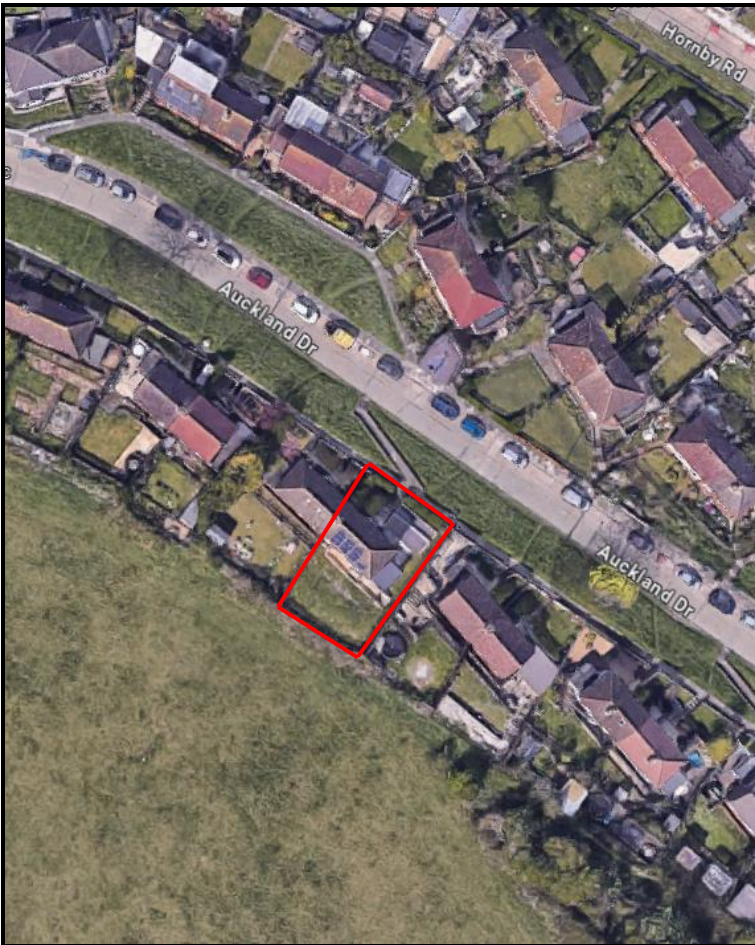


Planning Statement

SITE ADDRESS: 110 AUCKLAND DRIVE, BRIGHTON, BN2 4JG



APPLICATION TYPE: PLANNING PERMISSION

ON BEHALF OF: RIVERS BIRTWELL

JANUARY 2024



RTPI

mediation of space · making of place

Client: Rivers Birtwell

Site Location: 110 Auckland Drive, Brighton, BN2 4JG

Job History:

Version	Date	Author	Checked	Notes
V1	16/01/24	PJ	Client	
V2	22/01/24	PJ		

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1.0 INTRODUCTION & SUMMARY

- 1.1 This statement is submitted on behalf of Rivers Birtwell in support of the application for planning permission relating to the site at 110 Auckland Drive, Brighton, BN2 4JG.
- 1.2 Planning permission is sought for the *change of use of a small house in multiple occupation (C4) to a large house in multiple occupation (sui generis) including a single-storey rear extension and loft conversion.*
- 1.3 The property has been in use as a small HMO with six bedrooms since 2018. This proposal seeks the addition of two further bedrooms to create an eight-bedroom large HMO. The extension and loft conversion included have previously been confirmed as compliant with permitted development conditions. This statement demonstrates that a high-quality HMO will be provided in an appropriate location without causing harm to the amenity of neighbours or the area.
- 1.4 This statement should be read in conjunction with the application forms and drawings. The application drawings, provided by BPM Architectural Services, are:
- 2051.01: Existing plans and elevations including site location plan
 - 2051.02: Proposed plans including block plan
- 1.5 This statement demonstrates that planning permission should be granted for the proposed change of use. Analysis is provided of:
- The site and area
 - The proposed development
 - Planning history
 - Relevant planning policy
 - The principle of the change of use
 - Neighbouring amenity
 - Standard of accommodation
 - Appearance of the extensions
 - Sustainable transport

