

## LOCAL MEMBER OBJECTION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/01295/MNR** APPLICATION DATE: 20/05/2021

ED: **CATHAYS**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Winter

LOCATION: 76 COBURN STREET, CATHAYS, CARDIFF, CF24 4BT  
PROPOSAL: SINGLE STOREY REAR EXTENSION, DEMOLITION AND REBUILD OF EXISTING FIRST FLOOR EXTENSION, LOFT CONVERSION AND CONSTRUCTION OF REAR DORMER. CHANGE OF USE C3 TO C4 HOUSE IN MULTIPLE OCCUPATION

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**RECOMMENDATION 1** : That planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The development shall be carried in accordance with the following approved plans:
  - D0518339-76COB-L01 Revision B
  - D0518339-76COB-L02
  - D0518339-76COB-EX03 Revision A

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. Prior to the beneficial use of the property as a C4 HMO 6 undercover and secured cycle parking spaces, as indicated on the submitted plans shall be provided within the curtilage of the property and shall thereafter be retained and maintained for as long as the use hereby permitted remains in existence.

Reason: To ensure that secure cycle parking facilities are provided to encourage other modes of transport over the private car in accordance with Policy T5 of the Cardiff Local Development Plan 2006-2026.

4. Prior to the beneficial use of the property as C4 HMO the refuse storage area, as indicated on the approved site layout plan, shall be provided within the curtilage of the property. The refuse storage area shall thereafter be retained and maintained for as long as the use hereby permitted remains in existence.

Reason: To secure an orderly form of development and to protect the

amenities of the area in accordance with Policy W2 of the Cardiff Local Development Plan 2006-2026.

5. The external surfaces of the rear dormer hereby permitted shall match the materials used on the roof of the existing property.  
Reason: To ensure the external materials harmonise with the existing building in the interests of the visual amenity of the area in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.
6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order amending, revoking or re-enacting that Order) no windows shall be inserted the side elevation of the extension hereby approved which faces 74 Coburn Street.  
Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

**RECOMMENDATION 2** The applicant be advised that the property may now be licensable under Part 2 of the Housing Act 2004 and in this respect they should contact Shared Regulatory Services on 0300 123 6696 to confirm if a license is required.

**RECOMMENDATION 3:** That the applicant be advised that no work should take place on or over the neighbour's land without the neighbour's express consent and this planning approval gives no such rights to undertake works on land outside the applicant's ownership.

## **1. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This application seeks planning permission to change the use of the property into a 6 bedroom C4 HMO. In order to facilitate the change of use the existing rear annex is to be demolished and rebuilt together with the inclusion of a ground floor rear extension. A small dormer loft extension is also proposed. The submitted drawings/details provide information regarding the principal matters for consideration as set out in the relevant Supplementary Planning Guidance.
- 1.2 Internally the property accommodates two bedrooms, a kitchen and a lounge on the ground floor; three bedrooms and two shower rooms on the first floor and one bedroom in the converted roofspace.
- 1.3 Externally a rear amenity area of 25 square metres will be provided excluding the area shown for waste storage and cycle storage.
- 1.4 The proposal entails the rebuilding of the rear annex together with the construction of a single storey rear extension approx. 3.5m long, 4.1m wide and 3m high with a flat roof. The proposed rear dormer will be approx. 3.5m wide, 2.8m deep and 1.8m high with a flat roof.

## 2. **DESCRIPTION OF SITE**

- 2.1 The site comprises a two storey property located within a terrace of two storey properties within the Cathays Ward of Cardiff. The lawful use of the property is as a C3 residential dwelling.

## 3. **RELEVANT SITE HISTORY**

None

## 4. **POLICY FRAMEWORK**

- 4.1 The site lies within a residential area as defined by the proposals map of the Cardiff Local Development Plan 2016.

### Relevant National Planning Guidance:

Planning Policy Wales (2021)  
Future Wales: The National Plan 2040 (2021)  
Planning Policy Wales TAN 11: Noise  
Planning Policy Wales TAN 12: Design  
Planning Policy Wales TAN 15: Development and Flood Risk  
Planning Policy Wales TAN 21: Waste

### Relevant Cardiff Local Development Plan Policies:

Policy KP3(B): Settlement Boundaries  
Policy KP5: Good Quality and Sustainable Design  
Policy KP8: Sustainable Transport  
Policy KP13: Responding to Evidenced Social Needs  
Policy KP15: Climate Change  
Policy KP16: Green Infrastructure  
Policy EN10: Water Sensitive Design  
Policy EN13: Air, Noise, Light Pollution and Contaminated Land  
Policy H5: Sub-Division or Conversion of Residential Properties  
Policy T5: Managing Transport Impacts  
Policy C3: Community Safety/Creating Safe Environments  
Policy W2: Provision for Waste Management Facilities in Development

### Relevant Supplementary Planning Guidance:

Waste Collection and Storage Facilities (2016)  
Houses in Multiple Occupation (2016)  
Managing Transportation Impacts (Incorporating Parking Standards) (2018)  
Residential Extensions and Alterations (2017)  
Green Infrastructure (2017)

## 5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Waste Management have been consulted and have advised that the proposed area for the storage of waste and recycling has been noted and is acceptable.

The property will require the following for recycling and waste collections:

- Bespoke bags equivalent to 360L for general waste (up to 6 per fortnight)
- 2 x 25 litre kerbside caddy for food waste
- Green bags for mixed recycling (equivalent to 240 litres)

The storage of which must be sensitively integrated into the design.

Refuse storage, once implemented, must be retained for future use.

- 5.2 Traffic and Transportation have been consulted and have advised that no off street parking is presently provided and this will remain unchanged. They have also requested a condition be imposed which prevents occupiers (other than disabled persons) from applying for a parking permit.

With respect to cycle parking facilities ideally they would prefer for all of the spaces to be provided horizontally.

## 6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 South Wales Police have been consulted and have not commented on this planning application.

## 7. **REPRESENTATIONS**

- 7.1 Neighbours have been consulted. An objection has been received from the occupier of 89 Rhymney Street and 80 Coburn Street. A summary of the objections are as follows:

- An increase in anti-social behaviour due to the increase in HMO's';
- An increase in parking making it difficult for residents to find a parking space;
- There are already too many HMO's within the vicinity (approx. 75%);
- The negative impact on the adjoining neighbours;
- The use of the property will further exacerbate the unacceptable cumulative adverse impacts on the amenity of the area by virtue of a higher number of transient residents, less community cohesion, greater pressures placed upon the social, community and physical infrastructure.

- 7.2 An objection has also been received from Councillors Merry, Weaver and Mackie who advise the following:

*I am writing on behalf of myself, Cllr Mackie and Cllr Weaver to object to this planning application.*

*Firstly we believe the extension is overly large leaving the bare minimum of amenity space of 25.1 metre squared coming between five metres of the rear boundary and longer than the adjoining properties. Each part of the design is about maximising out the profit for the landlord not the comfort of tenants or the surrounding properties – dividing existing bedrooms, dividing the bathroom for two showers, squeezing part of the bike parking into the hall so that the amenity area can just reach the bare minimum. On a personal level I am deeply saddened that a landlord who has acquired so many properties in Cathays has shown such lack of concern for the area.*

*The argument put forward by the applicant is that we are going against our own LDP and allowing our SPG on HMO's to "make policy" and that it is about achieving a ban on further HMO's in Cathays through the back door. This is a misrepresentation of our LDP to argue it is essentially permissive – our LDP does recognise that there is a place for HMO's but clearly recognises the cumulative impact of too many within an area. The SPG for HMO's lies down guidelines for the standards expected, for example in terms of amenity space, but then also recognises the cumulative impact of too many HMO's in an area and gives guidance to interpret the policy laid down in the LDP.*

*Our evidence base about the cumulative impact of HMO's was very clear, as was the similar evidence base gathered by the Welsh Government when they changed planning rules and again the UK government went through a similar process. The impact of too many HMO's in an area are undeniable – waste issues, noise, and the breakdown of communities. Coburn Street has some long standing families who are in despair at seeing the stripping out of the last family homes in the area. In fact one of the families was told by a Cathays landlord that their intention was to buy up every single family home in the street.*

