

## LOCAL MEMBER OBJECTION

COMMITTEE DATE: 28/07/2021

APPLICATION No. **21/00644/MNR** APPLICATION DATE: 16/03/2021

ED: **CATHAYS**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Winter

LOCATION: 82 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 out in accordance with the following approved plans:
  - 1120464 –L01 Rev D – Proposed Plan
  - 1120464- L02 Rev D – Proposed Sections and Elevations
  - 1120464- L03 Rev B – Site and Location Plan

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 occupation of the C4 House of Multiple Occupation hereby approved, the areas indicated as being allocated for bin storage shall be provided to accommodate general waste, recycling and food waste as shown on the approved plans. These areas shall be retained for the storage of refuse thereafter.

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

amenities of the area in accordance with Policy W2 of the Local Development Plan.

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 80 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 2:** 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 applicants' ownership.

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

- 1.1 This application seeks planning permission to convert the property from a C3 Dwellinghouse to a C4 House of Multiple Occupation. 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 rear 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 bedroom a kitchen/living area on the ground floor; three bedrooms and two shower rooms on the first floor and a bedroom in the converted roof-space.
- 1.3 Externally a private amenity space of approximately 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, including the construction of an amended single storey rear extension, approx. 3.4 long, 4.1m wide and 3m high with a flat roof. The proposed rear dormer is to 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 terraced property located within a street of terraced properties within the Cathays Ward of Cardiff. The lawful use of the property is a C3 residential dwelling.
- 2.2 The site is not within a Conservation Area or area of Flood Risk

## **3. PLANNING HISTORY**

- 3.1 20/2265/DCH – Single storey rear extension, demolition and rebuild of existing first floor extension and rear dormer roof extension. Withdrawn
- 3.2 20/00130/MNR – Conversion of 3 bedroom house into 2 self-contained flats, demolition and reconstruction of existing rear extensions. Approved
- 3.3 19/02518/MNR – Conversion of 3 bedroom house into 2 self-contained flats, demolition and reconstruction of existing rear extension. Refused.

## **4. POLICIES OF PARTICULAR RELEVANCE**

- 4.1 The site lies within a residential area as defined by the proposals map of the Cardiff Local Development Plan 2006-2026.
- 4.2 Relevant National Planning Guidance:

Future Wales: The National Plan 2040 (2021)  
Planning Policy Wales (11<sup>th</sup> Ed, 2021)  
Planning Policy Wales TAN 11: Noise  
Planning Policy Wales TAN 12: Design  
Planning Policy Wales TAN 21: Waste

- 4.3.1 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

#### 4.4 Relevant Supplementary Planning Guidance:

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

### 5. **INTERNAL CONSULTEE RESPONSES**

5.1 The Operational Manager (Transportation), no objections to amended proposal. The provision of internal cycle storage as shown is considered acceptable in the circumstances.

5.2 The Operational Manager, Waste Management, have advised;

The proposed storage area at the rear of the property has been noted and is acceptable.

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

- Bespoke bags equivalent to 240L for general waste (4 bags)
- 1 x 25 litre kerbside caddy for food waste
- Green bags for mixed recycling

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

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

### 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 notified, one email has been received from the occupier of 80 Coburn Street, objecting for the below summarised reasons;

- i) Loss of light
- ii) Loss of privacy
- iii) Inadequate access within property for people with disabilities
- iv) Some cycle storage is internal against the guidance within the SPG
- v) Parking problems
- vi) Number of HMO's within a 50m radius exceeds the 20% limit stated within the SPG as having a number of impacts on area including; loss of character, reduction in environmental quality, noise increase, anti-social behavior, pressure on car parking, pressure on local services, loss of standard of living.

7.2.1 Cllrs Mackie, Merry and Weaver, object for the following reasons;

- i) That it goes against our policy laid out in our SPG on HMO's of controlling HMO's due to the impact of an over concentration in an area. The arguments on this have been well rehearsed and are laid down as evidence base in research by the Welsh Government and by the council.
- ii) That the extension is unneighbourly and will impact on the amenity of the adjoining properties due to the size and width of the extension, including its proximity to the boundary wall. There is clear tunneling on the rear ground floor room too of the property itself which will have a very poor outlook, compounded by the bike storage. We would argue that this would breach KP5 of the LDP in terms of quality accommodation and the guidance on outlook in our guidance for HMO's. The landlord has argued that because a conversion for flats was allowed the application should prove non-controversial but there is clearly separate guidance for HMO's and flats. Previous judgements have also showed the inspector placing a higher priority on outlook for bedrooms for HMO's than flats as in a HMO they generally also operate as a living room as it is the only private space for a resident. An application for a HMO on May Street was turned down on outlook we believe.
- iii) We also believe that the bike storage does not meet the required standards. Firstly some of the provision is using wall mounted racks. We are clear that bike parking should be provided for each bedroom – provision that not all tenants could use is not acceptable. It requires a degree of physical strength to use a rack like this and we also believe that if the council accepts these as sufficient then we may also be breaching equality laws. 6.5.2 of our spg on HMO's is clear that storage should be external and not in communal halls. Three of the bike storage places are also provided at the side of the property in the narrow return. We do not believe that this is acceptable as it would not be possible for the bikes to be accessed independently – the bike storage clearly has to be appropriate and usable to be in line with our guidance. If I have read the plans correctly the return is only a metre wide therefore for anyone to access a bike other than the closest one they would have to manoeuvre one bike past another. The ideal width of handlebars for a road bike is 36-48 centimeters whereas a mountain bike is around 74 cm and a hybrid bike between the two. While accepting handlebars might be angled round this would impact on the alignment of the wheels – I do not accept that an individual, who would also need room to pass down the return, could easily, if at all, access any bike but the closest one. If we accept substandard bike storage our spg becomes redundant if the storage cannot actually be used by the tenants.

7.2.2 Jo Stevens, Member of Parliament, objects for the following reasons;

- i) The use of the property as a House in Multiple Occupation will further

exacerbate the unacceptable cumulative adverse impacts on the amenities of the area by:

- contributing to a higher number of transient residents leading towards less community cohesion and undermining the objectives of securing a sustainable mixed use community, contrary to Policy KP5 (Good Quality and Sustainable Design) and H5 (Sub-Division or Conversion of Residential Properties of the Cardiff Local Development Plan (2006-2016) and the Houses in Multiple Occupation Supplementary Planning Guidance (2016);
  - contributing to a higher portion of transient residents leading to an increase of cumulative demand on social, community and physical infrastructure, contrary to Policy KP5 (Good Quality and Sustainable Design) and H5 (Sub-Division or Conversion of Residential Properties of the Cardiff Local Development Plan (2006- 2016) and the Houses in Multiple Occupation Supplementary Planning Guidance (2016).
- ii) The use of the property as a House in Multiple Occupation will further exacerbate the negative impacts caused by Houses in Multiple Occupation in respect of crime and anti-social behaviour, contrary to Policy H5 (Sub-Division or Conversion of Residential Properties of the Cardiff Local Development Plan (2006-2016) and the Houses in Multiple Occupation Supplementary Planning Guidance (2016).

