

Brighton & Hove City Council
City Development & Regeneration
Hove Town Hall
Norton Road
Hove
BN3 3BQ

22 January 2024

Dear Sirs,

203 DYKE ROAD, HOVE, BN3 1TL

This letter is submitted in respect of the application for full planning permission for the conversion of 203 Dyke Road from a sui generis house in multiple occupation into 3 self contained residential units (two 2-bed flats and one 1-bed flat), together with minor elevational changes to facilitate the conversion.

The scheme is acceptable in principle, with City Plan policy DM7 stating:

“1. Planning permission will be granted for the conversion of sui generis Houses in Multiple Occupation to self-contained family homes (use class C3).”

Officers will note that an application for the conversion of 15 Caburn Road into self contained units has also been submitted to the Council. The two applications are entirely independent of each other, as the two addresses are now separate sites. This was confirmed in the officer report for application BH2023/00741 where it was stated:

“ In 2019 planning permission granted the removal of the subdivision between the properties and for the building to be used as a single sui-generis use. Following this in 2021 planning permission was then approved to separate the buildings to form two separate HMO uses. 15 Caburn Road was approved as an 11 person HMO whilst 203 Dyke Road was approved as an 8 Person HMO. An application in 2022 approved the increase in occupancy of 203 Dyke Road to a 9 person HMO.”



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For the application at 203 Dyke Road, the application submission comprises the following documents (note that proposed drawings are by architects Turner Associates):

- Application Forms and CIL Forms
- Biodiversity Checklist
- Sustainability Checklist
- Existing Elevations Survey
- Existing Floor Plans Survey
- Existing Topographical Survey
- Drawing 01 – Location Plan and Block Plan
- Drawing 10 – Proposed Basement Plan
- Drawing 11 – Proposed Ground Floor Plan
- Drawing 12 – Proposed First Floor Plan
- Drawing 13 – Proposed Second Floor Plan
- Drawing 14 – Proposed South Elevation
- Drawing 15 – Proposed East Elevation

Planning Issues

Formerly a nursing home, 203 Dyke Road (along with 15 Caburn Road) was converted into a large house in multiple occupation under planning permission reference BH2019/01008. Part retrospective planning permission to use 15 Caburn Road and 203 Dyke Road as two separate HMOs was granted under planning permission reference BH2021/00310. The two sites have therefore formed two separate planning units for around 3 years.

The proposed conversion of 203 Dyke Road is supported by aforementioned planning policy DM7 which states that applications for conversion into self contained (C3) dwellings will be approved. The current application is for C3 dwellings.

Policy DM7 does not cross reference compliance with other planning policies in the City Plan. However, it can be seen that the scheme accords with other policies that would normally be considered for applications for new self contained dwellings:

The scheme is for 3 units of accommodation, and so is below the threshold for affordable housing (City Plan policy CP20).

The proposed units provide for a good standard of accommodation, with all units complying with national space standards:

D1 – 2 bedroom 4 person ground floor flat 90m² (national standard = 70m²)

D2 – 2 bedroom 4 person first floor flat 85m² (national standard = 70m²)

D3 – 1 bedroom 2 person second floor flat 58m² (national standard = 50m²)

Cycle Parking and Refuse Storage facilities are provided. Refuse and Recycling will be on the Dyke Road frontage (as per existing) and cycle parking will be in the rear communal garden (as per existing).

With regard to outside space, ground floor flat will have two rear courtyard areas – as per existing. All three flats will have access to the shared outside space at the rear of the site. The supporting text to policy DM7 confirms that a pragmatic approach should be taken to assessing outside space for schemes involving the conversion of existing buildings – which is the case for the current application. Furthermore, weight should be given to the very high standard of the new flats, with all flats exceeding national space standards.

No car parking spaces are provided. The local highway authority will make a decision on whether occupiers of the new flats will be eligible for residents parking permits.

Minor changes to the Dyke Road elevation are proposed. These will enhance the site's appearance – providing greater articulation to this elevation.

Conclusion

The application seeks to convert a large HMO into self contained Class C3 dwellings – which is explicitly supported by the City Plan.

The scheme will make a positive contribution to the Council's supply of housing, a time when the council cannot demonstrate a five year supply of housing land.

We therefore trust that planning permission can be granted without delay.

Yours faithfully

LCP

Lewis & Co Planning