*I know there has been an argument by a planning inspector on another property that there are so many HMO's within the area that more makes no difference. That shows a complete misunderstanding of streets with a number of family homes in them – further conversions has an even greater impact than the addition of a HMO in a street with few of them. No one wants to be the last family left in a street so each further conversion means that the remaining residents reconsider their own position. It is the permanent residents who report the waste issues, the broken lamp post, the potholes and without them the street scene deteriorates further. They will provide information and support as students move in and out – when waste day is, where they get green bags. When the council put the evidence base together for the planning guidance it should not need to be constantly reiterated.*

*Anyone knows the issues we face in Cathays with waste and noise. It has been graphically illustrated over the last few weeks in newspaper articles. Recent planning decisions are also stoking local anger and are helping to break down community relations further as residents will publicly state that they believe they are being deliberately driven out – there has been arguments on social media and community WhatsApp groups. We are quite simply at breaking point as landlords constantly seek to max out their profits by fitting more tenants into*

*what were small, modest family homes. Under the Future Generations Act the council has a very clear legal duty to protect our communities and build up cohesive communities.*

*It is not the case that we don't know the impact of HMO's in an area – we do, and it is recognised too by the Welsh Government and the UK government. We also know that continuing to add to the density of the number of residents living in an area will inevitably cause more waste, noise issues – it is not debateable.*

*These are also some of the least green streets in Wales – there are no front gardens with the houses straight on to the street, no trees, and the loss of even more outdoor space in the rear gardens just increases pressure further. This is important for all residents, students and non-student, tenant of home owner – there is a benefit to everyone of being part of a community but you need a number of permanent residents to maintain it. Please don't undermine our own policy on HMO's and allow our communities to be weakened further*

- 7.3 A further objection has also been received from Councillors Merry, Weaver and Mackie

*Further to our previous objection to these two planning applications we would like to add additional information in the form of a recent appeal for 54 Bedford Street where the planning inspector stated the following:*

*“The prevalence of drawn curtains in ground floor front windows suggested a relatively high incidence of HMOs on Bedford Street, and I saw evidence of problems commonly associated with clusters of HMOs, including a notable amount of litter in places.”*

*“In short, my site observations corroborate the parties' statistics regarding the local prevalence of HMOs, and I saw nothing to refute the SPG's advice that the incidence of HMOs in the vicinity of the appeal site has passed a tipping point whereby its character and amenity may be adversely affected by further conversions of single family dwellings to HMOs.”*

*The planning inspector accepted the issues associated with too many HMO's within an area and as attention has previously been focussed on judgements where the inspector has ruled in a contrary fashion the judgement on the Bedford Street application seems relevant.*

## 8. **ANALYSIS**

- 8.1 This application seeks planning permission to convert the property into a six bedroom C4 HMO together with the demolition and rebuilding of the rear annex, a ground floor rear extension and a dormer roof extension. As Use Class C4 allows for tenanted living accommodation occupied by between three and six people, who are not related and who share one or more basic amenities as their only or main residence, the main issue for this application is the impact the change of use will have on the character of the area, the community and the living conditions of future occupiers of the property together.

8.2 **Policy Considerations** - In respect of the conversion of the property to C4 HMO Policy H5 of the adopted LDP is considered relevant. Further guidance can also be found in the adopted HMO SPG.

8.3 Policy H5 of the LDP is considered to be a prescriptive policy whereby as long as the relevant criteria is met there is unlikely to be any objection to such proposals. It advises that:

*“Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:*

- i. The property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.*
- ii. There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.*
- iii. The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.*
- iv. Does not have an adverse effect on local parking provision.”*

8.4 The approved Supplementary Planning Guidance on HMO's further expands on this Policy and aims to provide background information on, and provide a rationale for how the Council will assess applications for planning permission to create new C4 and *Sui Generis* HMOs. It aims to identify the threshold at which it is deemed that the concentration of HMOs in an area has reached a level considered to adversely impact upon the community. It is recognised that HMOs can provide an important source of housing and it is recognised that demographic change has driven many of the changes that have seen traditional family homes become HMOs. HMOs are a popular accommodation source for many groups, including students, young professionals, migrant workers and often people on lower incomes.

However, concentrations of HMOs clustered in small geographical areas can detract from the character of the area and actively contribute towards a number of perceived problems, including, but not limited to:

- Increased population density, leading to greater demand for infrastructure, such as waste collections and on-street parking.
- Higher proportion of transient residents, potentially leading to less community cohesion, undermining existing community facilities
- Areas of higher HMO concentrations becoming less popular with local residents, with many properties taken out of the owner-occupier market.
- A proliferation of properties vacant at certain points of the year
- Subsequent impact on crime, local centre viability, as a result of the number of properties temporarily vacant for long periods.

It is considered that this may conflict with policy KP13 of the LDP which aims to improve the quality of life for all.

Having identified some of the issues caused by HMOs the Council considered it was necessary to determine a threshold at which new HMOs may cause harm to a local area. This threshold will resist further HMOs in communities that already have a concentration above this limit, while also controlling the growth of HMOs in communities below this threshold. A two-tier threshold will therefore be applied to determine when an area has reached the point at which further HMOs would cause harm. In Cathays and Plasnewydd the figure of 20% is to be applied and in all other wards, the figure of 10% is to be applied.

This means that within Cathays or Plasnewydd, if more than 20% of the dwellings within a 50m radius of the proposed HMO are already established HMOs (i.e. either C4 or sui generis in Planning terms) then this development would be considered unacceptable. In other wards the figure would be 10%.

Having regard to the “cumulative impact” of such conversions in respect of this application, an analysis has been made on the extent of HMO’s (including those defined as such under Sections 254 to 259 of the Housing Act 2004) against the threshold limits identified above. As the application site is located within the Cathays Ward of Cardiff a 20% threshold limit will be relevant. There are 48 properties (including flats which are also classed as residential accommodation) within a 50m radius of the application site of which 33 are registered as HMO’s which equates to 69%. As this exceeds the 20% threshold then it is considered that the proposal would trigger the active consideration of negative cumulative impact consequences.

However, it should be noted that with such a large percentage of HMO’s within the area, it is considered that the character of the area is now primarily HMO’s. Criterion iii of Policy H5 states *“The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.”* If the character of the area is now considered to be HMO’s then this must surely be a key consideration. It should also be noted that 3 appeals in Coburn Street (13, 15 and 48) were recently allowed on appeal against the Councils refusal to grant planning permission to convert these properties from C3 residential dwellings into C4 HMO’s. An award of costs was also made against the Council in respect of two of these applications. In respect of cumulative impact it was found that within a 50m radius of the application sites; 13 Coburn Street was 78%, 15 Coburn Street was 78% and 48 Coburn Street was 74.5%. It should be noted that the Council has lost 20 of the 25 appeals against the conversion of properties into HMO’s with costs being awarded on 9 occasions on the basis that the Council’s decision was unreasonable.

In respect of cumulative impact generally where the appeals have been allowed the percentage figure has been circa 63% or higher. The Planning Inspectorate who processed the appeals have considered that in allowing appeals in higher density areas such use is an inherent feature of the area and additional development of this nature would have no adverse impacts.

The Council must give due consideration to the significant number of appeal



decisions in respect of the matter of cumulative impact and its effect upon the amenity and/or character of the area. Failure to do so would be improper and may ultimately result in increasing cases of the award of costs against the Council where appeals are allowed. In this instance taking into account the current cumulative impact of 69% and the recent planning appeal decisions which must form a material consideration it is considered that notwithstanding the guidance set out in the HMO SPG a refusal on Policy grounds where the density of HMO's exceeds 65% cannot be justified.

- 8.5 **Room Sizes** – The Cardiff HMO Licensing Fire & Safety Standards (updated in 2014) sets standards in terms of amenity, space standards and facilities which must be adhered to in order to obtain a License from the Council. From a planning perspective, paragraph 6.1.1 of the adopted HMO SPG identifies that this would be the minimum that would be expected to be achieved for all applications for both C4 HMO's and larger sui generis HMO's. Having had regard to this criteria the submitted plans indicate that these standards would be met.
- 8.6 **Waste** – Policy W2 of the Cardiff Local Development Plan seeks to ensure that adequate provision is made for waste management facilities within new developments, in order to aid the Council in meeting the challenging waste recycling targets set by European and National targets. Facilities provided should be secure, unobtrusive and easily assessable.

