collections scheduled in with the crews.

Planning Officer Note: The agent confirmed that there would be the provision for 2,200 litres of mixed waste disposal capacity in each of the two proposed bin stores comprising 2x 1,100 litre wheelie bins in each bin store. The applicant currently contracts with a commercial waste disposal company and intends to continue to operate in this way.

Private Sector Housing – The proposed layout for the accommodation appears to be reasonable from the perspective of means of escape in the event of a fire. However, this would be subject to a full inspection of the property once alterations have been completed.

As it is assumed the intention is to accommodate at least 14 people the property will automatically fall in to the mandatory requirements for needing a HMO licence. Therefore, I would suggest the owner(s) visit the Reading Borough website and view the HMO Management Pack to ensure they are fully aware of the HMO and Housing Act requirement concerning facilities, amenities, fire safety, crowding and space etc (link below):

[Houses in multiple occupation – management pack - Reading Borough Council](#)

Prior to the execution of any alterations owner(s) are advised to ensure the proposed work will meet current requirements for building and planning regulations. Owner(s) will need to contact these teams directly.

There are no objections to the change of use of the property (Use Class C1) to create 1 no. 14-bedroom House in Multiple Occupation (Use Class Sui Generis) and associated works

Neighbour Consultation

A site notice was erected on 16th January 2026



No letters of representation have been received.

Discussions with the agent

Further detail was requested and provided with regard to noise, cycle storage, waste and amenity space.

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.

5. LEGAL AND PLANNING POLICY CONTEXT

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'. The following local and national planning policy and guidance is relevant to this application.

National Policy

National Planning Policy Framework (August 2026)

- 4. Achieving Sustainable Development
- 12. Making Effective Use of Land
- 14. Achieving Well- Designed Places
- 15. Promoting Sustainable Transport
- 18. Managing Flood Risk and Coastal Change

National Planning Policy Guidance

Flood Risk and Coastal Change, 2025

National Flood Risk Standing Advice for Local Planning Authorities, 2026

Preparing a Flood Risk Assessment: Standing Advice, 2026

Reading Borough Local Plan (2019)

- Policy CC1: Presumption in Favour of Sustainable Development
- Policy CC2: Sustainable Design and Construction
- Policy CC3: Adaptation to Climate Change
- Policy CC5: Waste Minimisation and Storage
- Policy CC7: Design and the Public Realm
- Policy CC8: Safeguarding Amenity
- Policy EN15: Air Quality
- Policy EN16: Pollution and Water Resources
- Policy EN18: Flooding and Drainage
- Policy H8: Residential Conversions
- Policy H10: Private and Communal Outdoor Space
- Policy TR1: Achieving The Transport Strategy

Policy TR3: Access, Traffic and Highway-Related Matters

Policy TR4: Cycle Routes and Facilities

Policy TR5: Car and Cycle Parking and Electric Vehicle Charging

Relevant Supplementary Planning Documents (SPDs)

- Revised Parking Standards and Design SPD (2011)
- Sustainable Design and Construction SPD (2019)
- Residential Conversions SPD (2023)

Local Plan Partial Update

The current version of the Local Plan turned five years old on 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 consultation version of the draft updated version of the Local Plan was published on 6th November 2024 and the submission draft submitted to the Planning Inspectorate on 9th May 2025. It is currently at Examination.

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 pre-application is that they remain in accordance with national policy. The objectives of the policies listed above remain very similar in the draft updated Local Plan, and although at present they have some weight in the decision-making process the current policies can continue to be afforded weight in the appraisal below and are not considered to be 'out of date'.

6. APPRAISAL

For conversions to flats or for multiple occupation the main planning policy is Policy H8 (Residential Conversions), which states that: *"Proposals to convert buildings into self-contained flats or for multiple occupation will be assessed against the impact on the amenity and character of the surrounding area, particularly in terms of intensification of activity, loss of privacy, loss of external amenity space, the provision and location of adequate on-site car parking and the treatment of bin storage areas and other related servicing."*

Proposals to convert properties into self-contained flats or for multiple occupation will only be acceptable where:

- *The proposal respects the physical character of the area in terms of scale, location, materials and design, the arrangement of doors, windows and other principal architectural features;*
- *The proposal would not, either individually or cumulatively, unduly dilute or harm an existing mixed and sustainable community through the significant loss of single family housing;*
- *There are no unacceptable adverse impacts to residents of the scheme or surrounding properties arising from noise and disturbance in terms of the number and layout of units proposed and the proximity to other properties;*
- *There is no inappropriate stacking and location of rooms between units;*
- *Bin and cycle storage is of an appropriate size and standard for the units proposed and should be located at ground floor level with easy access; and*
- *The resulting property or properties would provide adequate internal floorspace and headroom for residents....."*

Policy H8 continues:

"Additionally, in the case of sui generis houses in multiple occupation (HMOs):

- *The property to be converted measures more than 120 square metres gross.*
- *There is sufficient communal space.”*

In addition Policy CC8 requires development to not cause *“a detrimental impact on the living environment of existing residential properties or unacceptable living conditions for new residential properties...”*

Policy H10 is with regard to ensuring that dwellings will be provided with functional private or communal open space.