2.0 SITE DESCRIPTION

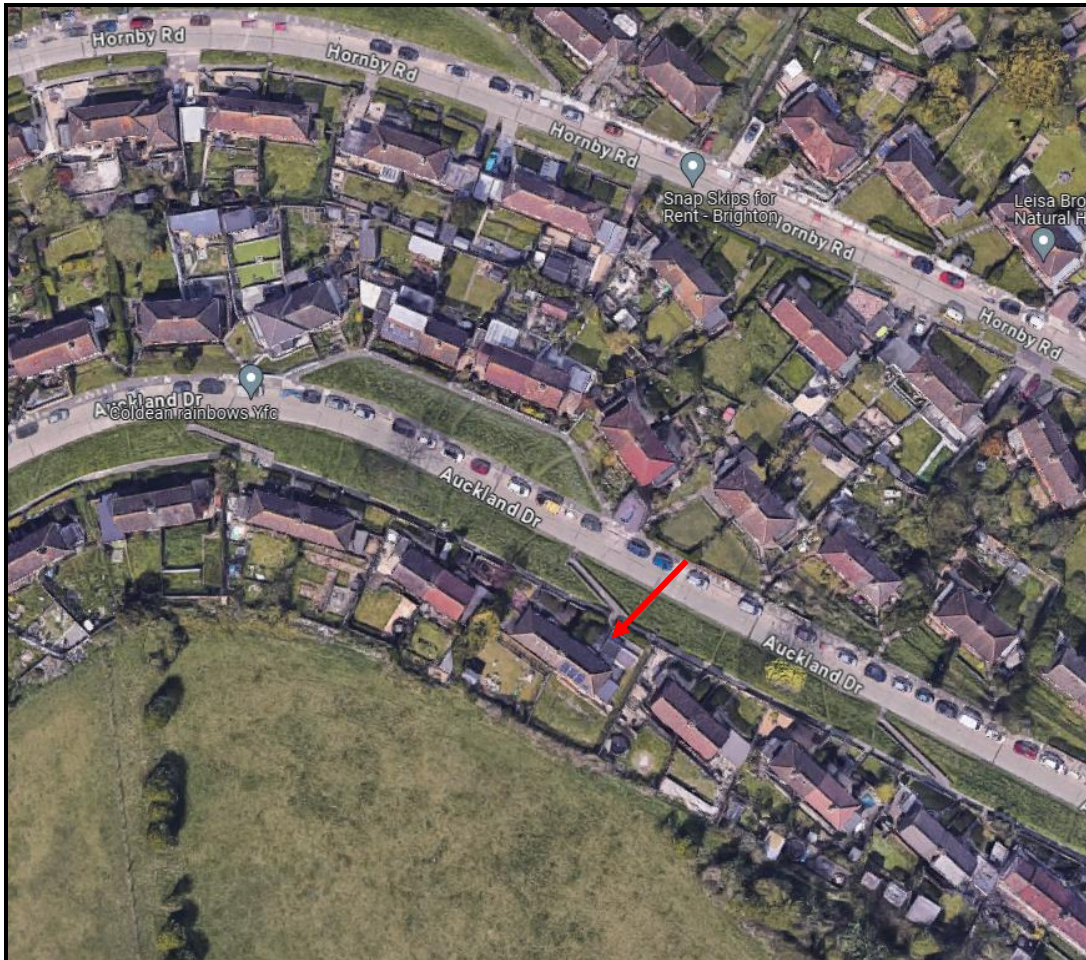
2.1 110 Auckland Drive is an existing two-storey, semi-detached dwelling house in the Bevendean area of north-east Brighton. The mid-20th Century property it is of red brick under a hipped concrete tile roof. The single-storey part to the house at the east side was previously used as a utility / store room and has been converted to a kitchen as part of the approved C4 HMO use.



(110 Auckland Drive, Brighton: Google Streetview)

- 2.2 The house, along with its neighbours, are set approximately 15metres back from the street behind large front gardens and a sloping grass verge. There is a 160m² garden to the rear which backs onto open downland. There is significant spacing around the houses on the street which gives a sense of openness to the character of the area.
- 2.3 Auckland Drive is in Bevendean, in the suburbs of north-east of Brighton. Bevendean was developed during the early-20th Century and comprises dwellinghouses of similar

scale and type to the application site and low-rise apartment buildings. The area is well served by day-to-day retail premises and bus services.



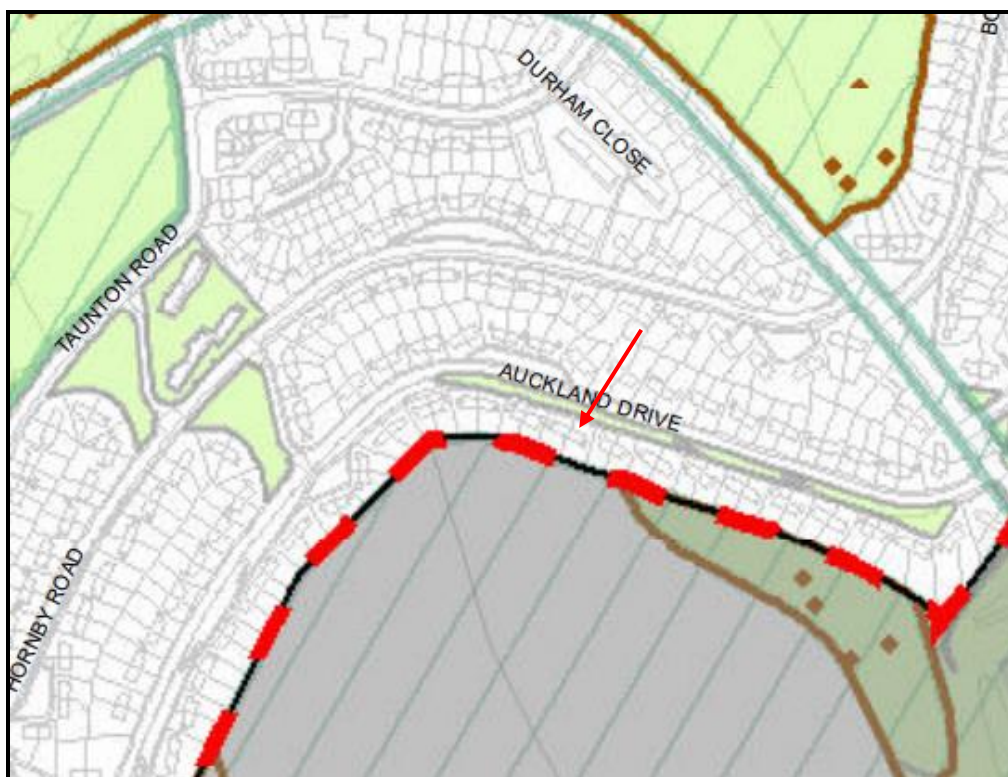
(Aerial image of site and surrounds: Google Earth)