The adopted Waste Collection and Storage Facilities SPG supplements policies adopted in the LDP relating to the provision of waste management facilities in new development. Paragraph 4.12 of the approved SPG on Waste Collection and Storage Facilities advises that for HMO's the recommended bin allocation for between 6 & 8 residents is as follows :-

*1 x 240L bin for general waste*  
*1 x 240L bin for garden waste (if required)*  
*2 x 25L bins for food waste*  
*Green bags for recycling.*

Details of waste provision have been submitted as part of this application. Waste Management have confirmed that the submitted details are acceptable and condition 4 has been imposed accordingly.

- 8.7 **Transportation** – Policy KP8 of the LDP seeks to reduce travel demand and dependence on the car. It identifies that to accommodate the planned growth levels predicted for the city, existing and future residents will need to be far less reliant on the private car and seeks to ensure that more everyday journeys are undertaken by sustainable modes of transport. Policy T5 of the LDP also identifies that all new development for which planning permission is required will contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives of the LDP.

The creation of a HMO in this sustainable location is considered to fundamentally accord with the principles of sustainable design, locating places

to live within walking distance of local amenities, public transport links and places of work. It would therefore intrinsically accord with the principles of sustainable transport and the promotion of a 50/50 modal split, as promoted by Policy KP8, as occupiers would not be reliant upon the private car as a mode of transport. The creation of bicycle parking spaces for occupiers of dwellings is considered an essential element in promoting sustainability and achieving the modal split. The Managing Transport Impacts (Incorporating Parking Standards) (2018) SPG identifies that a C4 HMO will require a minimum of 1 cycle parking space per bedroom. As the proposal is for a 6 bedroom HMO then 6 cycle parking spaces will be required.

In respect of cycle parking the applicant has submitted details showing the provision of 6 undercover and secure cycle parking spaces. 3 are to be provided vertically in the hallway and 3 are to be provided horizontally within the rear garden. Whilst it is noted that only 50% of the cycle spaces to be provided are horizontal it is considered that it would not be feasible to have 100% horizontal cycle parking spaces in this instance without compromising the internal layout and the level of accommodation provided. The spaces provided are therefore considered acceptable and condition 3 has been imposed accordingly.

In respect of car parking the Managing Transport Impacts (Incorporating Parking Standards) (2018) SPG identifies that a C4 HMO will require between zero and one off street car parking space to be policy compliant. The application does not propose any off street car parking spaces which is in accordance with the aims and objectives of both the LDP and SPG in seeking to reduce dependence on the private motor vehicle.

- 8.8 **Amenity Space** – Criterion i) of Policy H5 of the LDP advises that planning permission will be granted where *“The property is of a size whereby the ...external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.”* This is further reinforced by the HMO SPG which advises that amenity space is important in retaining a quality of life for people living within the dwelling. Paragraph 6.3.2 of the SPG states *“The City of Cardiff Council has typically used the figure of 25m<sup>2</sup> as the minimum expected external useable amenity space for C3 dwellings, i.e. for those dwellings up to 6 persons. This level should also apply to C4 properties. Each additional person would be expected to have 2.5m<sup>2</sup>. As such, for example, the minimum expected for a 7 bed HMO would be 27.5m<sup>2</sup> of external amenity space. Each additional person should result in a corresponding increase of 2.5m<sup>2</sup>. Useable amenity space is considered to be at least 1.4m wide, enabling storage and access.”*

In respect of amenity space as the application seeks permission for to change the use of the property to a C4 HMO then 25 square metres will be required. Having undertaken an assessment of the property a private rear amenity space of approximately 25 square metres will be available for occupiers to use in addition to provision for bin and cycle storage facilities. As the minimum amenity space requirement as specified in the HMO SPG will be 25 square metres the proposal is therefore considered acceptable when considered

against the HMO SPG.

- 8.9 **Rebuilding rear annex and proposed ground floor rear extension** – The rebuilding of the rear annex will be no bigger than that which exists already and is acceptable. In respect of the ground floor rear extension, which is approximately 3.5m in length, this is also considered acceptable in regards to its scale and design and will provide a subservient addition to the dwelling. It will also provide for a better internal living arrangement for future occupiers. It is not considered that the ground floor extension will result in any undue overlooking and will not reduce the size of the rear garden to such an extent that it will be unusable. It should also be noted that an extension of 4m in length in and no wider than the rear annex in this location would be Permitted Development and would not require the benefit of planning permission.
- 8.10 **Rear dormer roof extension** – The dormer is to be set up the roof slope and finished in hanging slate to match the existing roof covering in line with advice contained within the Residential Extensions and Alterations SPG. It should also be noted that a dormer of this size could presently be built using existing Permitted Development rights and did not therefore have to be included in this planning application.
- 8.11 **Objections** – In respect of the objections the following should be noted:

Anti-social behaviour – This would be a matter for the Police or the Noise Pollution Section of Share Regulatory Services to deal with;

Increase in parking demands – This is covered in 8.7 of this report;

There are already too many HMO's in the vicinity – This is covered in paragraphs 8.2 - 8.4 of this report;

Increase in cumulative impact - This is covered in paragraphs 8.2 - 8.4 of this report;

Size of amenity space – The amenity space meets with the minimum size of 25 sq metres as per the HMO SPG;

Appeal decisions – The comment in respect of 54 Bedford Street is noted. However in this instance the threshold was 27%. The Planning Inspector who considered the appeal advised “The appellant estimates the current proportion of HMOs within 50m of the appeal site as being 23.8%, against the Council's estimate of 27%. Both evidently exceed the threshold, but not to such an extent that HMOs have become the dominant form of housing in the immediate area.” In this instance the threshold is 69%.

## 9. **OTHER CONSIDERATIONS**

- 9.1 **Crime and Disorder Act 1998** – Section 17(1) of the Crime and Disorder Act 1998 imposes duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

- 9.2 **Equality Act 2010** – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 9.3 **Well-Being of Future Generations Act 2015** – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

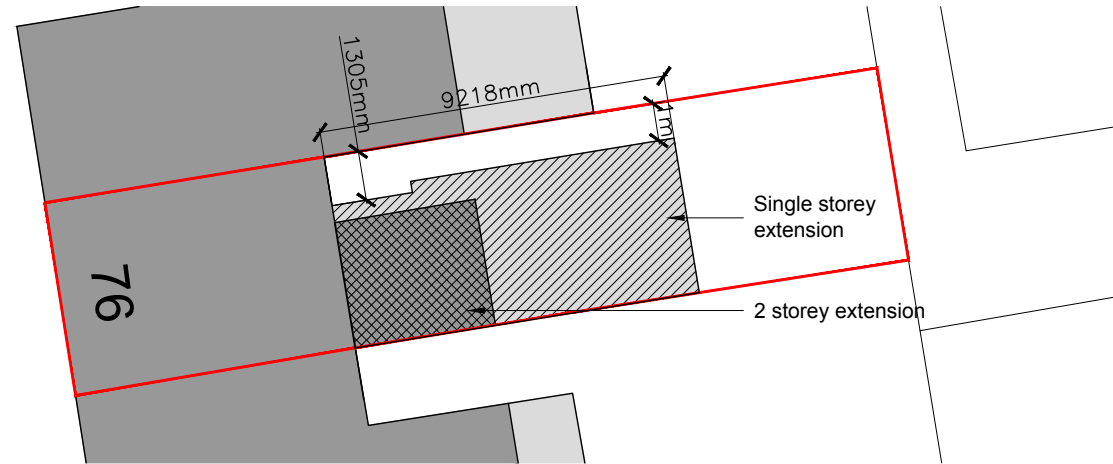
## 10. **RECOMMENDATION**

- 10.1 The Council is mindful of the current climate with respect to the amount of HMO’s within the City and that there are concerns that a proliferation of such uses can undermine the character of an area to the detriment of local residents.

