

LOCAL MEMBER OBJECTION

COMMITTEE DATE 18/12/2019

APPLICATION No. **19/02245/MNR** DATE RECEIVED: 13/8/2018

ED: **CANTON**

APP: TYPE: Full Planning Permission

APPLICANT: Neo Property Projects

LOCATION: 67 Beda Road, Canton, Cardiff CF5 1LX

PROPOSAL: CHANGE OF USE FROM RESIDENTIAL (CLASS C3) TO 6 BED HOUSE IN MULTIPLE OCCUPATION (HMO)(CLASS C4) TOGETHER WITH A DORMER ROOF EXTENSION

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:
 - 208-102
 - 208-103
 - 208-104
 - Cycle parking 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 approved site layout plan, shall be provided within the curtilage of the property and shall thereafter be retained and maintained for as long as the use hereby approved remains in existence.

Reason: To ensure that secure cycle parking facilities are provided to encourage other modes of transport over the private car.

- 4 Prior to the beneficial use of the property as a C4 HMO a 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 at all times for as long as the use hereby approved 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.

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: As the site is located within a flood risk area future occupants/owners are advised to sign up to the Environment Agency's Flood Warning service. Additional guidance can be found on the following website: <https://naturalresources.wales/flooding/flood-warning-service/?lang=en>

RECOMMENDATION 4: The owner be advised that they are responsible to ensure the full bin provision is present at the property. If more bins are required in order to meet the full bin provision, the owner should contact Connect 2 Cardiff on 029 2087 2087.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This application seeks planning permission to erect a dormer roof extension to facilitate the change of use of the property to a C4 HMO. 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 and a lounge/kitchen on the ground floor; two en-suite bedrooms, a bedroom and a bathroom on the first floor; and one en-suite bedroom in the second floor roofspace.
- 1.3 Externally an amenity space of approximately 37 square metres is provided.

2. **DESCRIPTION OF SITE**

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

3. **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.

4.2 Relevant National Planning Guidance:

Planning Policy Wales (Edition 10, 2018)
Planning Policy Wales TAN 12: Design
Planning Policy Wales TAN 21: Waste

4.3 Relevant Cardiff Local Development Plan Policies:

Policy KP5 : Good Quality and Sustainable Design
Policy KP8 : Sustainable Transport
Policy KP13 : Responding to Evidenced Social Needs
Policy H5 : Sub-Division or Conversion of Residential Properties
Policy T5 : Managing Transport Impacts
Policy W2 : Provision for Waste Management Facilities in Development

4.5 Relevant Supplementary Planning Guidance:

Managing Transport Impacts (Incorporating Parking Standards) (2018)
Houses in Multiple Occupation (HMO's) (2016)
Waste Collection and Storage Facilities (2016)

5. **INTERNAL CONSULTEE RESPONSES**

5.1 Waste Management have been consulted and have advised that the current waste storage arrangements within the frontage is acceptable and need to be retained for future use. As there will be at least 6 occupants, this property will be entitled to:

General waste:	1 x 240 litre bin
Food waste:	2 x 25 litre food caddies
Dry recyclables:	Green bags equivalent to 240 litres
Garden Waste	1 x 240 litre bin

They have also advised that the owner is responsible to ensure the full bin provision is present at the property and that if more bins need to be provided in order to meet the full bin provision, they should contact Connect 2 Cardiff on 02920872087.

5.2 Traffic and Transportation have been consulted and have advised that the Council's Managing Transport Impacts (including Parking Standards) SPG applies a maximum vehicle parking standard. Therefore the provision of no off-street parking in this location is acceptable.

The SPG requires the provision of secure and covered cycle parking spaces for each bedroom within the HMO with a minimum requirement to provide at least 1 secure covered cycle parking space per bedroom. In this instance as the proposal is for a 6 bedroom HMO then a minimum of 6 secure covered cycle spaces should be provided.

Details of cycle parking facilities to cater for 6 cycles have been submitted and these are considered satisfactory.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 South Wales Police South Wales Police have advised that as there are no HMO's within 50m of the application site they have no objection to the application.
- 6.2 Natural Resources Wales have advised that they have no objection to the proposed development as submitted and provide the following advice.