- 2.4 Bevendean is located between the two large universities of Brighton and Sussex. To manage the concentration of Houses in Multiple Occupation (HMOs) largely associated with university students the Council introduced an Article 4 direction in April 2013. The Article 4 removed the permitted development rights of C3 dwelling houses in five wards to change use to C4 HMOs. The Moulsecomb & Bevendean ward was one of the five initial wards. The Article 4 Direction was extended citywide in June 2020.
- 2.5 The Article 4 Direction was introduced to provide a mechanism to control the concentration of shared houses in particular areas of the city. The Direction aims to manage, rather than prevent, the conversion of houses into HMOs. Shared houses play

a valuable role in the local housing supply by providing affordable and accessible housing to significant demographics, such as students, hospitality workers and young professionals.

2.6 The Direction is not directly relevant to this proposal for a change of use to large HMO. It does however help illustrate the context of the area.

2.7 The City Plan Policies Map confirm the site is not subject to any policy designation.

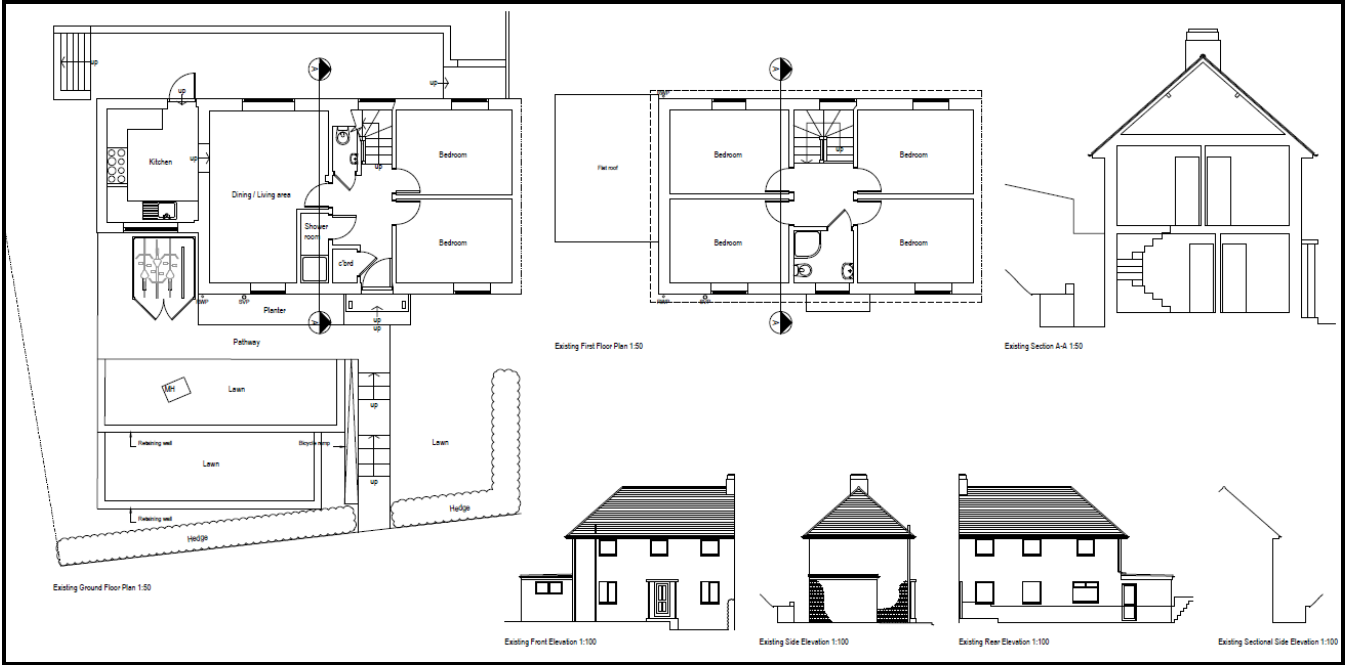


(Extract from City Plan Policies Map)