## 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 a 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 49 properties (including flats which are also classed as residential accommodation) within a 50m radius of the application site of which 37 are registered as HMO's which equates to approximately 75%. 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 Council's 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%. In total 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 7.4 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 120L 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 and are considered acceptable (see condition 4).

- 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 25.1 square metres will be available for occupiers to use (additional to the external provision for bin and cycle storage facilities). As the minimum amenity space requirement as specified in the HMO SPG is 25 square metres the proposal is therefore considered acceptable in respect of amenity space provision, when considered against the requirements of 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 4.5m 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 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 In regard to the objections from neighbours received, would comment as follows:

- i) It is not considered that the proposal would have a prejudicial impact upon light to adjacent properties.
- ii) It is not considered that the proposal would have a prejudicial impact upon privacy subject to condition 6.
- iii) The proposed alterations would have to comply with all the relevant disabled access legislation in regard to this type of development.
- iv+v) The Operational Manager, Transportation raises no objections to the proposal and advises the amended cycle storage details are considered acceptable.
- vii) Officers have considered the cumulative impacts of the proposal having regard to Local and National Planning Policy and recent planning appeal decisions (see para 8.4).

8.12 In regard to the objections received from the Ward Councillors, would comment as follows:

- i) In regard to the cumulative impacts of the proposal, it is noted the density of HMOs in the area is 75% and noting previous appeal decisions in regard to similar developments in the area, it is considered in this regard that the proposal be recommended for approval (See para 8.4).
- ii) It considered that the proposed ground floor bedroom would have sufficient daylight available to it and is considered acceptable, noting that other similar proposal for bedrooms have been granted. Would also note that there are other similar extensions within the surrounding area (including no. 84 Coburn Street) and that the dormer could be constructed under permitted development rights. See paras 8.9 + 8.10 above.
- iii) In regard to Cycle storage, the OM, Transportation raises no objections to the proposal. There is considered to be sufficient space within the property to install the cycles and to be able manoeuvre around comfortably. Note that internal cycle storage has been accepted previously on similar developments.

## 9. **OTHER CONSIDERATIONS**

### **Crime and Disorder Act 1998**

Section 17(1) of the Crime and Disorder Act 1998 imposes a 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 given due consideration in the determination 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.

### **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.  
Having due regard to advancing equality involves:

Removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these differ from the need of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. This duty 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.

### **Wellbeing of Future Generations (Wales) 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**

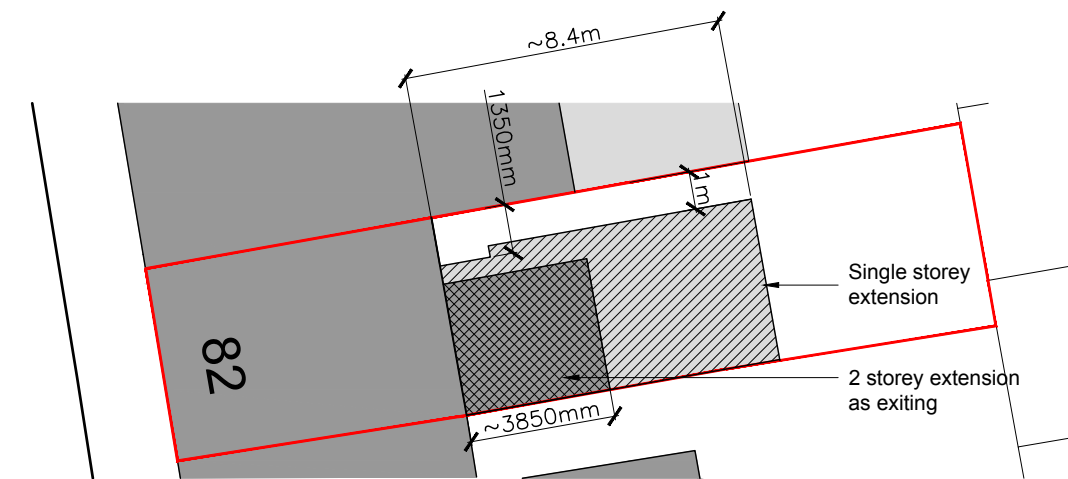
The Council is mindful of the current climate with respect to the amount of HMO's within the City and that there are concerns that a proliferation of such uses can undermine the character of an area to the detriment of local residents.

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 (75% 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.

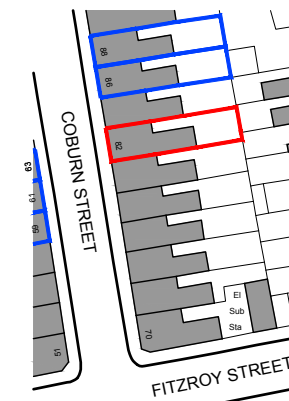
Having taken all of the relevant factors into consideration it is concluded that in this particular instance there are insufficient grounds to refuse this application and it is therefore recommended that planning permission be granted, subject to conditions.