The planning application proposes change of use from residential (Class C3) to a 6-bed house in multiple occupation (HMO) (highly vulnerable development) in Zone C1 of the Development Advice Map (DAM) contained in TAN15. Our Flood Map information, which is updated on a quarterly basis, confirms the site to be at risk from the 0.1% (1 in 1000 year) annual probability fluvial flood outlines of the River Taff, which is a designated main river.

Section 6 of TAN15 requires the Local Planning Authority to determine whether the development at this location is justified. Therefore, we refer you to the tests set out in section 6.2 of TAN15. If you consider the proposal meets the tests set out in criteria (i) to (iii), then the final test (iv) is for the applicant to demonstrate through the submission of an FCA that the potential consequences of flooding can be managed to an acceptable level. We consider the risk of tidal flooding to the proposed development is negligible, as the site benefits from the presence of the Cardiff Bay Barrage. This operates in a flood risk capacity, providing significant protection to Cardiff from tidal flood risk. Therefore, we have no further comment regarding tidal flood risk in this instance.

With respect to fluvial flood risk we have reviewed the following information submitted in support of this application:

- Flood Consequences Assessment, Residential Development at 67 Beda Road, Canton, Cardiff, CF5 1LX, prepared by W M Clarke LTD Consulting Engineers. The FCA states that the ground floor level of the existing property has recently been established at 8.571m AOD and that the approximate road level outside the property is 8.4m AOD.

We confirm that the site is predicted to be flood free in the 1 in 100 year plus 25% climate change allowance and 1 in 1000-year fluvial flood event from the River Taff. In consideration of the above, we are satisfied that the FCA shows that the risks and

consequences of flooding are manageable to an acceptable level. Therefore, we have no objection to the proposals.

7. **REPRESENTATIONS**

7.1 Neighbours have been consulted and objections have been received from the occupiers of 6, 70, 74 and 76 Beda Road; 114 Lansdowne Road and 1 Thurston Street. The owner of 72 Beda Road has objected and also claims her objection is on behalf of 4 other occupiers of Beda Road. The objections can be summarised as follows:

- Car parking issues;
- How will the rear access be controlled as the owner does not have access to the rear lane;
- Contrary to the Council's SPG on HMO's;
- Overcrowding of the property and whether the rooms will meet current size standards;
- The intentions of the owner that the development is being undertaken for profit with no care for the community;
- Waste storage facilities;
- Cycle storage facilities

7.2 An objection has also been submitted from the Ward Councillors Cunnah, Elsemore and Patel. Their objection is as follows:

"We believe this proposal needs to be revisited to take into account our concerns as set out below. If the officers of the local planning authority are minded to recommend this application to be approved, we would like the application to be put in front of a full meeting of the Planning Committee, and for the members of the Committee to undertake a site visit so they can fully understand the context and the concerns we have raised.

Our objection is specifically based on our view that the application fails to adhere to:

- *Policy H5 of the Cardiff Local Development Plan 2006-2026 (hereafter **Policy H5 of the LDP**);*
- *Cardiff's Houses in Multiple Occupation (HMO) supplementary planning guidance, October 2016 (**the SPG**), and;*
- *Cardiff's HMO Licensing Fire Safety and Amenity Standards (**the HMO standards**).*

The character of the area

Our first point is a general point, and is in relation to point iii) of Policy H5 of the LDP, which states that "The cumulative impact of such conversions will not adversely affect the amenity and/or character of the area."

We note that in Appendix E of the SPG, relating to Housing Tenure, it is demonstrated that Canton has consistently, since the sixties, had the highest proportion of occupier- owned housing compared to other inner city wards (67% in 2011). It also has the highest proportion of children amongst inner city wards, which is an indicator that homes are predominantly used here by single family units.

Therefore it stands to reason that HMO applications in Canton – included the application under consideration – represent a more significant, and in our view damaging, change to the long-term demographic pattern here compared to other wards.

Car parking

Point iv) of Policy H5 of the LDP states that HMO applications should “not have an adverse effect on local parking provision.” This point is expanded on in the SPG, including at 6.4 where the guidance is that “car parking provision should be effectively incorporated into the design of the development” and “the merits and circumstances of each planning application need to be taken into account when applying parking standards; including [...] any factors relating to location and context”.