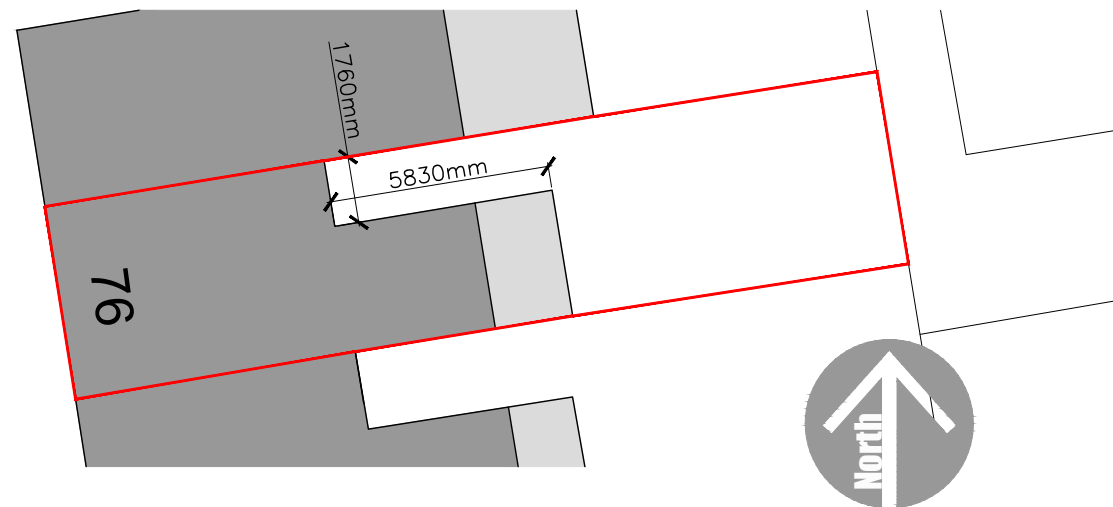
In respect of this application it should be noted that the Courts have identified the importance of consistent decision-making and that previous appeal decisions are therefore a material planning consideration. In light of this and the fact that there is a high percentage of HMO’s within the vicinity (69% of properties within a 50m radius of the application site are registered HMO’s) the Council is satisfied that the proposal complies with Policy H5 of the Cardiff Local Development Plan 2026-2026 and advice contained within the HMO’s Supplementary Planning Guidance as mentioned previously in this report.

Having taken all of the relevant factors into consideration it is concluded that in this particular instance there are no grounds to justify a refusal of this application and it is therefore recommended that planning permission be granted, subject to conditions.

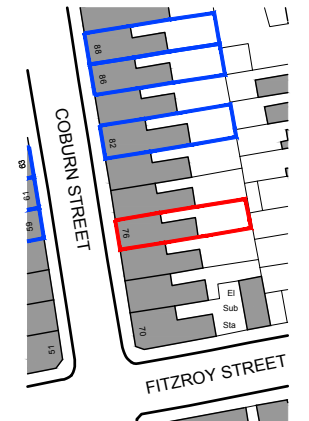
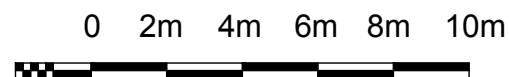
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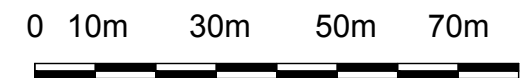
**Proposed Site Plan**  
 scale 1:200



**Existing Site Plan**  
 scale 1:200



**Location Plan**  
 scale 1:1250



REV A 18.05.21  
 Cut back extension by 350mm

**RIBA**  **arb**  
 Chartered Practice

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 MR J WINTER

Location:  
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Project:  
 SITE PLANS

Drawn: AM Checked: Date: APR 21

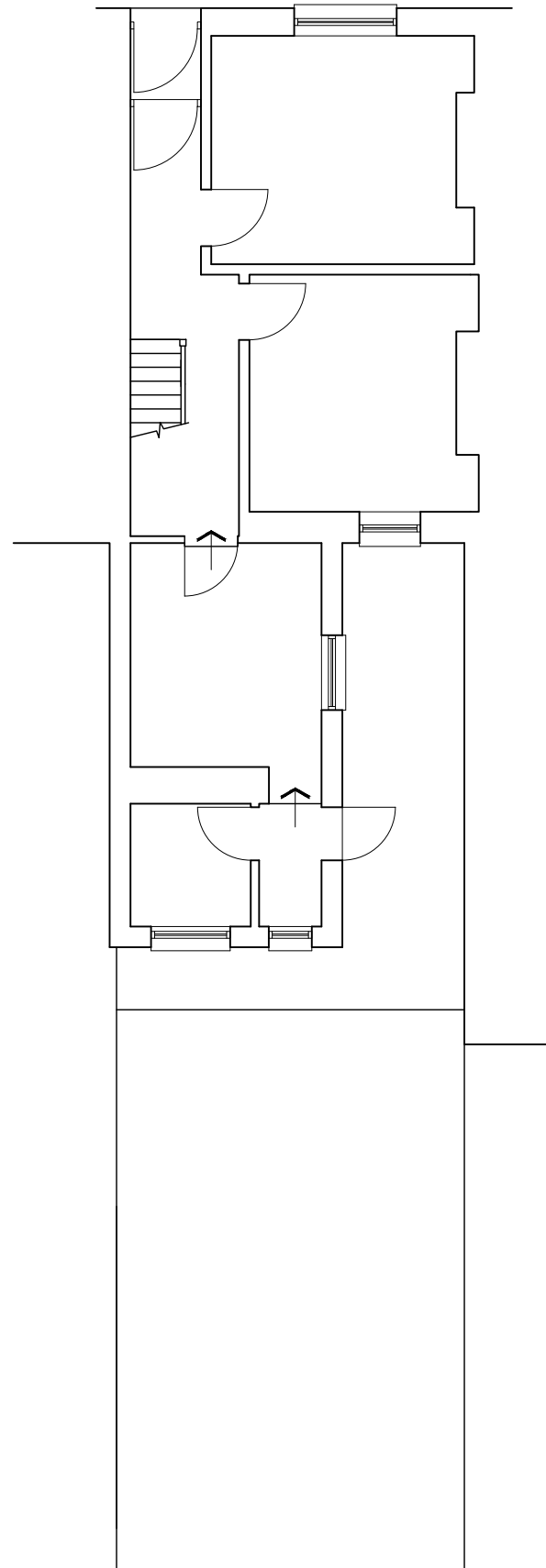
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Drawing No: D0518339-76COB-EX03