3.0 RELEVANT PLANNING HISTORY

- 3.1 The following applications relating to 110 Auckland Drive are listed on Brighton & Hove City Council's online planning register.
- 3.2 *BH2017/02434 – Change of use from three bedroom single dwelling (C3) to six bedroom small house in multiple occupation (C4) with alterations to existing side extension and creation of cycle storage.* Approved 15th November 2017. This approval marks the commencement of the small HMO use of the property.
- 3.3 *BH2017/04133 – Application for removal of condition 5 of application BH2017/02434 (which removed permitted development rights within Schedule 2, Part 1, Classes A-E of the GPDO).* Refused 13th February 2018.
- 3.4 *APP/Q1445/W/18/3197045 – Appeal against the refusal of BH2017/04133.* The Inspector allowed the appeal on 8th October 2018 and reinstated permitted development rights for extensions and alterations to the dwellinghouse / small HMO.
- 3.5 *BH2018/00102 – Approval of details reserved by condition 3 of application BH2017/02434.* This application (relating to the provision of secure cycle parking) was approved on 7th February 2018. The cycle parking has been implemented.
- 3.6 *BH2018/03668 – Certificate of lawfulness for the proposed erection of a single storey rear extension, hip-to-gable roof extension, rear dormer with 3no windows, and the installation of 4no roof lights to front roof slope.* A split decision was issued on 20th June 2019. The Council confirmed that the roof extension was lawful. However, the rear extension was refused as it would have extended beyond a wall forming a side elevation and have a width greater than half the width of the house.
- 3.7 *BH2020/00342 – Certificate of lawfulness for a proposed single storey rear and side extension, hip to gable roof extension incorporating rear dormer and 4 front rooflights.* The proposal was revised so that the rear extension was split reducing the width of the side extension to within permitted development conditions. The application was

approved on 4th March 2020. The certified works have not been carried out. The small HMO remains as approved under BH2017/02434.

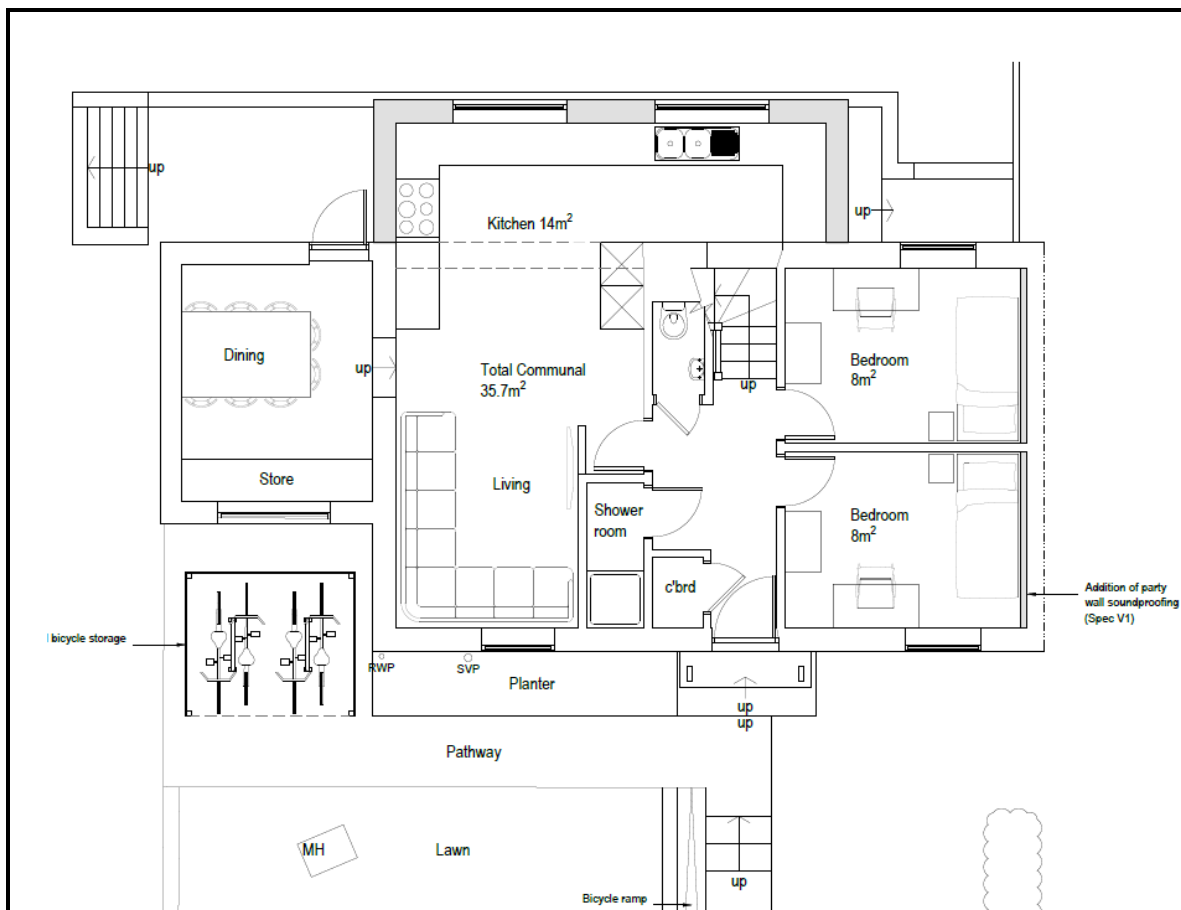


(Existing plans and elevations)