We note at this location there is a history of problem on-street parking, for a variety of reasons, including:

- The application site is next to a popular pub which does not have off-street parking for its customers, who therefore park on Beda Road.*
- It is next to the junction with the busy thoroughfare Lansdowne Road, and there is no parking at all for existing residents on long stretches of Lansdowne Road, some of whom therefore park on Beda Road.*
- In common with other nearby streets in this part of Canton, Beda Road attracts a large increase in on-street parking when events are held at the nearby Cardiff City Stadium, an acute pressure which is well known to the Council and its enforcement officers.*

We believe this context is significant and should be considered in relation to this application, which proposes accommodation for six separate individuals, who along with any visitors can be expected to require parking and to generate many vehicle trips.

Cycling

Section 6.5.3 of the SPG states that:

*“Outside cycle storage should be secure, sheltered and adequately lit, with **easy access to the street** [our emphasis]. Cycle parking and storage provision should be considered into the design of an HMO from the outset and shown in any plans”*

In the plans submitted, cycle storage is proposed at the rear of the property. We note that there is no rear access to this property. Therefore, in order to use a cycle which is stored there, each resident will need to move the cycle through the entire ground floor of the building, including through the kitchen which we would expect should have a heavy, auto-closing fire door.

Clearly, this is not providing easy access to the street. In our view, if residents are regular cyclists and the proposed storage solution does not discourage them, it would be far too impractical to transport a bicycle through the house twice a day. We would anticipate that the bikes – up to six – would be kept in the hall. In our view up to six individual bikes stored in the hall would then in turn cause a practical storage problem and a fire hazard.

Waste

We note and agree with the SPG's assertion that areas with HMOs record substantially greater numbers of waste concerns.

Section 6.5.3 of the SPG states that "Planning applications that cannot demonstrate suitable, ideally covered, storage space, for recycling and waste will be refused."

We are concerned that the application has identified for waste storage the relatively small forecourt at the front of the property, which we doubt will be adequate or appropriate for six individuals. There is not enough space to sort waste when discarded, or manoeuvre specific collected waste from back to front for example, ready to present for collection on the correct dates. The waste storage space will not be covered either, which we anticipate could cause visual problems on the street.

Overlooking

Section 6.3.3 of the SPG states that:

*"All residents within an HMO should have access to amenity space without impacting upon other residents within the HMO, i.e. access should be through communal space, not a private bedroom. The **amenity space should also not overlook occupied bedrooms.**"*

Contrary to the guidance, we note that the only exterior window from the rear ground floor bedroom is overlooked from the garden. We believe an inevitable result of this is that the resident in that bedroom will suffer an invasion of privacy, or alternatively will have a perpetually drawn curtain and not have access to natural light.

Fire risk

*The HMO Standards state that a 3-4 storey HMO must have, among other things:
a) 30 minute protected route with FD30 Fire Doors (no smoke seals)
b) 30 mins separation to walls/ceilings between units of accommodation.*

We can see no evidence supporting these measures in the application. In the event of a fire, we are particular concerned that a resident in the third storey converted attic would be left with a single route to exit the building down two flights of stairs.”

8. ANALYSIS

- 8.1 This application seeks planning permission to change the use of 67 Beda Road from a C3 residential dwelling to a C4 House in Multiple Occupation's (HMO). In order to facilitate the change of use a dormer roof extension is proposed to the rear of the property.

As Use Class C4 allows for tenanted living accommodation occupied by up to 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 to a six person HMO will have on the character of the area, the community and the living conditions of future occupiers of the property together with the impact of the dormer roof extension.

- 8.2 **Policy Considerations** - In respect of the conversion of the property to a C4 HMO for up to 6 occupants 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 and those covered under the Additional Licensing Scheme which operates within the Cathays and Plasnewydd Wards of Cardiff) against the threshold limits identified above. As the application site is located within the Canton Ward of Cardiff a 10% threshold

limit will be relevant and having undertaken such checks within 50m of the application site it was found that there were no registered HMO's within 50m of the application site which equates to 0%. This is below the 10% limit which would trigger the active consideration of negative cumulative impact consequences.

- 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.

This application seeks the change of use of the property to a C4 HMO (6 occupants). Waste Management has been consulted and has advised that the proposed area for the storage of waste and recycling in the front garden identified on the submitted plan has been noted and is acceptable, refuse storage must thereafter be retained for future use. Condition 4 has been imposed to ensure the bin storage area is retained.