NPPF Policy P3: Living Conditions and Pollution, requires that development proposals should provide for healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution and not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site.

Together with the relevant adopted national and local planning policies, the appraisal of this application has been assessed against the adopted Residential Conversions SPD (2023), which provides further guidance on the interpretation of the adopted policies. Section 2 of the SPD deals with ‘All Conversions’, Section 4 ‘Sui Generis HMOs’. The SPD sets assessment matters against checklist items (1-27) and the relevant ones have been referred to below.

The main issues to be considered are:

- a) Principle of development: Size requirements and whether the conversion of the property would result in unduly diluting or harming a mixed and sustainable community;
 - b) The impact on amenity of existing and future residents of the property and neighbouring properties;
 - c) Car and Cycle Parking;
 - d) Bin Storage;
 - e) Environmental matters – Flood risk, air quality; and
 - f) Sustainability.
- a) **Principle of development: Size requirements and whether the conversion of the property would result in unduly diluting or harming a mixed and sustainable community (Policy H8 and SPD Checklist 3)**

Any residential conversion must contribute to achieving an appropriately mixed and sustainable community by providing an acceptable housing mix, ensuring that, as appropriate, single family housing remains the dominant form of dwelling in the vicinity of the application, taking account of the relevant threshold approach, and ensuring there is not a detrimental impact on the physical character of the area.

In terms of whether a property is suitable to be converted to a large HMO, Policy H8 (Residential Conversions) and the Residential Conversion SPD requires the property to have a gross floor area in excess of 120m² when measured externally. The property measures in excess of 120sqm externally.

Paragraph 6.2 of the SPD states: *“Outside the areas covered by an Article 4 direction relating to small HMOs, planning permission for a conversion of a dwellinghouse to flats or to a large HMO will not normally be granted where any of the following apply: • The proportion of houses within a 50m radius of the application site that are in use as HMOs or which have been converted to flats would exceed 50%; • The application is for an HMO and the area falls within the 30% most deprived areas in England according to the Indices of Multiple Deprivation; or • There is other evidence of dilution or harm of a mixed and sustainable community.”*

As the property is/ was last used as a C1 hotel there would be no change in terms of the mix of the housing stock in the community. The above criteria used to assess whether there would be harm from a conversion to an HMO in this instance would, therefore, not be applied.

The principle of an HMO is, therefore, acceptable in principle subject to meeting other policy requirements as set out below.

b) The impact on amenity of existing and future residents of the property and neighbouring properties (Policies CC8, H8 and H10 and SPD Checklist items 5, 6, 8, 9, 10 and 11)

Room Sizes

The SPD refers to the nationally described space standards (Technical housing standards – nationally described space standard', 2015, DCLG) as a useful starting point. It should be noted, however, that Reading Borough Council has a "*Guide to Amenity Standards applicable to Houses in Multiple Occupation that require a Licence*" which references the standards for HMOs as set out in the 'The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018'. Regulation 2 refers to national minimum standards for sleeping accommodation as: 6.51 square metres for one person aged 10 years or over; 10.5 square metres for two persons aged 10 years or over. The bedrooms are all proposed for single occupancy, and all exceed the required size. Occupancy of the HMO will be restricted by condition.

Communal Space

The SPD identifies that the amount of communal space that is considered appropriate in a large HMO would be dependent on the number and size of bedrooms. The standard set out is for one communal room for every 4-6 bedrooms depending on the size of the bedroom. The scheme has two large kitchen/ dining areas, two lounge areas as well as separate laundry areas. Most of the bedrooms are of a good size, which are easily capable of including sitting areas. The overall level of communal provision is considered acceptable. A condition is recommended to ensure that the communal areas are retained for communal use only.

Amenity Space

The application includes a rear amenity space, which is considered to provide sufficient space for functional communal space and sitting out and the site is within walking distance of Thames Parks, Christchurch Meadows and Rivermead Leisure Centre. The rear area is accessible from the communal kitchen/ dining areas. The proposal is considered to accord with Policy H10.