Revision: **A**

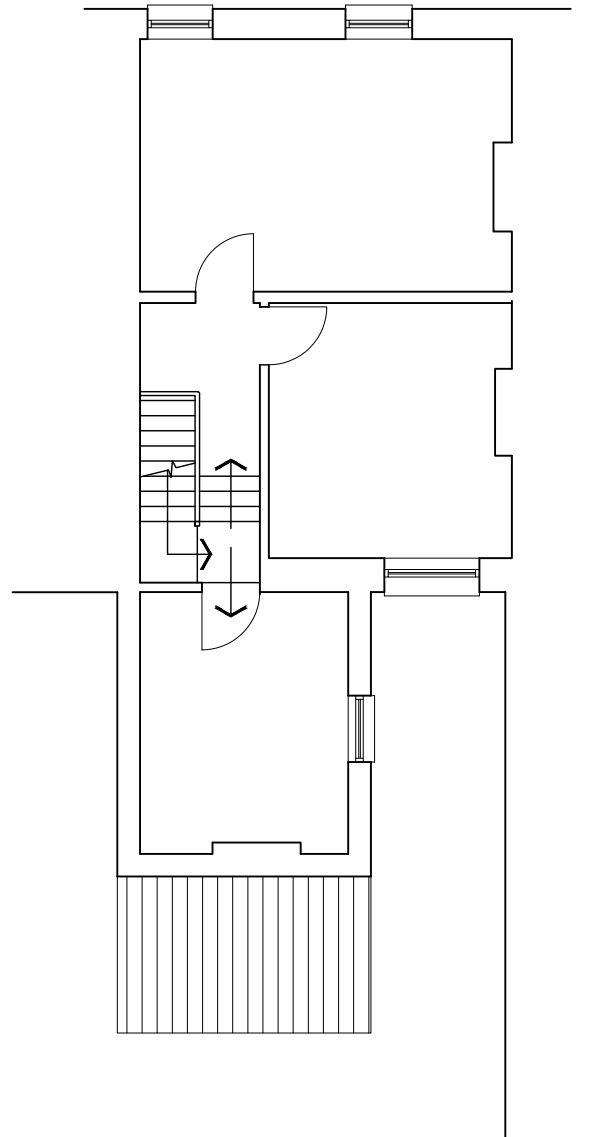
# Existing Ground Floor

scale 1:100



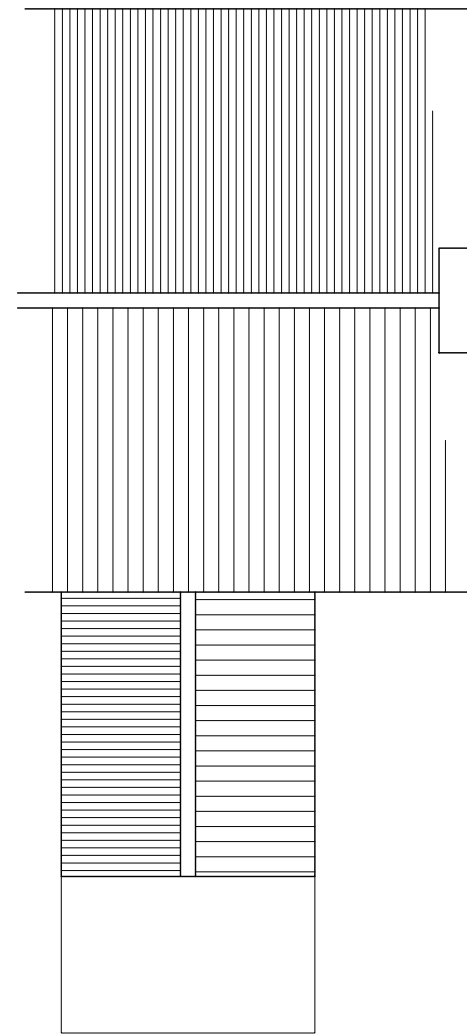
# Existing First Floor

scale 1:100



# Existing Roof Plan

scale 1:100



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0 1m 2m 3m 4m 5m



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Client:  
**MR J WINTER**

Location:  
**76 COBURN STREET  
CARDIFF  
WALES  
CF24 4BT**

Project:  
**PROPOSED  
PLANS**

Drawn: AM Checked: Date: APR 21

Scale: 1:100 Drawing Size: A3

Drawing No: D0518339-76COB-EX01

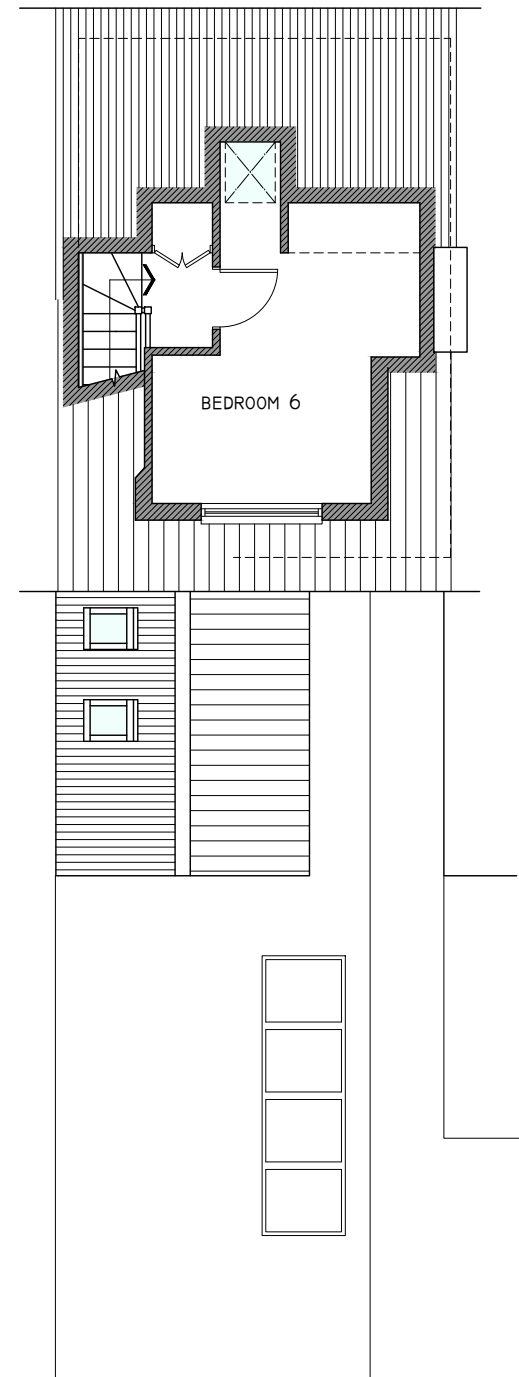
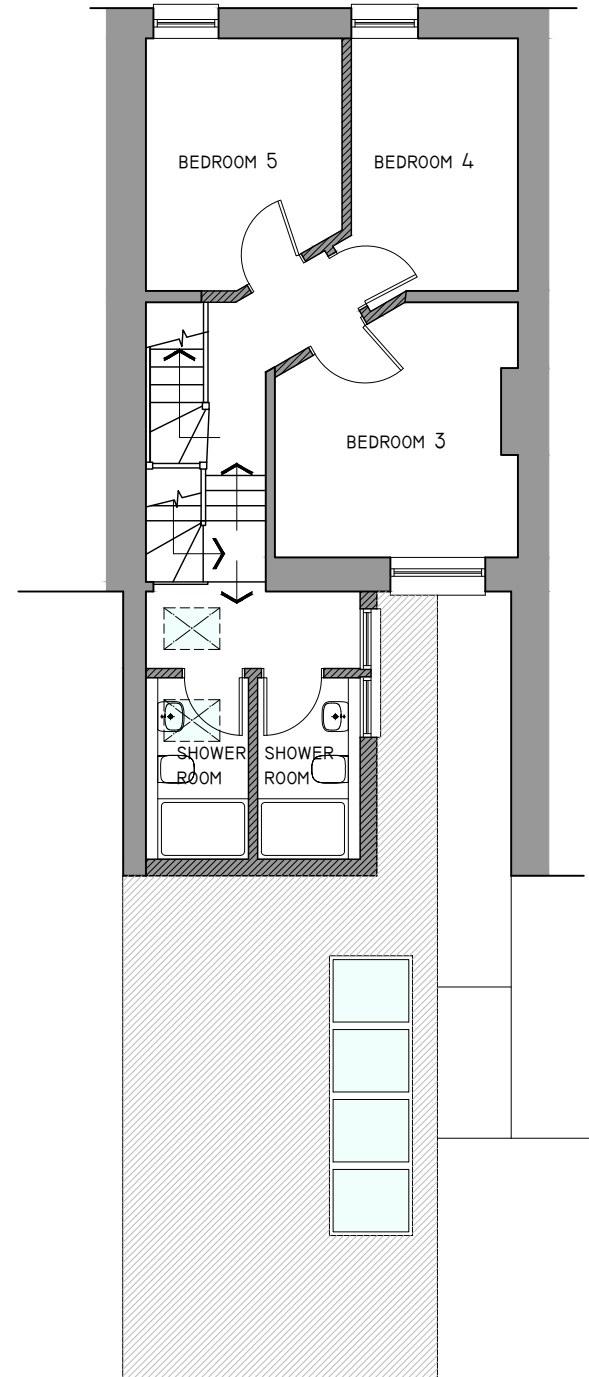
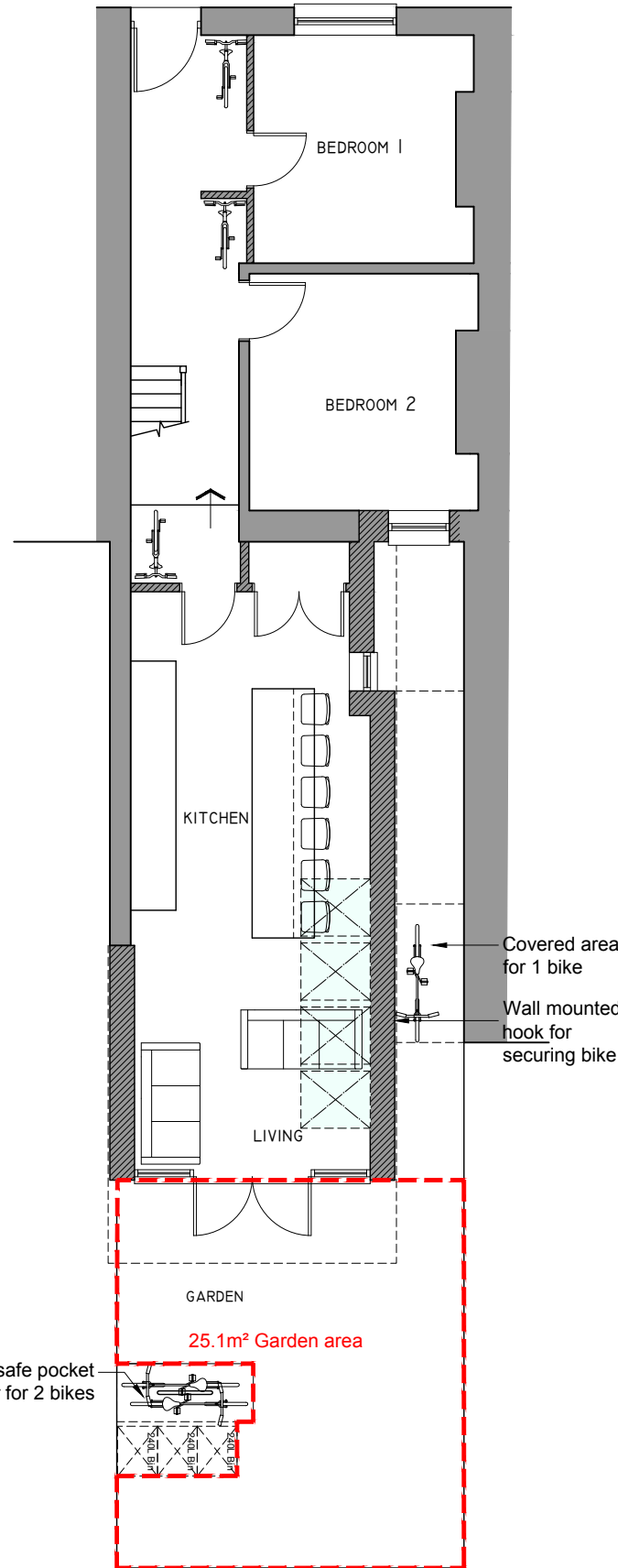
Revision: -