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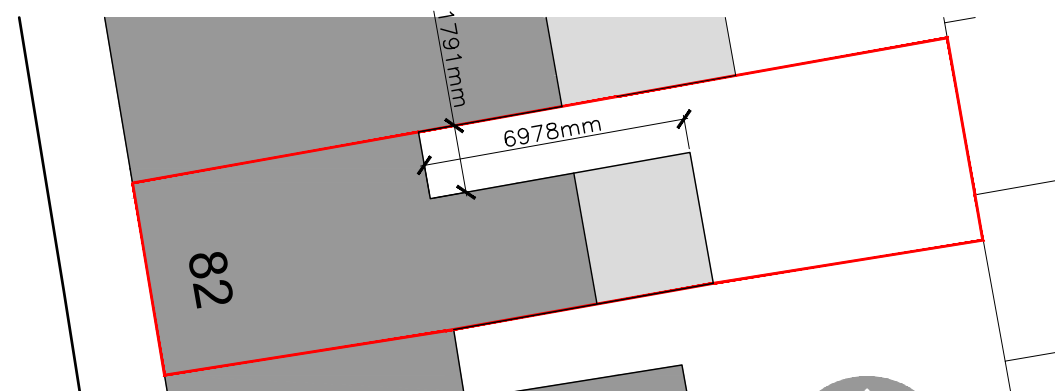
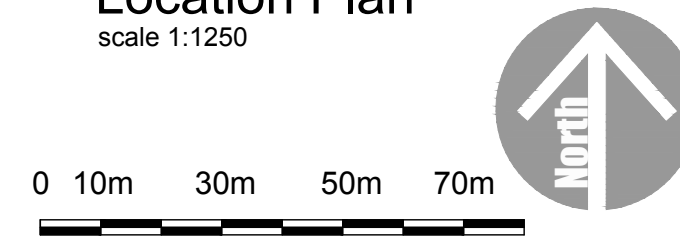
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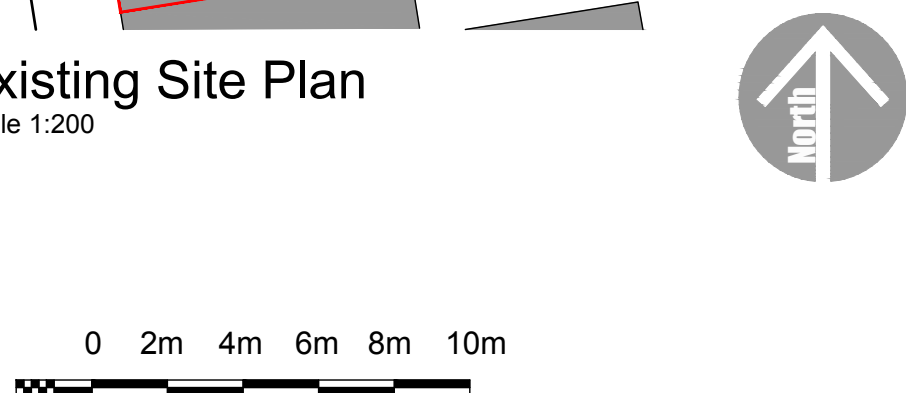
**Proposed Site Plan**  
scale 1:200



**Location Plan**  
scale 1:1250



**Existing Site Plan**  
scale 1:200



REV A 26.02.20  
Revised layout to accommodate bins and bike storage  
REV B 28.04.21  
Revised proposed site plan to match plans

**RIBA**  **arb**

Chartered Practice

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Project:  
SITE AND LOCATION  
PLANS