- 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 Council's approved Supplementary Planning Guidance on Managing Transportation Impacts

(Incorporating Parking Standards) supplements the LDP in this respect and sets out the Councils approach to assessing and managing the transport impacts of developments within the City. Section 6 of the SPG refers to parking standards and is therefore an important tool to be used in managing demand for travel by car and encouraging a shift to sustainable transport modes.

In respect of car parking the SPG identifies that a C4 HMO does not need to provide any off street car parking spaces.

With respect to cycle parking the SPG identifies that a C4 HMO will be required to provide 1 undercover and secure cycle parking space per bedroom. As this application seeks the change of use to a 6 bedroom HMO then 6 undercover and secure cycle parking spaces will need to be provided. The applicant has submitted plans which indicate that 6 undercover and secure cycle parking spaces can be provided within the rear garden which is considered acceptable. Condition 3 has been imposed to ensure such facilities are provided and retained.

- 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 25m² 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 2.5m². As such, for example, the minimum expected for a 7 bed HMO would be 27.5m² of external amenity space. Each additional person should result in a corresponding increase of 2.5m². 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 6 occupants to reside at each property then 25 square metres will be required for the property. Having undertaken an assessment of the property an amenity space of approximately 37 square metres will be available for occupiers to use. However when omitting the space required for waste and cycle storage facilities (8 square metres) this will be reduced to 29 square metres. As the minimum amenity space requirement as specified in the HMO SPG is 25 square metres the proposal is therefore considered acceptable when considered against the HMO SPG.

- 8.9 **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 is not considered that the dormer is overbearing or un-neighbourly which would justify concern for the Local Planning Authority. It should also be noted that a dormer of this size could presently be built using existing Permitted Development rights i.e.

Welsh Government consider a dormer of this size does not require the benefit of planning permission. The only reason the dormer was included in this planning application was due to bedroom 6 of the proposed HMO being shown in roofspace that does not exist without the erection of the dormer. If planning permission was refused the dormer could still be built using existing Permitted Development rights.

- 8.10 **Flood Issues** – It is noted that the property is situated within a C1 flood zone. The applicant has commissioned a Flood Consequences Assessment which has identified that the risks and consequences of flooding are manageable to an acceptable level. Natural Resources Wales were consulted on the FCA and confirmed that they have no objection to the proposals.

Due to the site's location in the flood zone Recommendation 3 has also been attached to ensure future occupants are made aware of the issue.

- 8.11 In respect of the objections received following neighbour consultations the following should be noted:

- The proposal is fully compliant with the Council's approved Managing Transport impacts (Incorporating Parking Standards) Supplementary Planning Guidance 2018 in respect of car parking and cycle parking facilities;
- The rear access to the property is not the primary access, this is from Beda Road. If it is found that the owner does not have access to the rear of the property from the rear lane this would be a civil matter. Access to the rear garden can still be provided through the main property;
- The proposal is fully in compliance with the Council's approved Supplementary Planning Guidance on HMO's;
- Use class C4 allows for up to 6 residents to reside at the property. If it is found that the property is being occupied by more than 6 residents then this would require the benefit of planning permission as 7 or more occupants would fall within a different Use Class;
- The intentions of the owner to use the development for monetary purposes is not a planning matter;
- Waste storage facilities have been checked by Waste Management and they are satisfied with the arrangements proposed;

- 8.12 In respect of the concerns raised by the local Ward Members the following should be noted:

- **The character of the area** - The proposal is fully in compliance with the Council's approved Supplementary Planning Guidance on HMO's – see paragraph 8.4 of this report. The SPG identified some of the issues caused by HMOs and set a threshold which, if exceeded, 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. In respect of this application it

was identified that there were no registered HMO's within 50m of the application site and therefore the proposal does not go against advice contained within the HMO SPG.