**Proposed Ground Floor**  
scale 1:100

**Proposed First Floor**  
scale 1:100

**Proposed Second Floor Plan**  
scale 1:100

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Do not scale from this drawing for construction purposes.  
All levels and dimensions are approximate



PedalPro Large Wall Mount Bike Handlebar Hook 1 or 2 number.  
Approved method of hanging bike on walls from application 20/00130/MNR

REV A 18.05.21  
Addition of bike stand and cut back extension by 350mm  
REV B 16.07.21  
Addition of bike hook detail

**RIBA** **arb**  
Chartered Practice

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Drawn: AM Checked: Date: APR 21

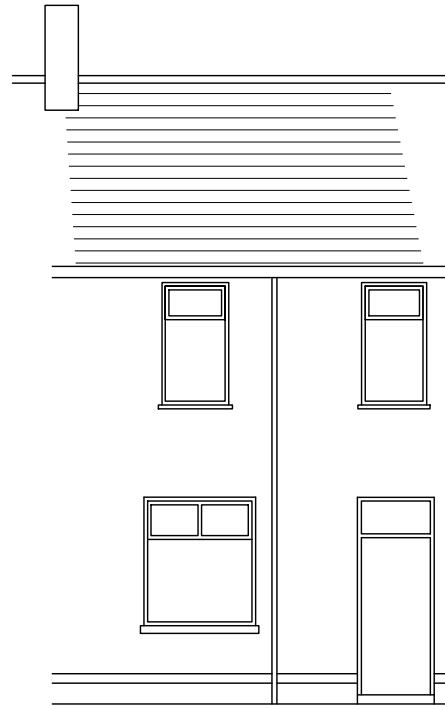
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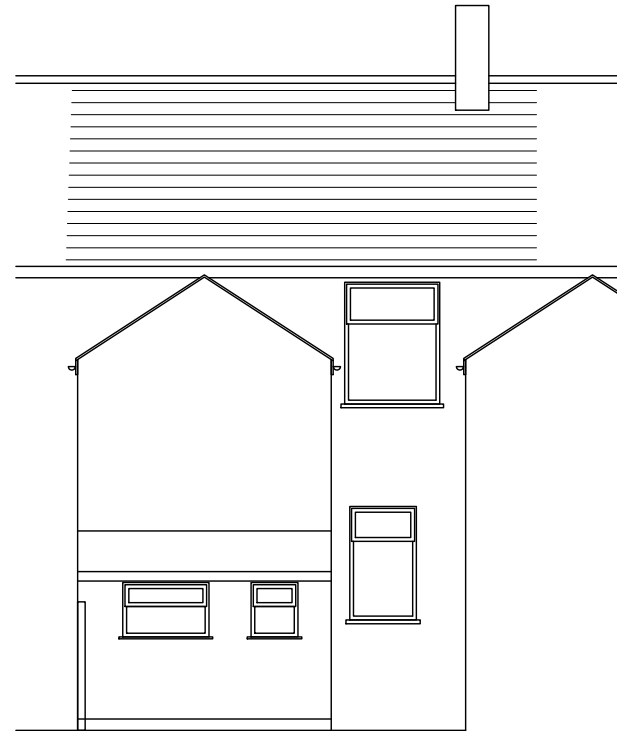
Revision: **B**