Drawn: AM Checked: Date: NOV 20

Scale: AS SHOWN Drawing Size: A3

Drawing No: 1120464-L03

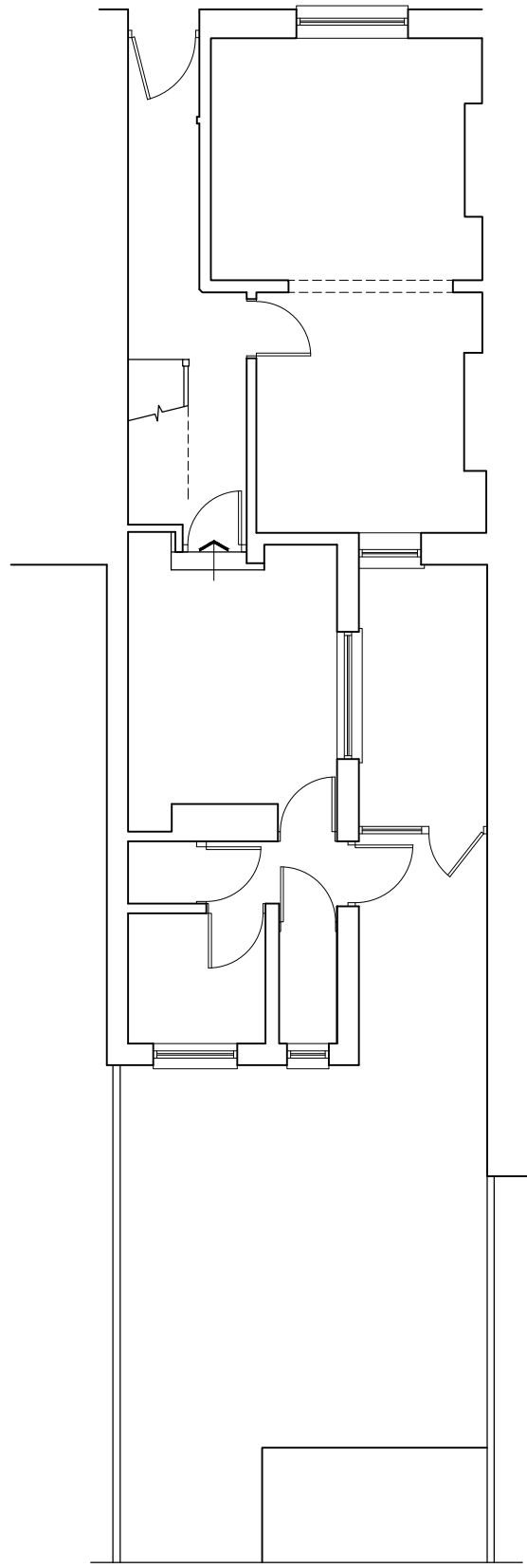
Revision: **B**

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# Existing Ground Floor

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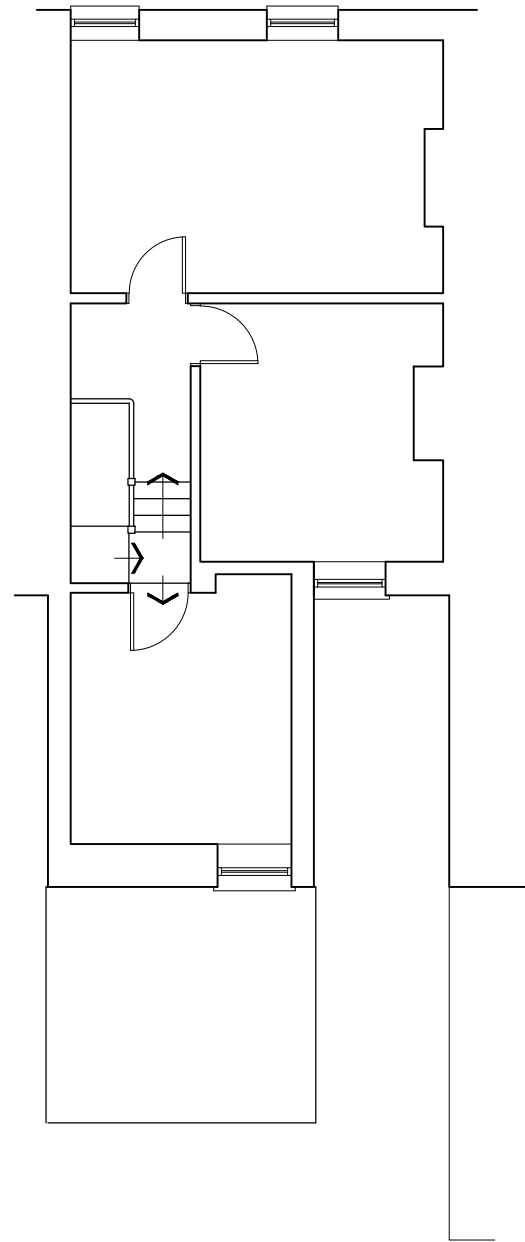


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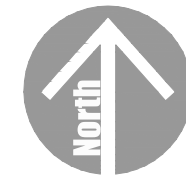
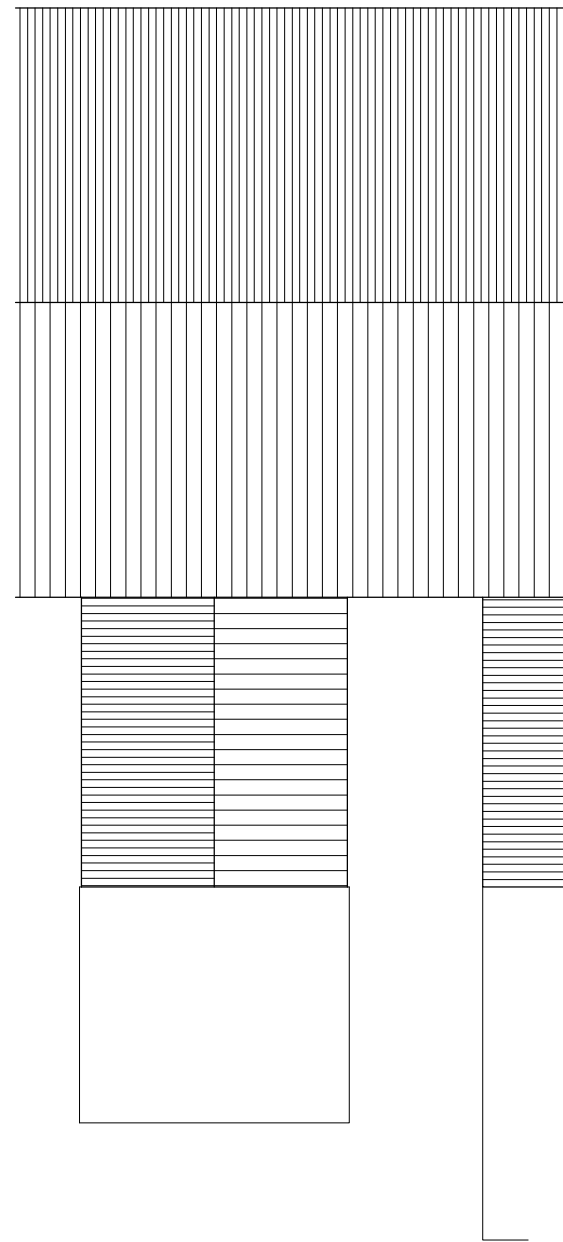
# Existing First Floor

scale 1:100



# Existing Roof Plan

scale 1:100



# Location Plan

scale 1:1250

0 10m 20m 30m 40m 50m



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STEVE JACKSON DESIGN LIMITED

SUITE 32 | PHILPOT HOUSE | STATION ROAD | RAYLEIGH | ESSEX | SS6 7HH  
T: (01268) 745 069 E: STEVE@STEVEJACKSONDESIGN.CO.UK