In terms of the front of the site a condition is included requiring the removal of the existing pole sign and sign affixed to the front elevation to contribute towards reducing street clutter and visual amenity of the site. The existing front paving would be retained, and a condition is included requiring the submission and approval of plan to show soft landscaping within planters.

External windows

All habitable rooms would benefit from external windows.

Layout/Stacking of Rooms

The Council's SPD seeks to avoid layouts which locate living rooms, bathrooms and kitchens, next to, above, or below, proposed or neighbouring bedrooms. The layout largely achieves this with one bedroom above the kitchen and two adjacent to a first floor bathroom. However, this type of arrangement is not unusual even in a family house and is considered to be acceptable.

Privacy and Overlooking/Overbearing Impacts

The proposal does not alter the existing external structure and, therefore, there would be no differing effects with regard to being overbearing or that would result in loss of privacy and overlooking.

Noise and Disturbance and Pollution

The level of noise and disturbance is unlikely to be significantly harmful to the residents of adjoining properties, especially when compared to the use as a hotel and the property's location on a busy road. In any case additional disturbance or nuisance is controlled by civil enforcement (police) and statutory nuisance legislation (Environmental Health). An HMO Management Plan has been submitted and this includes how noise within and outside the property would be managed. This would be an approved document.

All the front windows were replaced with a Silence Glass specification to improve noise transmission.

A new trickle vent system has been incorporated into all new windows to reduce the need to open windows to noise exposure.

c) Car and Cycle Parking (Policies H8, CC8 and TR5 and SPD Checklist items 14, 15 & 17)

NPPF Policy TR4 requires adequate cycle and car parking provision with a focus on sustainable modes. Policy TR5 states that parking standards for all residential conversions should be in accordance with the Council's adopted Revised Parking Standards and Design SPD.

In accordance with the Parking Standards SPD, an HMO property would be required to provide 0.25 car parking spaces per room. Four car parking spaces are proposed to the rear, an existing parking area, which complies with policy requirements.

Future occupiers would not be automatically entitled to resident or parking permits for the surrounding residential streets where parking is under considerable pressure. This would ensure that the development does not harm the existing amenities of neighbouring residential properties by adding to the already high level of on street car parking in the area. Conditions and an informative are included regarding a restriction on the entitlement to parking permits for existing and future schemes in the area.

In accordance with the SPD, cycle storage for an HMO should be provided at a ratio of 0.5 secure cycle storage spaces for each letting room, in the form of Sheffield type stands within a lockable store. The proposed scheme includes for 8 spaces. A compliance condition is recommended to ensure that this facility is provided and retained for bicycle parking at all times.

d) Bin Storage (Policy H8 and SPD Checklist item 18)

Bin storage should be of an appropriate size, be easily accessible to occupants and refuse collectors and be sympathetically located with regard to their visual impact.

There is existing bin storage to the front and the Proposed Site Plan indicates that it is proposed to include a matching wooden bin storage enclosure to the opposite side of the frontage, but the capacity of bin storage is not indicated on the submitted plans. The agent confirmed via email that combined these would include 4,400 litres of mixed waste disposal capacity with 2x 1,100 litre wheelie bins in each bin store. The applicant currently contracts with a commercial waste disposal company and intends to continue to operate in this way. This would provide sufficient waste storage capacity. Although having waste storage to the front is not ideal, this is not an unusual arrangement along the road and this is the side from which properties on Caversham Road are serviced from.

As the detail of the quantity of waste storage is not shown on an existing plan a condition is included requiring the submission and approval of such details and installation and retention thereafter.

e) Environmental matters

Flood Risk

NPPF Policy F7: Ensuring development is safe from flooding states that “1. *Development proposals should not present a risk from flooding to potential occupiers, users, or visitors, and should not increase flood risk elsewhere.*”

Policy EN18 requires that developments are directed to the areas at the lowest risk of flooding, and taking account of climate change

“..... Wherever possible, development should be designed to reduce flood risk, both on- and off-site. ...all new developments in areas of flood risk should give priority to SuDS.”

The flood zone map extract shows that the front of the application site is within Flood Zone 2 (pale blue) and the rear part within Flood Zone 3 (darker blue) and therefore a Flood Risk Assessment is required. As it is for a change of use the Sequential and Exception Tests are not relevant, and the key policy requirement is to make sure the development will be safe over its lifetime including safe access and egress.



The previous and proposed use are both classed as more vulnerable uses, and the hotel had sleeping accommodation at the ground floor. The proposed scheme includes four ground floor HMO rooms within the front half of the property with kitchens and communal lounges to the rear. Other HMO rooms would be at first and second floors.