- **Car parking** – The issue of car parking is covered in paragraph 8.7 of this report. The Managing Transport impacts (Incorporating Parking Standards) Supplementary Planning Guidance 2018 identifies that no car parking spaces are required for this development.
- **Cycling** - The issue of cycle parking is covered in paragraph 8.7 of this report. The Managing Transport impacts (Incorporating Parking Standards) Supplementary Planning Guidance 2018 identifies that 1 cycle parking space will need to be provided per bedroom. 6 spaces are proposed and this is considered acceptable. It is noted that the property is a terrace and as such the cycles will have to be transported through the property, however this is not uncommon for terraced property. The Council has also previously resisted an application on this basis. When the Council's refusal to grant planning permission was challenged on appeal the Planning Inspector who determined the appeal concluded "I do not consider this to be unreasonable, and I conclude that transporting bicycles through the property would not cause unacceptable harm to the living conditions of future occupiers".
- **Waste** – The proposal is fully in compliance with the Council's approved Supplementary Planning Guidance on Waste Collection and Storage Facilities 2016 as identified in paragraph 8.6 of this report. Waste management have also advised that the receptacles required will be no different to other residential properties within the street.
- **Overlooking** – In respect of concerns that occupiers of the ground floor rear bedroom would be overlooked from the amenity space, the main useable amenity space is situated to the rear of the annex and it is not envisaged that such an arrangement would give rise to privacy issues which would justify concern for the Council.
- **Fire risk** – Issues over fire risk are not a matter for Planning but would be a Building Regulation matter.

9. **RECOMMENDATION**

- 9.1 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 the proposal complies with both local and national planning policy and the SPG on HMO's.

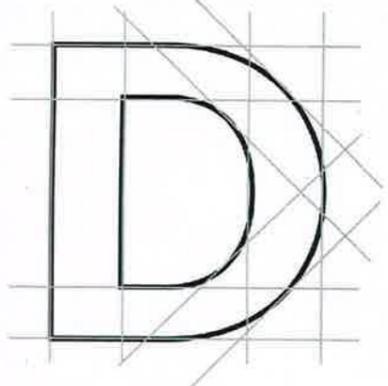
Having taken all of the relevant factors into consideration there are no grounds to

justify a refusal of this application and it is therefore recommended that planning permission be granted, subject to conditions.



**READ IN ACCORDANCE WITH DRAWINGS
208-101, 102, 103, 104, 105, 106, 107 &
108 and Structural Engineer's Calculations**

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 6. All work by the contractor must be carried out in such a way that all requirements under the Health and Safety at work act are satisfied.
 7. All work to be carried out in compliance with the requirements of all relevant Statutory Authorities and Regulations.



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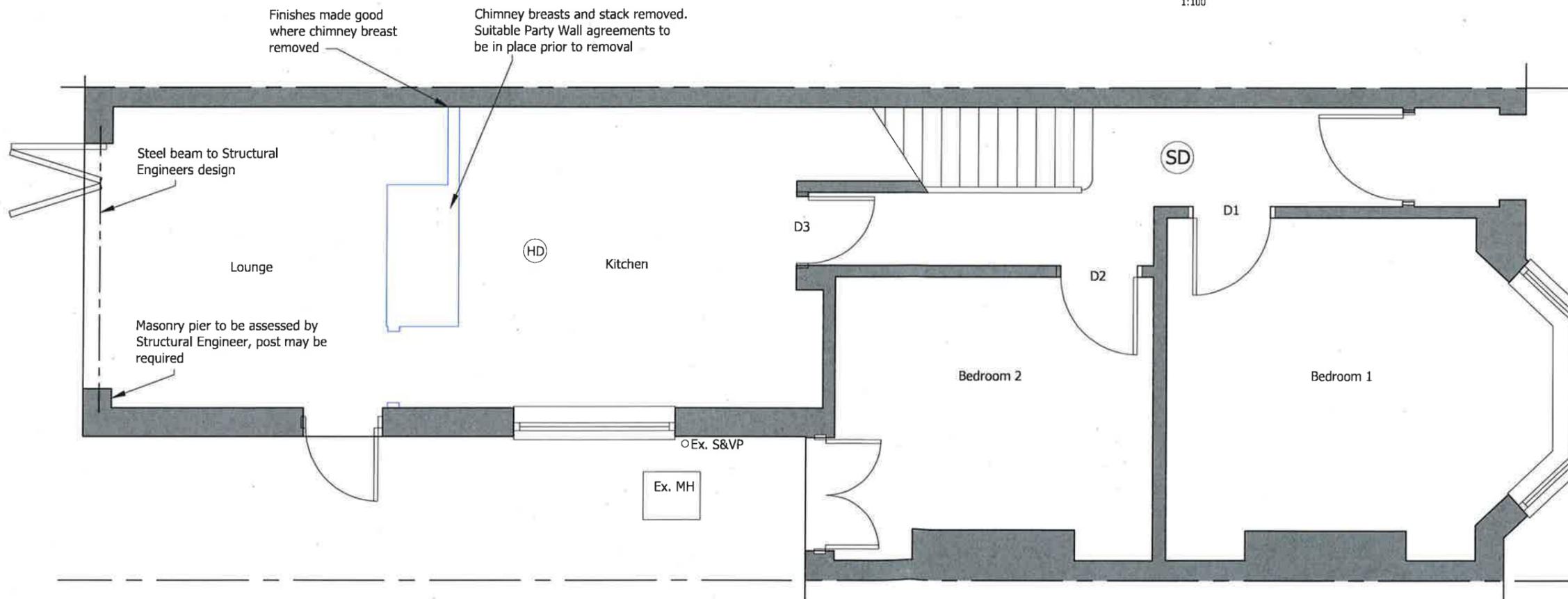
REV	REVISION	REV DATE