Client  
MR J WINTER

Location:  
82 COBURN STREET  
CARDIFF  
WALES  
CF24 4BT

Project:  
EXISTING  
PLANS

Drawn: AM Checked: Date: SEP 19

Scale: 1:100 Drawing Size: A3

Drawing No: D0518339-82COB-EX01

Revision: -

# Proposed Ground Floor

scale 1:100

# Proposed First Floor

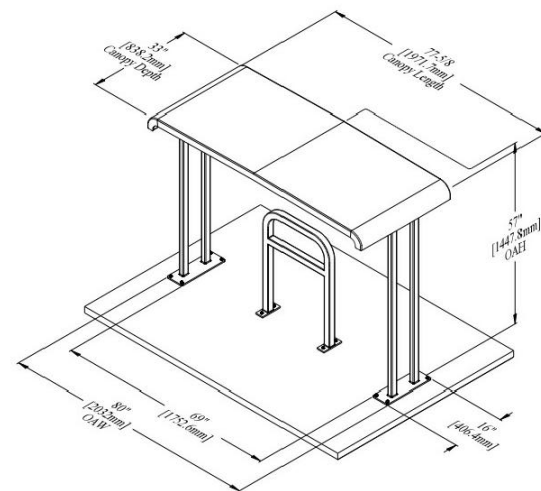
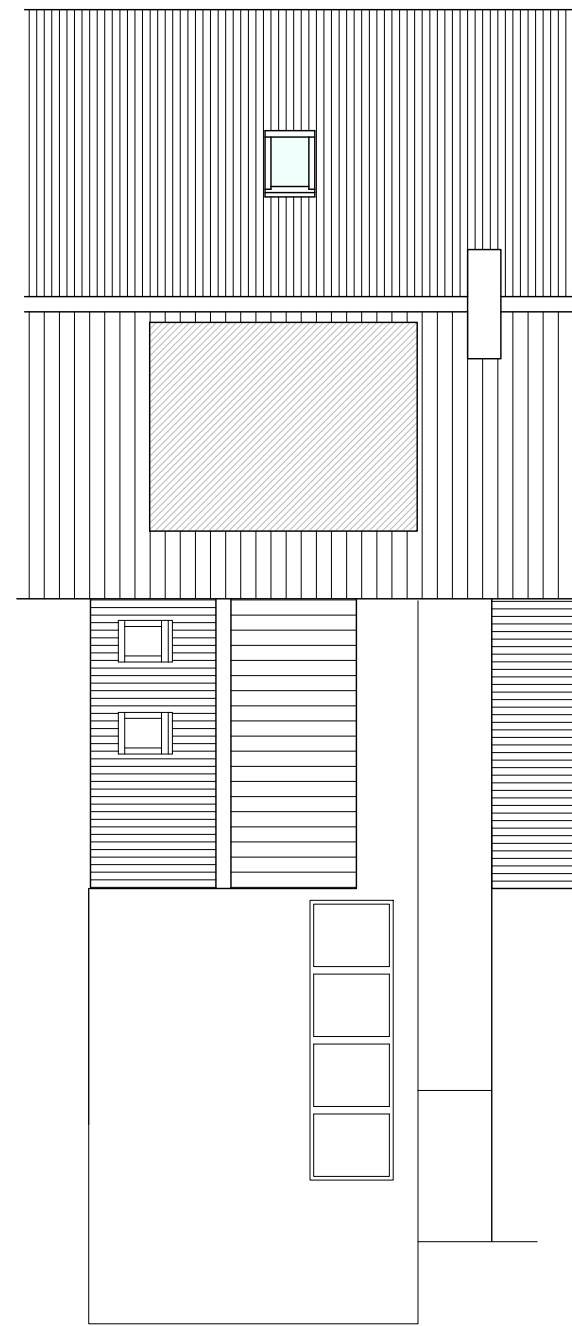
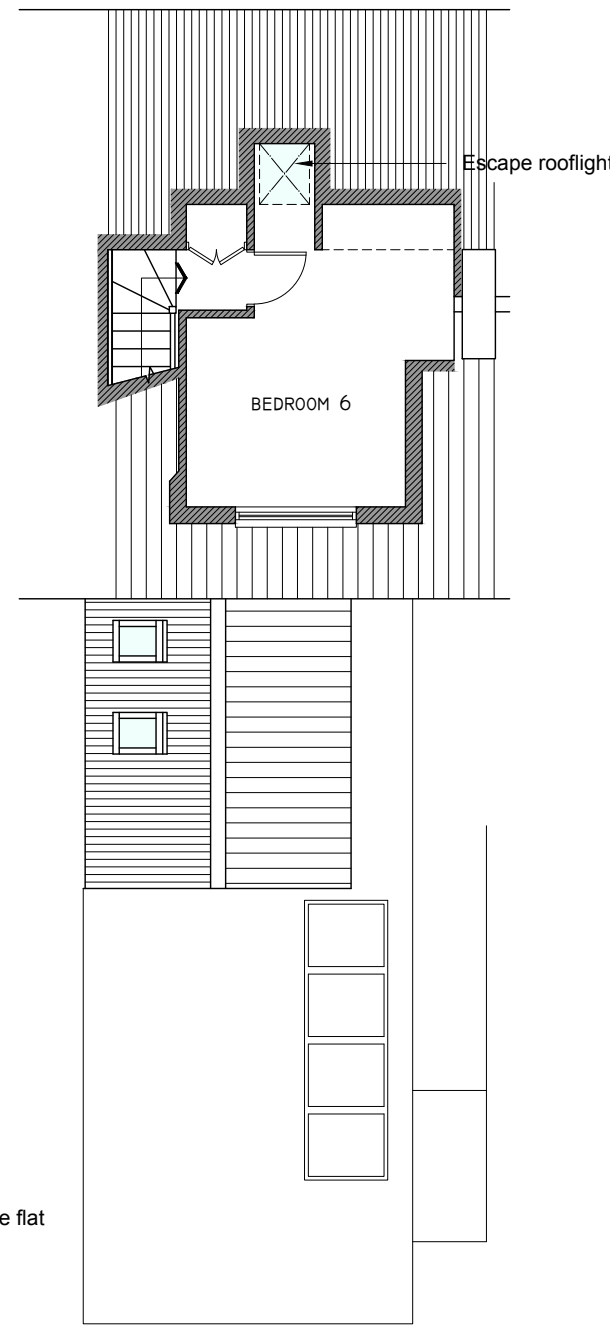
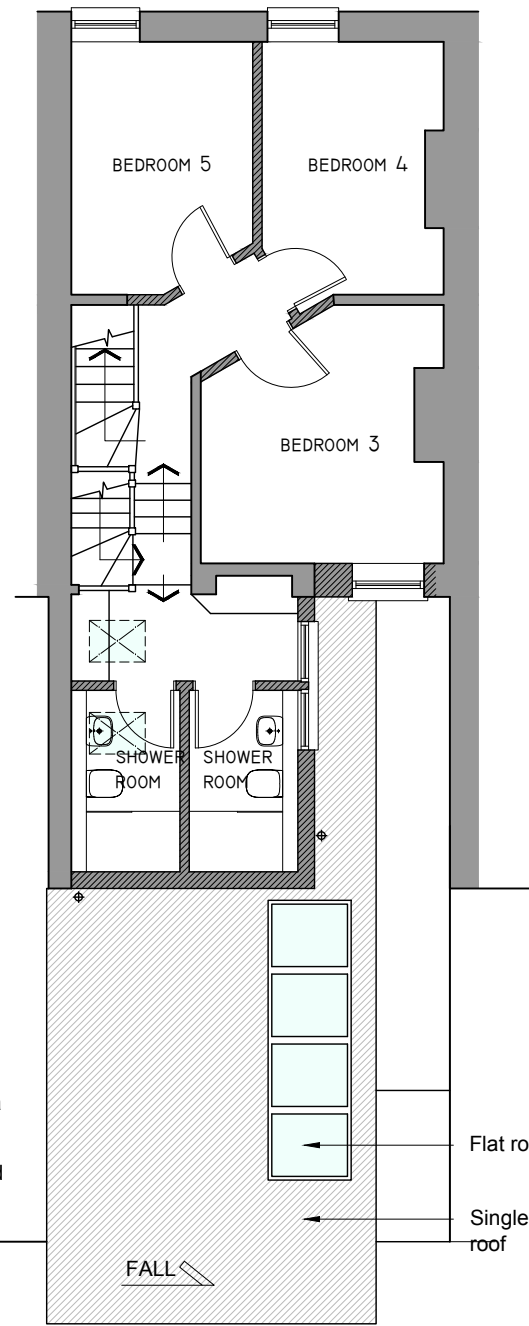
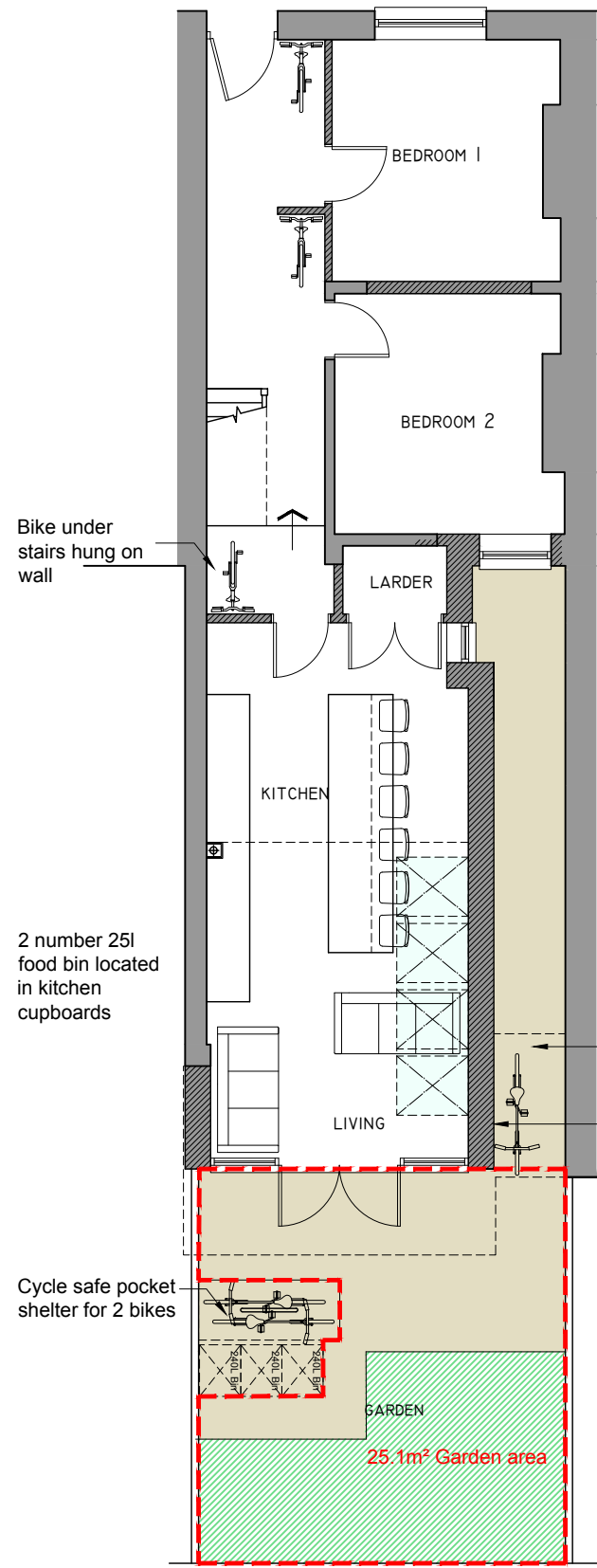
scale 1:100