4.0 PROPOSED DEVELOPMENT

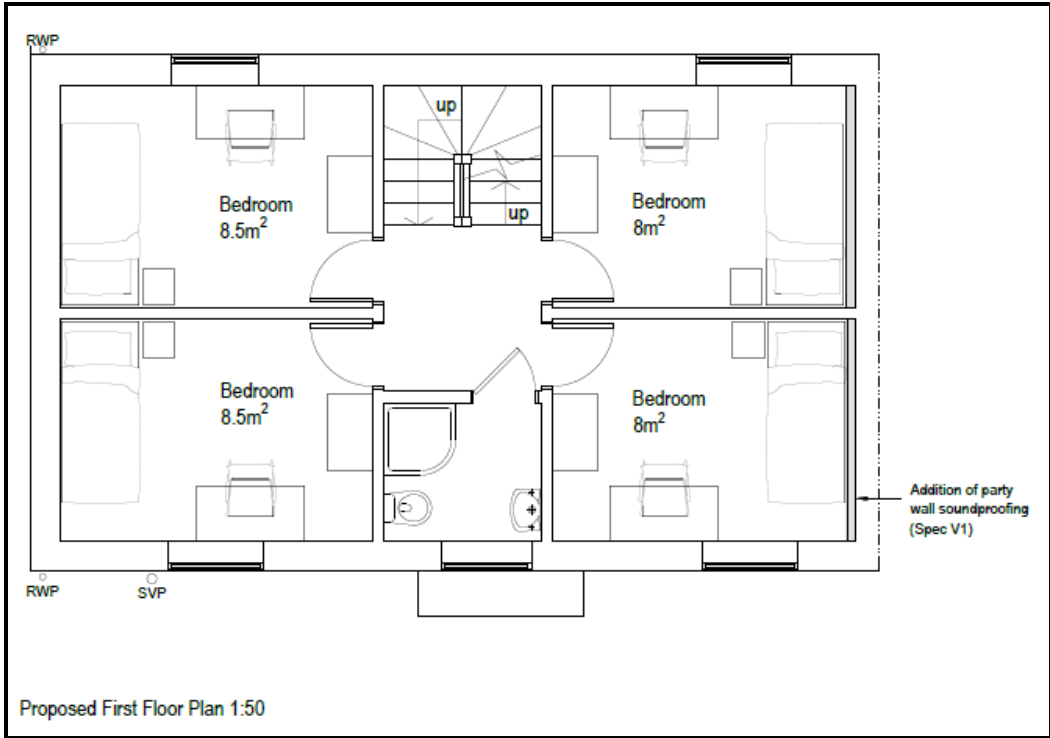
4.1 The development proposed at 110 Auckland Drive is a change of use from a small HMO (C4) to a large HMO (sui generis). The existing HMO is occupied by six persons. The resultant HMO would have eight bedrooms and be occupied by eight persons. The proposal includes the erection of a single-storey rear extension and loft conversion incorporating rear dormer and front roof lights.

4.2 The ground floor of the large HMO would comprise: entrance hallway, two single bedrooms, shower room, WC and combined kitchen / dining and living room (35.7m²)



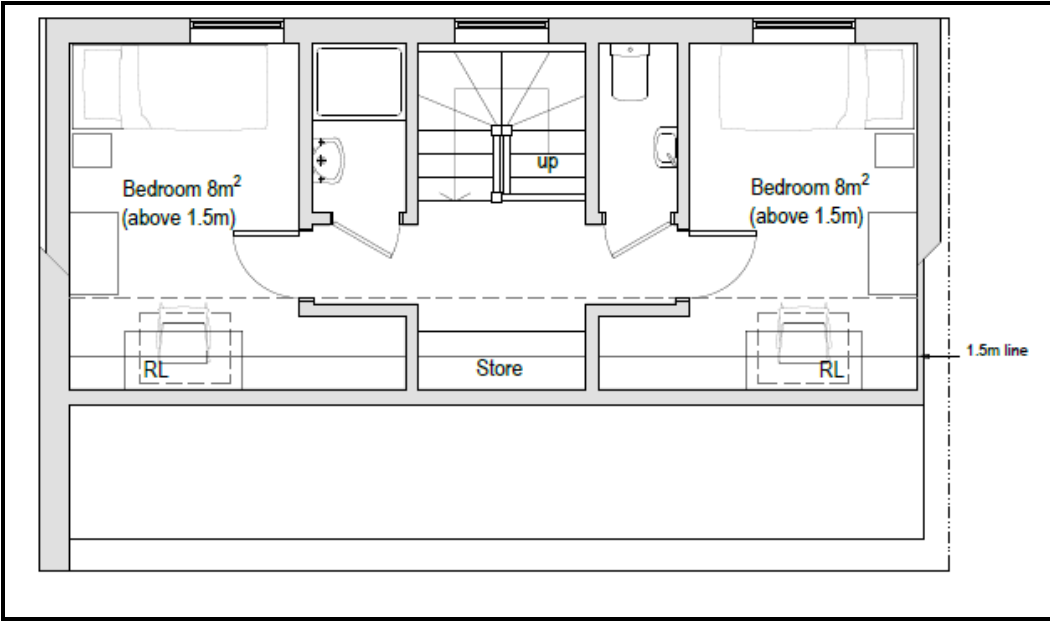
(Proposed ground floor plan)