PROPOSED LOFT CONVERSION
67 BEDA ROAD - SITE PLAN

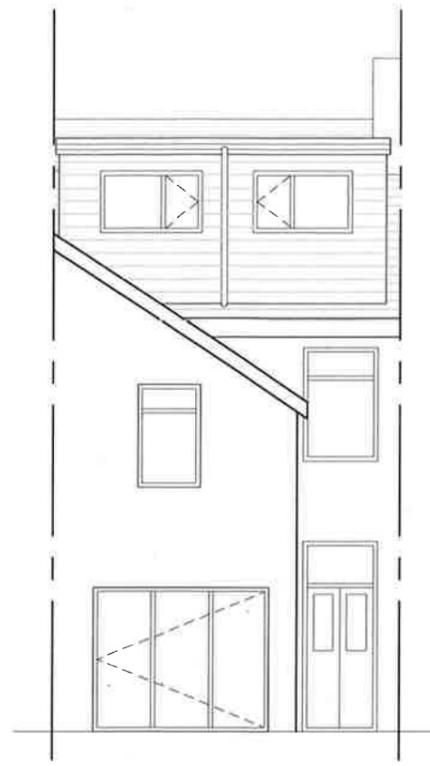
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Date: AUG. 2019

Drawing No. 208-107
Sheet Size: A4
Rev: -

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208-101, 102, 103, 104, 105, 106, 107 &
108 and Structural Engineer's Calculations