0 1m 2m 3m 4m 5m

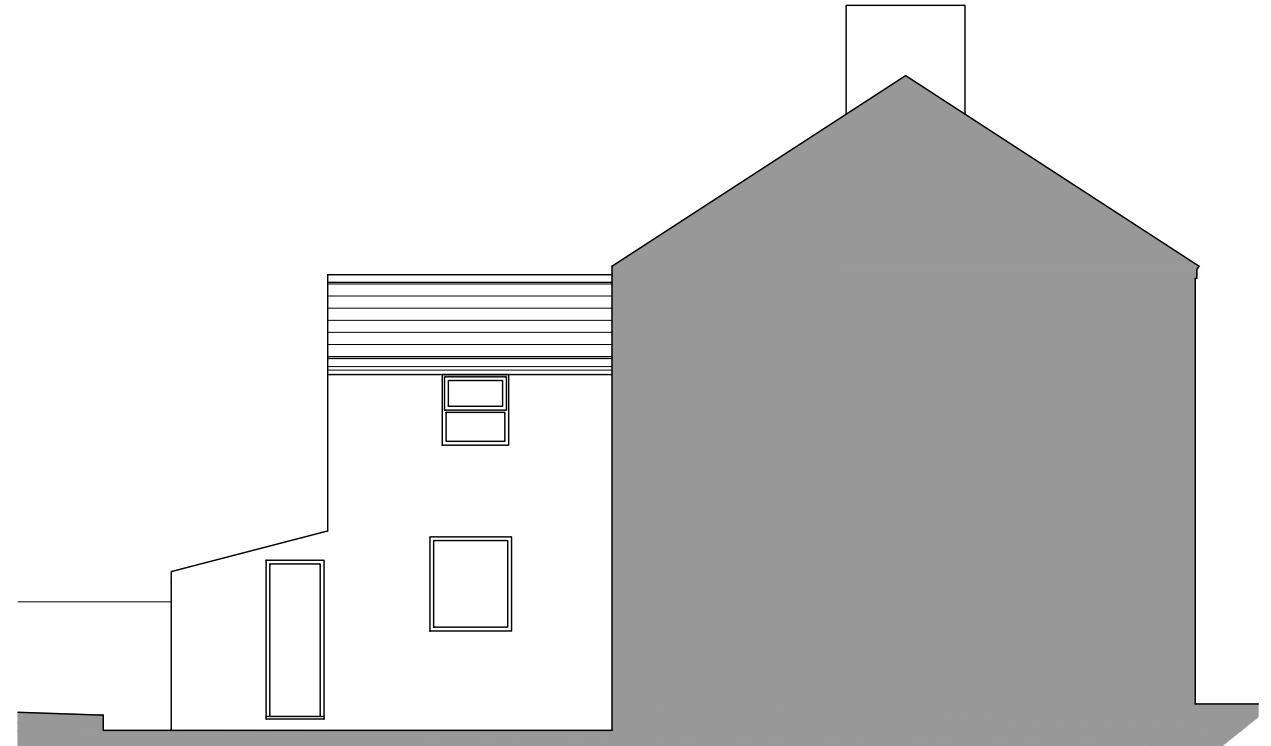




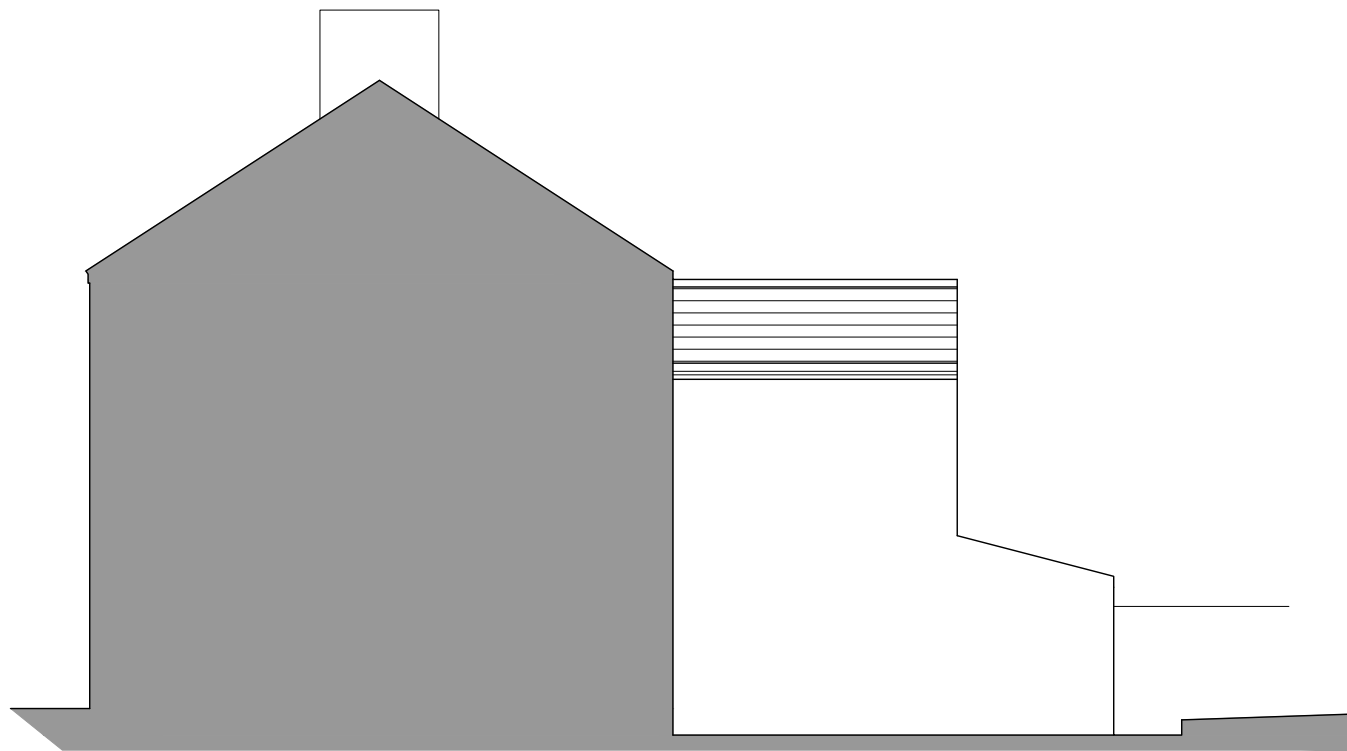
**Existing Front Elevation**  
scale 1:100



**Existing Rear Elevation**  
scale 1:100



**Existing Side Elevation**  
scale 1:100



**Existing Side Elevation**  
scale 1:100

0 1m 2m 3m 4m 5m



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**RIBA**  **arb**

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Project:  
**PROPOSED  
SECTIONS AND ELEVATIONS**