4.3 The first floor would be retained (excepting the extended staircase to second floor) with four single occupancy bedrooms and shower rooms with WC.



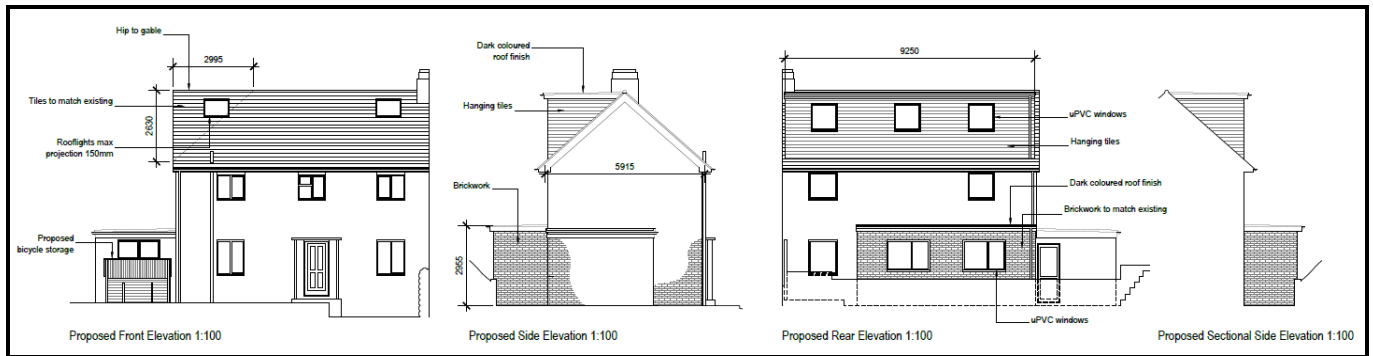
(Proposed first floor plan)

4.4 The proposed second floor would provide the additional two single bedrooms, a shower room and WC.



(Proposed second floor plan)

- 4.5 The loft conversion would consist of a hip-to-gable extension, two rooflights to the front slope and a box dormer with three windows to the rear roof slope. The rear dormer would be clad in tile to match the existing roof. It would be sited down from the ridge and up from the eaves to sit sympathetically within the roof slope.



(Proposed rear, side and front elevations)

- 4.5 Secure cycle storage (for four bicycles) has already been provided as part of the conversion to (C4) HMO. This cycle storage will be retained.
- 4.6 Party wall soundproofing at ground and first floors will be included as part of the conversion to large HMO.

5.0 RELEVANT PLANNING POLICIES

5.1 The following policy of the Brighton & Hove City Plan Part One is relevant:

CP21: Student housing and Housing in multiple occupation - Part ii of the policy relates to changes of use to HMOs and seeks to maintain balanced communities and ensure a range of housing needs continue to be accommodated. Where more than 10% of dwellings within a 50metre radius of the application site are already in HMO use further conversions to HMO will be resisted. Conversely, where the proportion of dwellings in HMO use is less than 10%, changes of use to HMO will be acceptable in principle.

5.2 The following policies of the Brighton & Hove City Plan Part Two are also relevant:

DM7: Houses in Multiple Occupation - Applications for changes of use to (C4) HMO, a mixed (C3/C4) use or to (sui generis) HMO use, will be permitted where the proposal complies with City Plan Part One Policy CP21 and all of the following criteria are met:

- a) fewer than 20% of dwellings in the wider neighbourhood area are already in use as HMOs;
- b) the proposal does not result in a non-HMO dwelling being sandwiched between two existing HMOs in a continuous frontage;
- c) the proposal does not lead to a continuous frontage of three or more HMOs;
- d) the internal and private outdoor space standards provided comply with Policy DM1 Housing Quality, Choice and Mix;
- e) communal living space and cooking and bathroom facilities are provided appropriate in size to the expected number of occupants.

DM20: Protection of Amenity - Planning permission will be granted for development where it would not cause unacceptable loss of amenity to the proposed, existing and / or adjacent users, residents and occupiers.