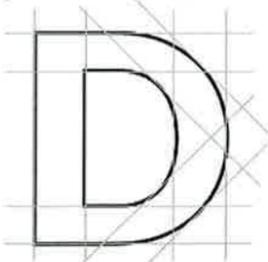


Proposed Ground Floor Plan
1:50



Proposed Elevation
1:100

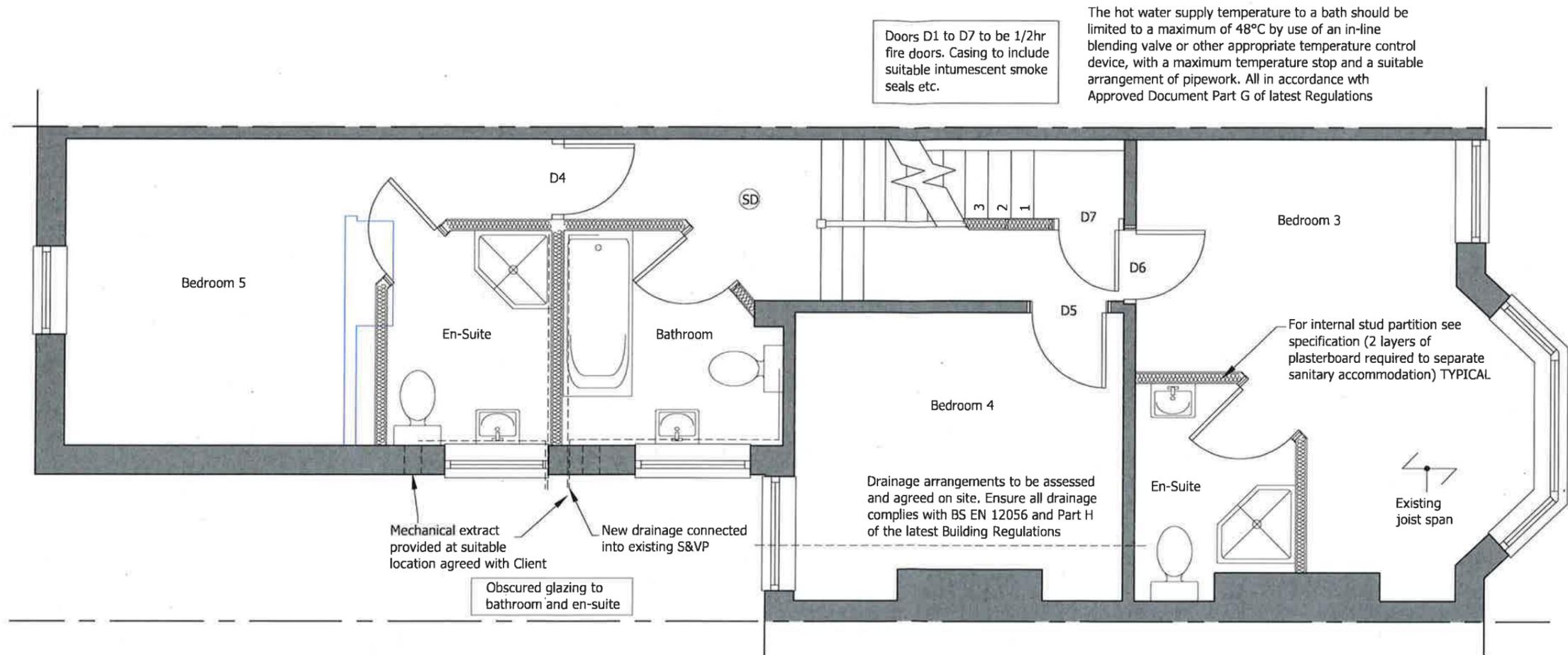
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 7. All work to be carried out in compliance with the requirements of all relevant Statutory Authorities and Regulations.



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Doors D1 to D7 to be 1/2hr fire doors. Casing to include suitable intumescent smoke seals etc.

The hot water supply temperature to a bath should be limited to a maximum of 48°C by use of an in-line blending valve or other appropriate temperature control device, with a maximum temperature stop and a suitable arrangement of pipework. All in accordance with Approved Document Part G of latest Regulations

For internal stud partition see specification (2 layers of plasterboard required to separate sanitary accommodation) TYPICAL

Drainage arrangements to be assessed and agreed on site. Ensure all drainage complies with BS EN 12056 and Part H of the latest Building Regulations

Mechanical extract provided at suitable location agreed with Client

New drainage connected into existing S&VP

Obscured glazing to bathroom and en-suite

Existing joist span

NOTES

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5. The contractor must ensure and will be considered responsible for the overall stability of the building structure excavations etc. at all stages of the work.
6. All work by the contractor must be carried out in such a way that all requirements under the Health and Safety at work act are satisfied.
7. All work to be carried out in compliance with the requirements of all relevant Statutory Authorities and Regulations.

Proposed First Floor Plan

1:50



REV. REVISION

REV. DATE

READ IN ACCORDANCE WITH DRAWINGS 208-101, 102, 103, 104, 105, 106, 107 & 108 and Structural Engineer's Calculations