# Proposed Second Floor Plan

scale 1:100

# Proposed Roof Plan

scale 1:100



- REV A 26.02.21
- Revised layout to accommodate bins and bike storage
- REV B 26.02.21
- Note about food bin added to drawing
- REV C 11.03.21
- Revised bike cover roof
- REV D 28.04.21
- Revised cycle store

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All levels and dimensions are approximate

RIBA

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Project:  
PROPOSED  
PLANS

Drawn: AM Checked: Date: NOV 20

Scale: 1:100 Drawing Size: A3

Drawing No: 1120464-L01

Revision: **D**

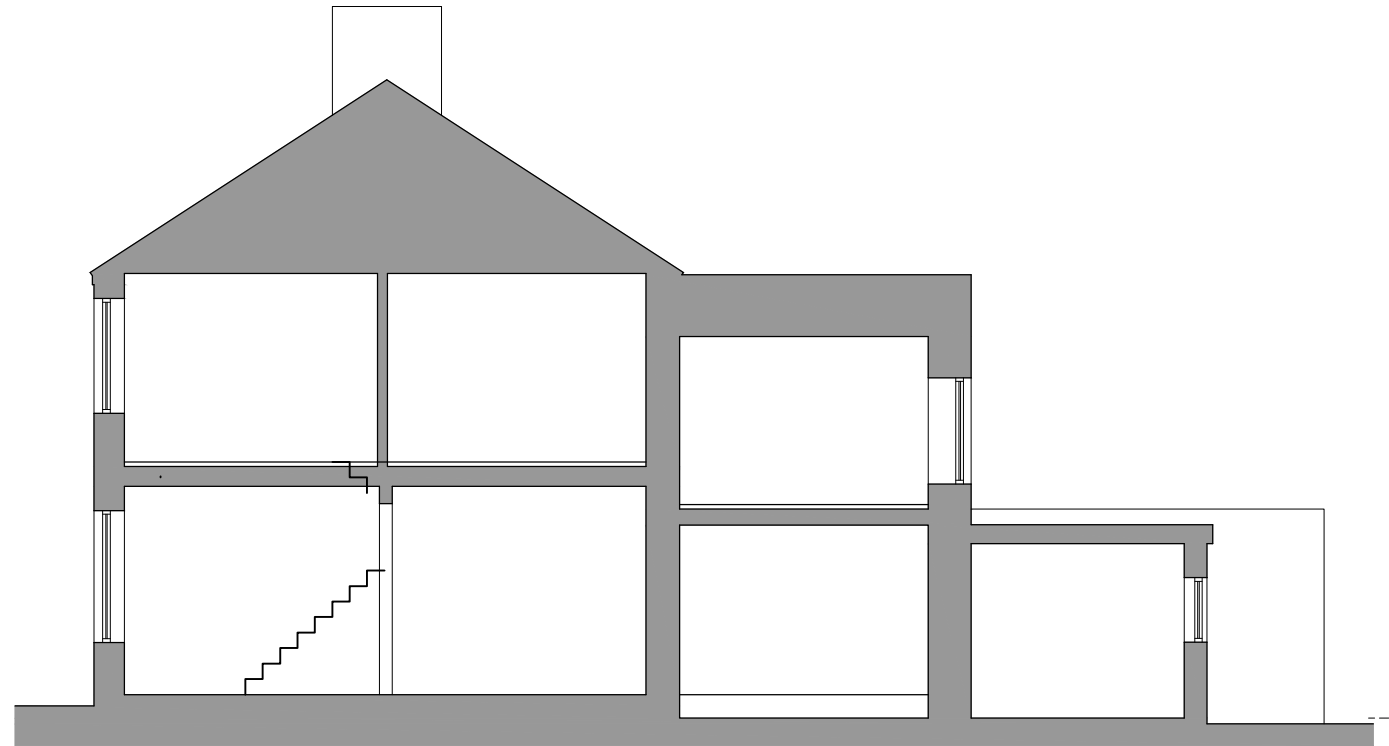
0 1m 2m 3m 4m 5m





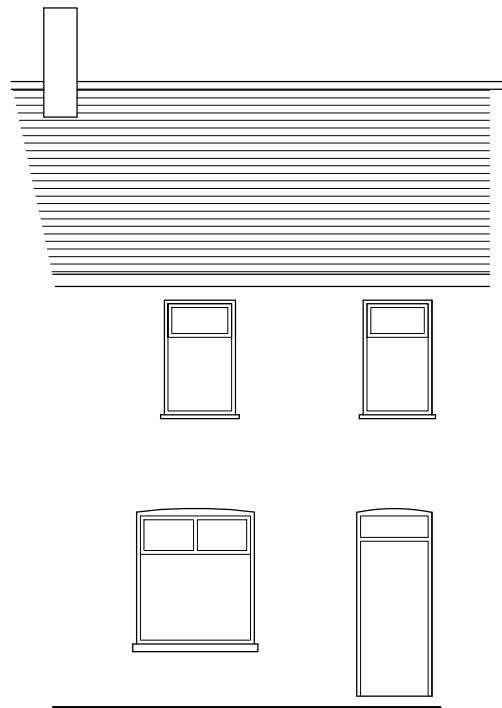
Existing Rear Elevation

scale 1:100



Existing Section

scale 1:100



Existing Front Elevation

scale 1:100



Existing Section

scale 1:100

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EXISTING  
ELEVATIONS

Drawn: AM Checked: Date: SEP 19

Scale: 1:100 Drawing Size: A3

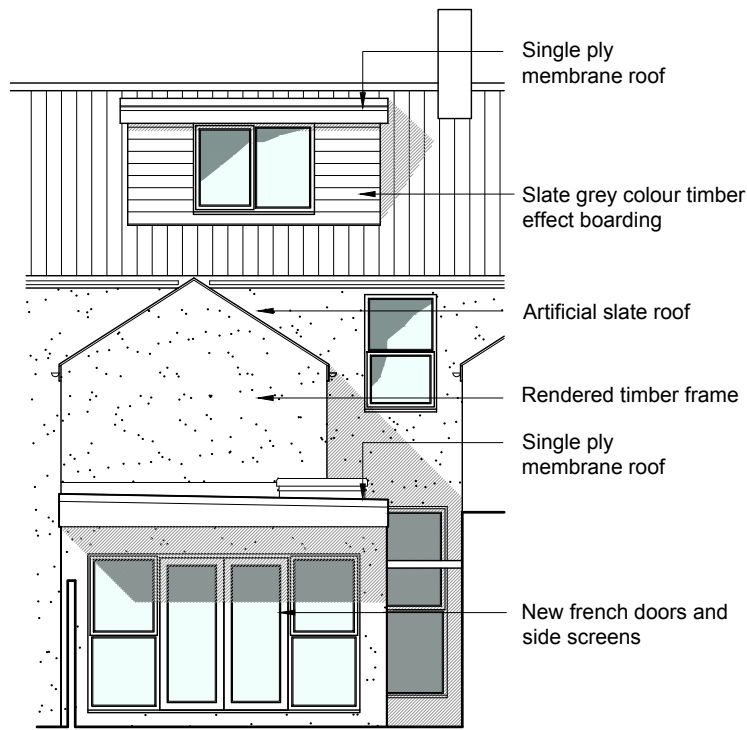