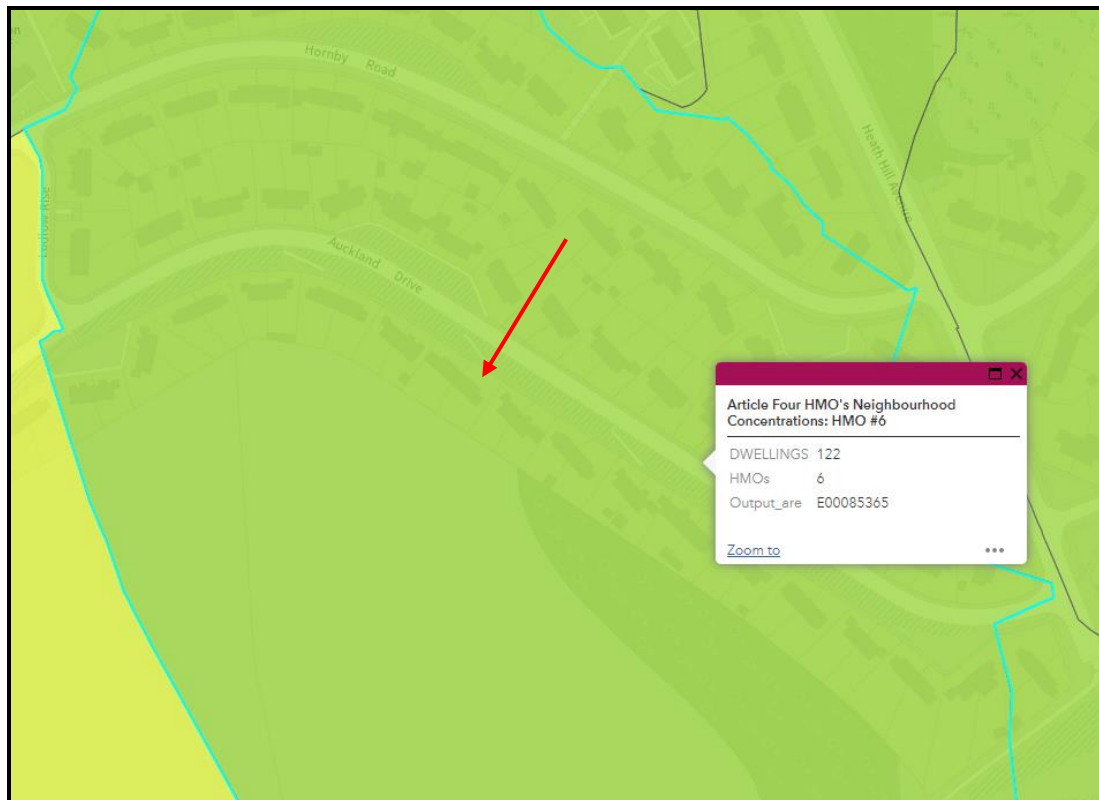
DM21: Extensions and alterations – extensions or alterations must be well designed and scaled, sited and detailed and take account of the existing character of the area.

6.0 PLANNING ASSESSMENT

6.1 The following material considerations are relevant to this application: the principle of the change of use; the amenity of neighbouring residents; the standard of accommodation; appearance of the extensions; and sustainable transport. These considerations are addressed below.

Principle of the change of use

- 6.2 110 Auckland Drive is as an existing lawful HMO. The proposed change of use to large HMO would have no impact on the proportion of shared houses in the area. No new HMOs would be created and no family homes would be lost. What would occur is a shift from one classification of HMO to another and a minor increase in occupancy in an existing shared house. There would be no adverse impact on the balance of the community. Thus, the proposal does not conflict with Policy CP21. It meets the clearly identified objectives of the policy: maintaining balanced communities and ensuring a range of housing needs continue to be met.
- 6.3 Notwithstanding this, local HMO density has been assessed in the preparation of this application. It has been calculated that 0 of the 18 neighbouring dwellings within a 50metre radius of 110 Auckland Drive are in HMO use. The change of use complies with the CP21 test were such deemed necessary.
- 6.4 The Council's new HMO map shows that there are less than 20% of HMOs within the home census output area. The extract below shows that there are 6 HMOs out of 122 dwellings within the home output which equates to 4.9%.



(Extract BHCC HMO Concentration Map – 'Home' Census output area identified)

- 6.5 The 'home' census output area and five contiguous output areas have been analysed. There are 34 HMOs and 767 dwellings within these six census output areas. This equates to 4.4% - well within the 20% threshold of Policy DM7.
- 6.6 Brighton & Hove's Licencing Register confirms that no adjacent properties are in use as an HMO. The closest existing HMO is six doors away at no96. Therefore, no residential dwelling would be sandwiched between HMOs and no continuous frontage of three HMOs would be created. As such, all criteria of policies CP21 and DM7 are met, and the principle of development is acceptable.
- 6.7 Moreover, the development would make more efficient use of an existing HMO avoiding the need for further family homes to be converted to meet the demand for shared housing in the area. This is a clear benefit to community balance and the neighbourhood.

- 6.8 As can be seen, the conversion of 110 Auckland Drive from small HMO (C4) to large HMO (sui generis) will maintain the balance of the community and is acceptable in principle.