Drawn: AM Checked: Date: APR 21

Scale: 1:100 Drawing Size: A3

Drawing No: D0518339-76COB-EX02

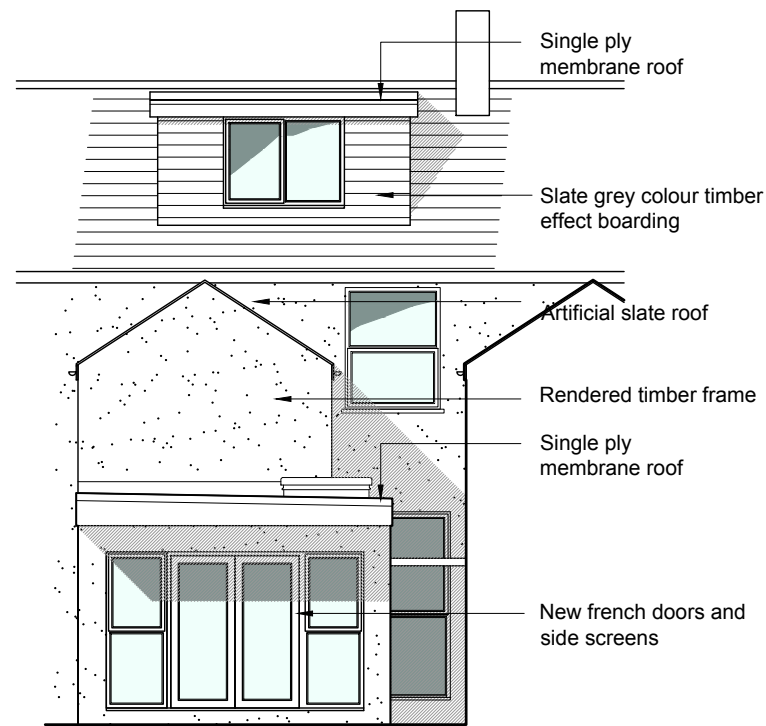
Revision: -





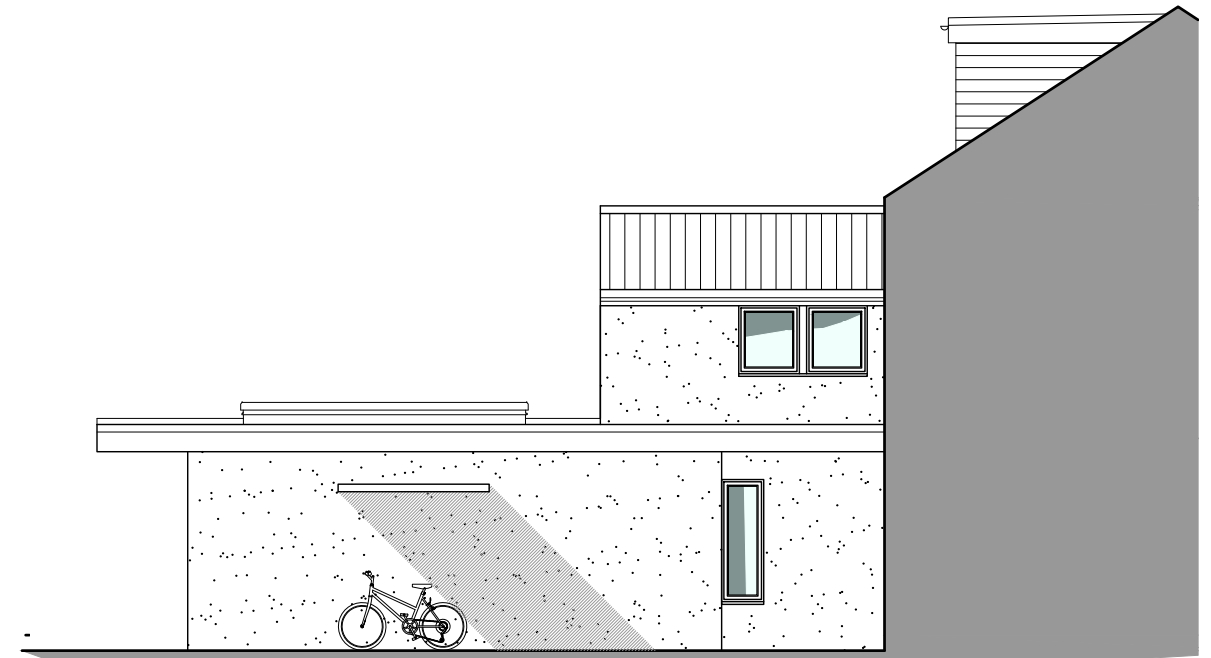
**Proposed Front Elevation**

scale 1:100



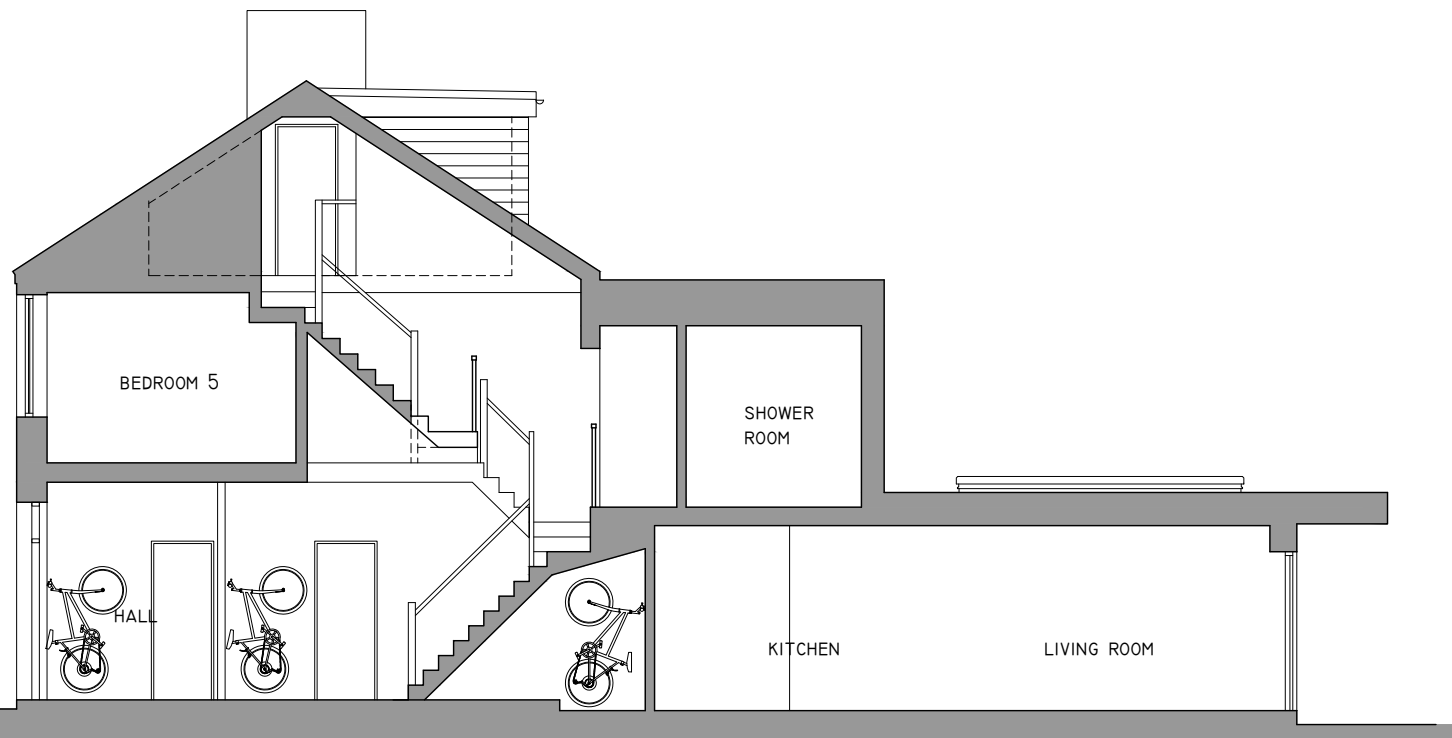
**Proposed Rear Elevation**

scale 1:100



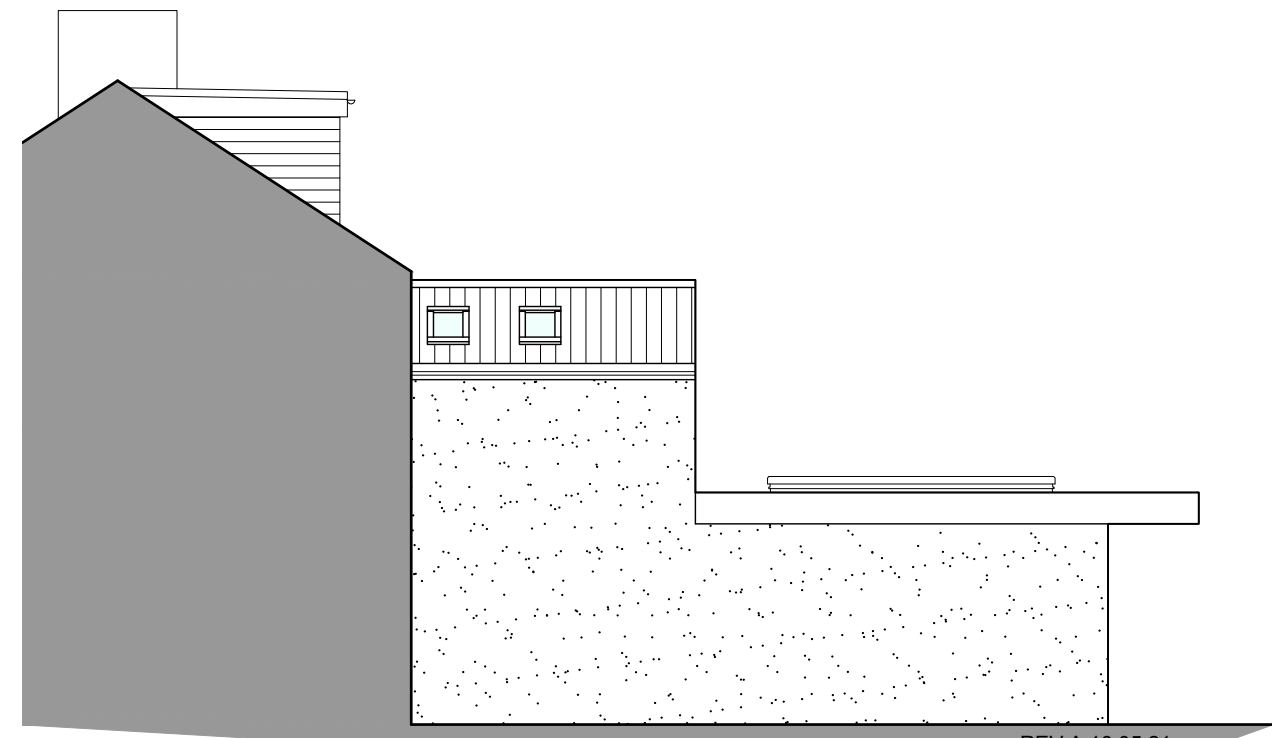
**Proposed Side Elevation**

scale 1:100



**Proposed Section**

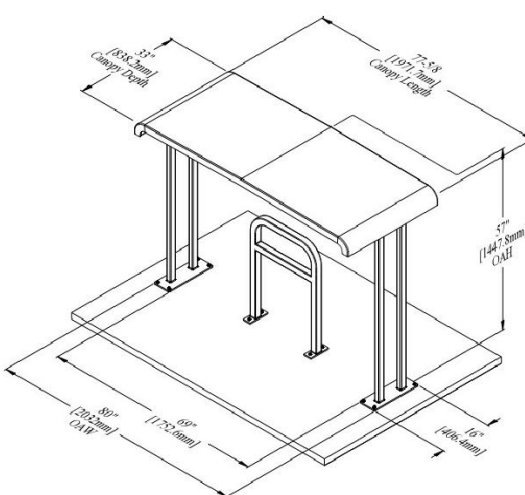
scale 1:100



**Proposed Side Elevation**

scale 1:100

REV A 18.05.21  
Addition of bike stand and cut back extension by 350mm



0 1m 2m 3m 4m 5m



**RIBA** **arb**  
Chartered Practice

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Scale: 1:100 Drawing Size: A3

Drawing No: D0518339-76COB-L02

Revision: **A**