Drawing No: D0518339-82COB-EX02

Revision: -

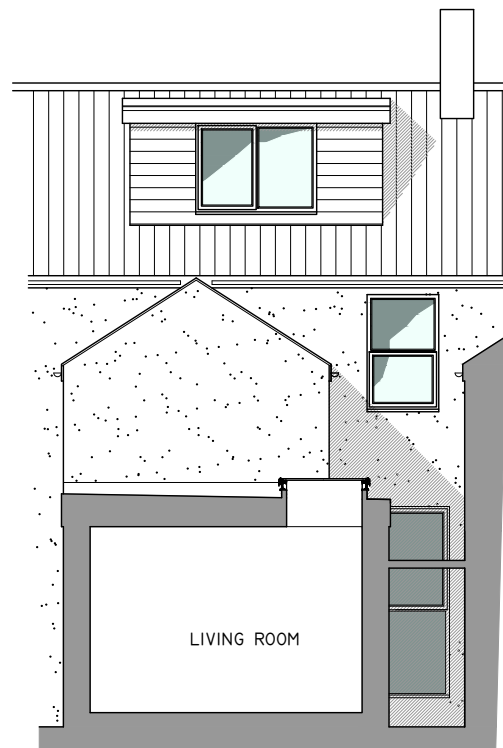
0 1m 2m 3m 4m 5m







**Proposed Rear Elevation**  
scale 1:100



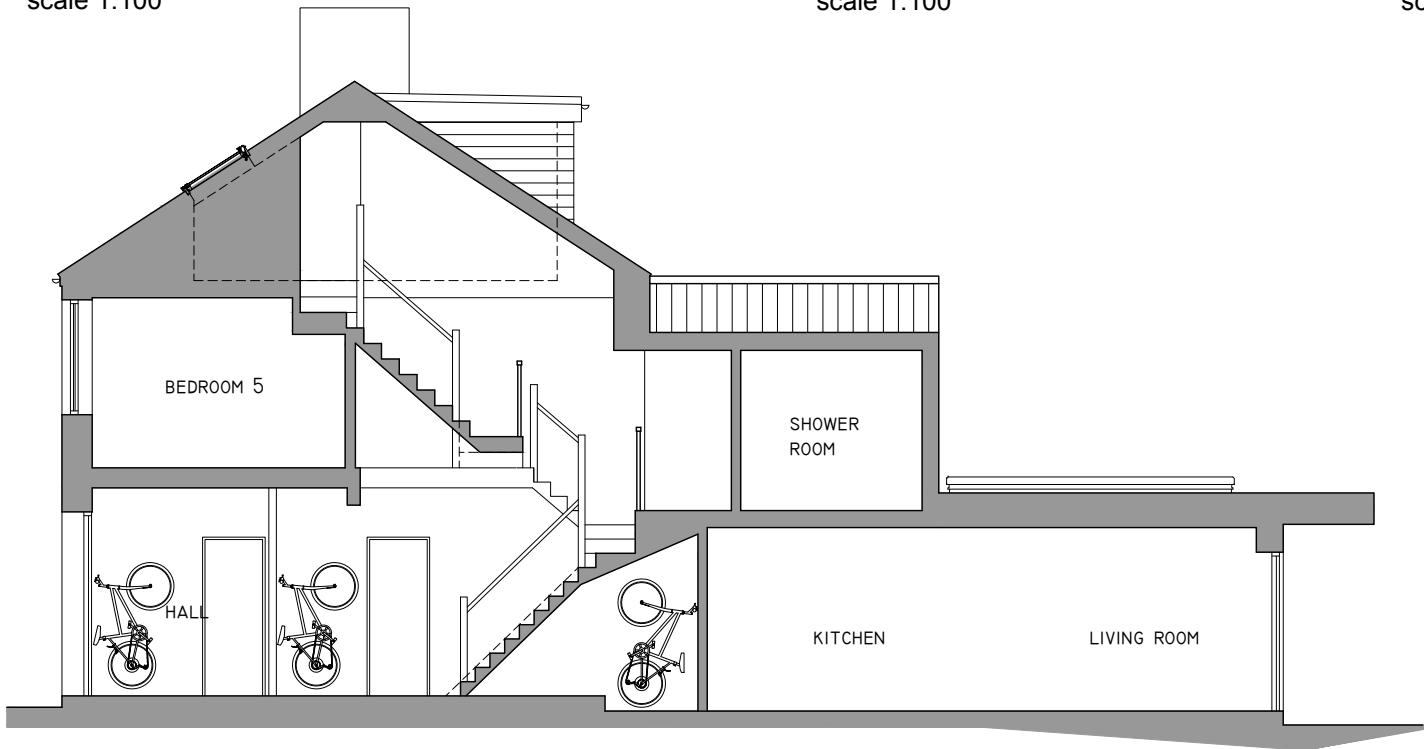
**Proposed Section**  
scale 1:100



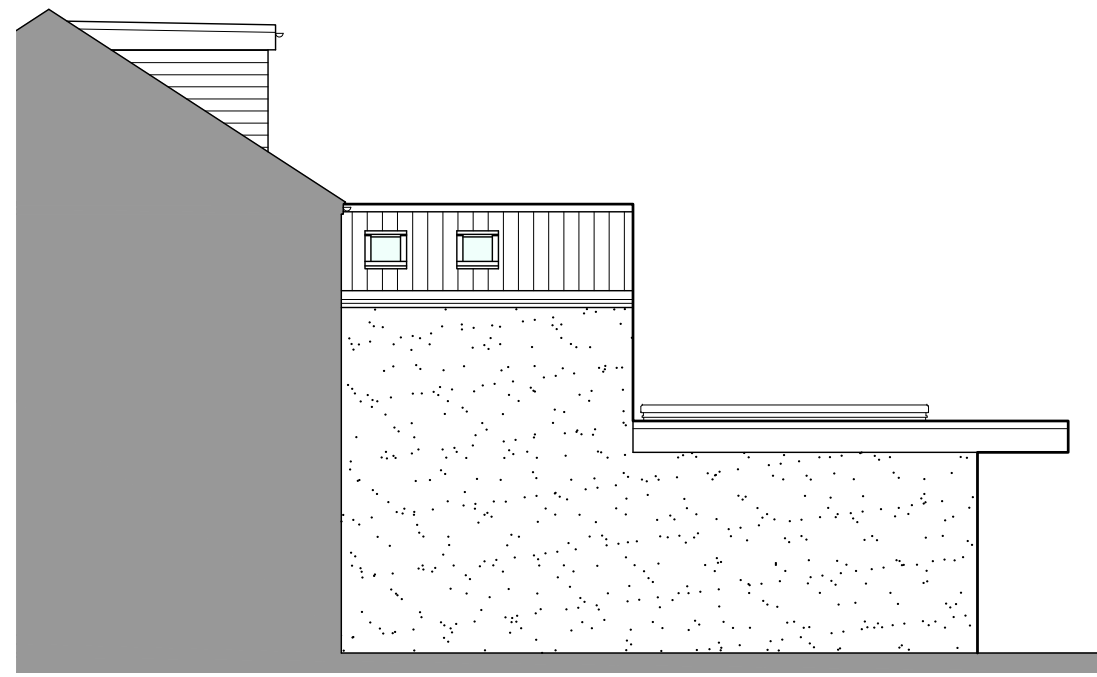
**Proposed Section**  
scale 1:100



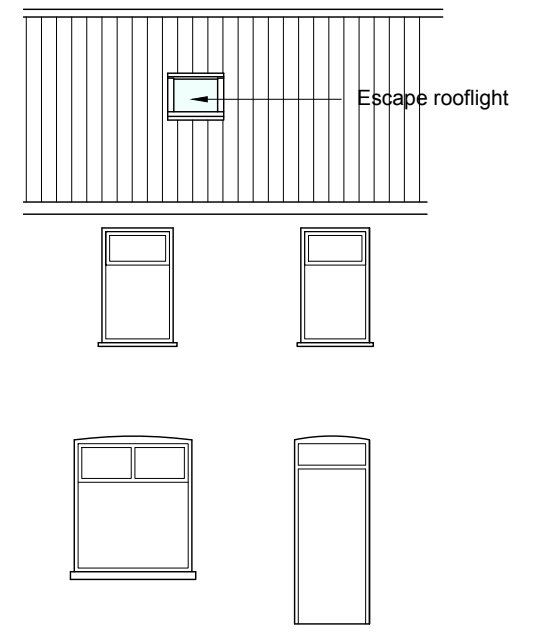
**Proposed Side Elevation**  
scale 1:100



**Proposed Section**  
scale 1:100



**Proposed Side Elevation**  
scale 1:100



**Proposed Front Elevation**  
scale 1:100



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 26.02.20  
Revised layout to accommodate bins and bike storage  
REV B 26.02.21  
Image of bike hook added to drawing  
REV C 11.03.21  
Revised bike cover roof  
REV D 28.04.21  
Revised elevation to match plan

**RIBA** **arb**  
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SECTIONS AND ELEVATIONS

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Drawing No: 1120464-L02

Revision: **D**

0 1m 2m 3m 4m 5m