Neighbouring amenity

- 6.9 110 Auckland Drive is physically well-suited to providing HMO accommodation. The internal areas where most activity would occur are located to the free side of the semi-detached property and not to the party wall with the neighbour. Soundproofing to the party wall at ground and first floor is included in the proposal. This soundproofing would significantly reduce any potential disturbance being caused to the paired neighbour. As bedrooms are at this party wall, lesser activity would occur here in any case.
- 6.10 Moreover, as the site is an established HMO, any differing behavioural patterns from those of a family house, are an existing feature of this locality. It is recognised that activity levels generated by the house may increase due to the additional occupiers proposed. However, the increase of two occupiers, would not be largely unnoticeable within the neighbourhood and would not lead to significantly more activity.
- 6.11 For these reasons, the amenity of neighbouring residents will be protected and Policy DM20 is complied with.

Standard of accommodation

- 6.12 The proposed eight-bedroom layout represents high-quality HMO accommodation that will provide future occupiers with suitable living conditions. The plans illustrate that the eight bedrooms would all exceed the Nationally Described Space Standards for a single occupancy bedroom (7.5m²). This ensures compliance with the Space Standards test of Policy DM1 that is referenced at criterion (d) of Policy DM7.
- 6.13 The plans also show that the bedrooms can accommodate expected furniture whilst maintaining circulation space. The well-proportioned bedrooms will provide occupiers with sleeping quarters, study areas and private amenity space. Each bedroom will provide good levels of natural light and outlook through large windows.

- 6.14 Three shower rooms and three WCs are provided, which is suitable provision for eight sharers.
- 6.15 The ground floor communal areas (including the extended part) are of similarly high quality. The dedicated kitchen, dining and living areas are well configured and contain the space and furniture to facilitate use by eight persons.
- 6.16 35.7m² of communal amenity space will be provided. This exceeds the 4m² per occupier discussed in the supporting text of Policy DM7.
- 6.17 As can be seen, 110 Auckland Drive will provide high-quality HMO accommodation for eight sharers that will protect the amenity of future occupiers in compliance with Policy DM20.

Appearance of the loft conversion and extension

- 6.18 The loft conversion and rear extension proposed have previously been converted as permitted development – under BH2020/00342. That the same hip-to-gable extension, rear dormer and rooflights as proposed could be achieved via permitted development is a genuine fallback position that represents a material consideration in this application.
- 6.19 The houses on Auckland Drive present a mix of gabled and hipped roofs. The addition of a gabled roof to the site would therefore be in keeping with the character of the area. The rear extension will not be visible from the street and cause no visual impact to the street scene.
- 6.20 As such, the physical works are well-designed and detailed and take account of the existing character of the area in compliance with Policy DM21.



(Hipped and gabled roofs at Auckland Drive: Google Streetview)

Sustainable transport

- 6.21 Unpermitted, on-street parking is available on Auckland Drive. The existing parking situation in the area is not considered under strain. HMO occupiers are generally less likely to have access to private vehicles than other residential demographics. These factors make it unlikely any adverse impact would be caused to local parking through the addition of two further occupiers.
- 6.22 The secure cycle storage, which is provided in a convenient position in the front garden, will encourage occupiers to cycle as a regular mode of transport. The accessibility of public transport, particularly bus routes at nearby Lewes Road, will also promote the use of sustainable transport modes and ensure occupiers are not reliant on the private car. For these reasons, the development is acceptable with regard sustainable transport.

7.0 CONCLUSIONS

- 7.1 Planning Permission is sought at 110 Auckland, Brighton for the change of use of a small HMO (C4) to large HMO (Sui Generis) with a loft conversion and single-storey rear extension. The existing shared house is occupied by six persons. The resultant HMO will be occupied by eight persons.
- 7.2 The proposed large HMO does not conflict with the objectives of City Plan Policy CP21 as no new HMOs are created, no family homes are lost and no imbalance to dwelling types in the community would be caused. Notwithstanding this, local HMO density is less than 10%; no residential property would be sandwiched by HMOs; and no frontage of three HMOs would be created. The change of use also passes the tests of adopted Policy DM7 and is acceptable in principle.
- 7.3 It is unlikely that adverse impact would be caused to neighbours through the minor increase in occupancy at an existing HMO. Soundproofing will be installed to the party wall and the communal amenity spaces are positioned away from the attached neighbour. The development will protect neighbouring amenity in accordance with Policy DM20.
- 7.4 High-quality HMO accommodation will be provided. Eight relatively large bedrooms are combined with well-configured, spacious communal amenity rooms. The proposal further complies with Policy DM20 by protecting occupier amenity and complies with Policy DM7 by providing suitably sized rooms.
- 7.5 The loft conversion and rear extension are compliant with permitted development conditions, so could be constructed at the property at any time. Their visual impact should be viewed through this lens. Notwithstanding this, the loft conversion is in keeping with the character of the area whilst the rear extension will cause no impact to the street scene. Policy DM21 is complied with.
- 7.6 No adverse impact would be caused to local roads through increased trip generation or on-street parking. Sustainable transport modes are promoted by the provision of cycle storage and accessibility of public transport.

7.7 In light of the above, Brighton & Hove City Council is respectfully requested to grant Planning Permission without undue delay.