The submitted FRA has reviewed all sources of flooding and states that the flood level would be 38.34m AOD in a 1 in 100 year + 35% for climate change event. This would be below finished floor levels at the front of the property (38.56-38.68mAOD). No mitigation is necessary at the front of the property to make the development safe from flooding.

The finished levels at the rear of the property are between 0.13 and 0.22 metres below the design flood event. The proposals for this part of the building are for communal areas and kitchens. To mitigate the risk of flooding, it is proposed to install flood proof doors, flood proof airbricks and seal all service entry point to prevent flooding during the design event. With these measures in place, the development will be safe from flooding for the next 100 years and be compliant with policy.

To further safeguard the occupants from flooding events, the FRA recommends that a proportional flood emergency management plan is produced.

The rear yard is shown to be at risk of shallow flooding of up to 0.2m in a future 1 in 1,000 year rainfall event, and as velocities would be low this should not pose a major hazard to occupants.

The site is, therefore, not considered to be at significant risk from any other source of flooding.

The proposed development is considered to be suitable and accords with Policy EN18, as long as the mitigation measures, including warning procedures can be maintained for the lifetime of the development. A condition is included requiring the measures as set out in the FRA to be implemented and maintained.

Air Quality

The proposed scheme includes for six of the fourteen bedrooms to be at the front of the property, which has some set back from Caversham Road. Having bedrooms to the front is a usual arrangement for dwellings on this road. There are limited means to reconfigure the internal space and make efficient and viable use of the property. The applicant has confirmed that the following mitigation measures have been installed which contribute towards reducing the impacts of air quality within the scheme and are considered to accord with Policy EN15:

- A new trickle vent system has been incorporated into all new windows to reduce the need to open windows.
- Ventilation is incorporated in all bathrooms.

f) Sustainability

NPPF Policies CC2 and CC3 address climate change and state that design approaches should conserve energy and other resources and improve the resilience of existing buildings to anticipated climate change impacts.

RBLP Policy CC3 seeks that proposals should incorporate measures which take account of climate change. Policy CC5 requires minimisation of waste during construction and the life of the development.

Proposed measures include the following:

- Flood resilience measures
- Introduction of soft landscaping to the rear garden and permeable surfacing

As part of the refurbishment the following measures have been installed:

- Double glazed windows with Silence glass to improve thermal insulation;
- Extractor fans in all bathrooms and laundry areas to improve air circulation, as well as extractors in the kitchen area. All appliances are minimum A rated;
- Upgraded heating system with A rated boilers with thermostatic radiators; and
- New thermostatically controlled shower valves to reduce water consumption;

Such measures are considered to accord with Policy CC3.

7. CONCLUSION

The proposal to convert the property from a hotel to a large *Sui Generis* HMO is not considered to unduly dilute or harm the surrounding area and will ensure that this remains a mixed and sustainable community. In addition to this, it is considered that the proposal will not have any detrimental impact on amenity of future residents or existing residents of nearby properties, and nor will the proposals have any detrimental effect upon the character of the property.

This proposal has been considered in the context of the Reading Borough Local Plan 2019 and NPPF. Although the percentage of HMOs already exceeds the threshold guidance, the addition of a further HMO would be acceptable in this instance, because the existing character of the location is already dominated by a mix of other uses, with very few single family dwellings, and the application site is already an alternative use to a single family dwelling. This is mitigated by the provision of residential accommodation, which contributes to overall housing needs, in a sustainable location and measures to improve the flood resilience of the property along with improvements to the rear space with respect to enhanced amenity space and secure cycle storage.

The proposed development has been assessed as set out above and is considered to be acceptable on that basis, subject to the following conditions.

8. RECOMMENDATION

GRANT permission, subject to the following conditions:

Conditions

- 1) Standard time limit 3 yrs
- 2) Approved plans
- 3) HMO Management Plan (compliance)
- 4) HMO Refuse and Recycling - to be submitted and approved
- 5) HMO Communal Space to be retained
- 6) HMO Occupation
- 7) Removal of Signs prior or occupation
- 8) Vehicle Parking as specified and retained
- 9) HMO Cycle Storage – in accordance with approved details
- 10) Parking Permits 1
- 11) Parking Permits 2
- 12) To be undertaken in accordance with the measures as set out in the FRA pre-occupation
- 13) Details of soft landscaping within planters to the front to be submitted and approved.

Informatives

- 1) Terms and Conditions
- 2) Complaints about Construction
- 3) Noise between residential properties
- 4) Housing Act
- 5) HMO Management Plan
- 6) Parking Permits
- 7) Highways
- 8) Positive & Proactive