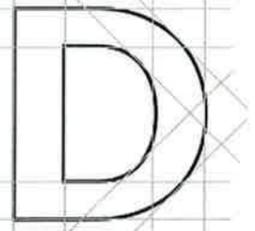
PROPOSED LOFT CONVERSION
67 BEDA ROAD - NEO PROPERTY PROJECTS

PROPOSED FIRST FLOOR PLAN

Scale: 1:50

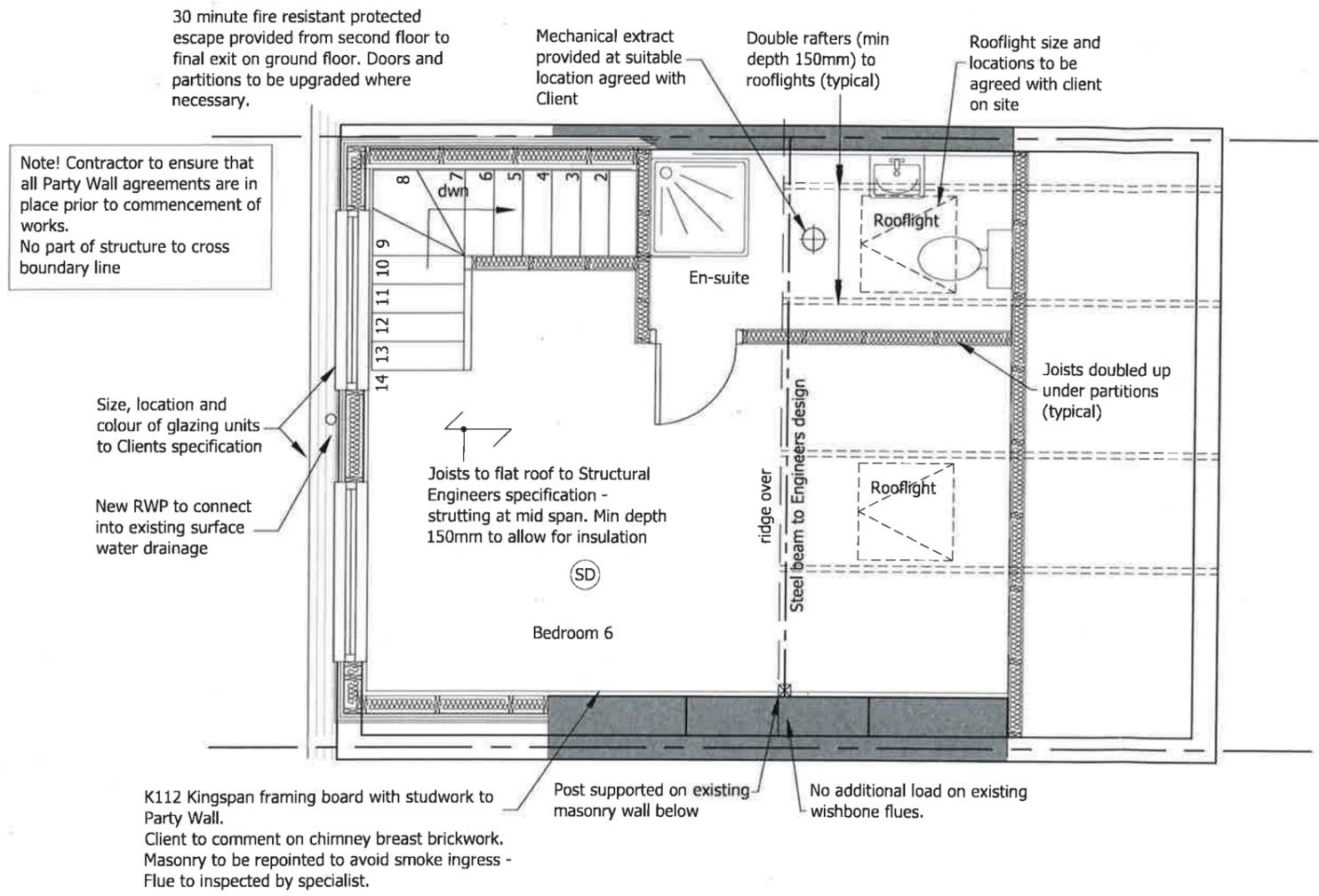
Date: AUG. 2019

Drawing No. 208-103
Sheet Size: A3



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Proposed Second Floor Plan
1:50

Smoke alarm system to be introduced

Mains operated self contained smoke alarm system (SC) to be installed to bs 5446:Pt 1 in circulation areas in ground & first floor/storey, and positioned near to kitchen and living room (within 7m) and near to bedroom doors (within 3m). SC smoke alarms to be interconnected to enable smoke detection by 1 unit to operate alarms on all of them. SC smoke alarms to be permanently wired to separate fused circuit via the distribution board, and wiring to confirm iee wiring regulations. if SC smoke alarms fixed to ceiling - to be at least 300mm away from any wall/ceiling light fittings, and if fixed to walls to be between 150-300mm below ceiling. SC smoke alarms may be wholly mains operated, or mains operated with a secondary supply such as batteries (smoke alarms operated by primary batteries are not acceptable.)
SD - denotes smoke detector
HD - denotes heat detector

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