

ALLEN PLANNING Ltd
Town Planning and Development Consultants

Eastleigh Borough Council
Planning Department
Via email

7th October 2024

Dear Sirs

Prior Notification requirement under Class AB of Part 20 of the GPDO for a single storey roof extension to form 6 apartments.

Site at Rear building only at 105-115 Winchester Road, Chandlers Ford SO53 2GH

Class A of Part 20 of the Second Schedule to the GPDO was introduced by The Town and Country Planning (General Permitted Development) (England) (Amendment) (No. 2) Order 2020 (SI 2020 No.632).

This Prior Notification submission falls under Class AB of Part 20 and relates to this two storey mixed use terrace of buildings which has commercial units on the ground floor with a floor of offices above.

The first floor of the rear building has received prior notification consent for change of use under Part MA to form 6 flats under LPA reference PN/23/96620.

The frontage element of the building has received prior notification consent for change of use of the first floor under Part MA to form 5 flats and also a further approval under Part 20 to add an additional floor creating 5 apartments under LPA reference PN/24/97626.

Class AB of Part 20 of the GPDO permits the construction of new flats in the airspace above terraced buildings (including semi-detached buildings) in commercial or mixed (including residential) use; two storeys may be added if the existing building is two or more storeys tall, or one additional storey where the building consists of one storey.

In addition to this letter, accompanying this submission, are proposed floor plans and elevations and also a site plan of the building identifying the site the subject of this Notification. The fee will be paid via the Planning Portal and the CIL forms are also completed.

The application is also supported by a detailed Noise Impact Assessment, Transport Assessment and also a Daylight Assessment.

The proposed development seeks a single storey extension to the rear portion of this building only which if approved would accommodate a further **6 additional apartments** to those currently consented on site.

The Site

The building is not listed and does lie within a Conservation Area and the overall site is formed by a two storey building in the middle of a terrace of buildings on the northern side of Winchester Road with a Co-Op convenience store at ground level with offices (now vacant) above.

To the east of the building is a three storey commercial building and to the west lies a pair of two storey properties also in commercial use. Opposite the site is a two storey terrace, some in commercial use, and to the south east lies the Halfway Inn PH and its car park. The general location is shown in Figure 1 below.

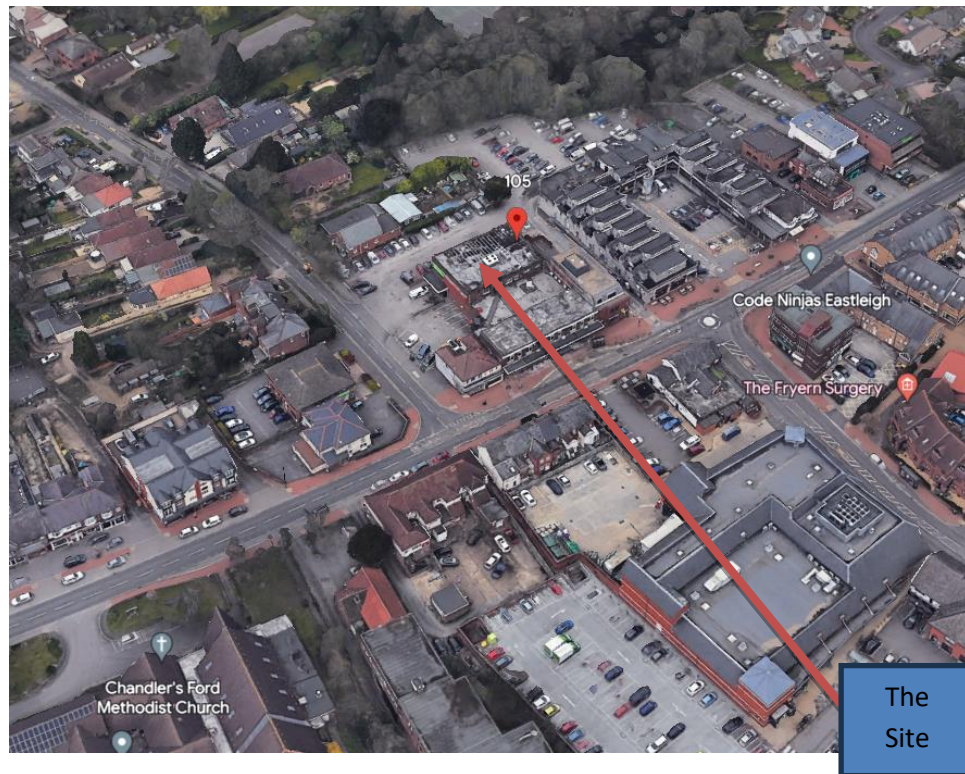


Figure 1 - The application site

To the rear of the site lies a single storey day centre building with a bungalow behind that both of which adjoin the rear boundary of the site. Immediately to the rear of the part of the site relating directly to this application is the shared commercial and residential parking area. The image of this part of the overall site is shown in Figure 2 below.



Figure 2 – Rear element of building – the application site

There is no Article 4 Direction removing Part 20 rights in this area.

In terms of the most recent planning history of this part of the overall site (rear), the first floor of this building was granted permitted development for change of use to 6 flats. In addition, the first floor of the front of this building was granted a separate permitted development consent for its conversion under Part MA for 5 flats and also a Part 20 consent for an additional floor to create 5 flats.

Overall, therefore notwithstanding the ground floor commercial units the site has permission for 16 apartments and this application would seek to add an additional 6.

Permitted Development

The GPDO under Paragraph 20, schedule 2, permits Development under Part AB as set out below:

AB.—(1) Development consisting of works for the construction of new dwellinghouses immediately above the topmost storey on a terrace building to which sub-paragraph (2) applies, where that development comprises—

(a) up to two additional storeys, in the case of an existing building consisting of two or more storeys;

(b) one additional storey, in the case of an existing building consisting of one storey, together with any development under sub-paragraph (3).

(2) This sub-paragraph applies to a building which is—

(a) used for any purpose within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes) or Class B1(a) (offices) of the Schedule to the 1987 Order, or as a betting office, pay day loan shop or launderette;

(b) in a mixed use combining—

(i) two or more uses within paragraph (a); or

(ii) a use falling within Class C3 (dwellinghouses) of the Schedule to the 1987 Order, together with one or more uses within paragraph (a).

(3) Development consisting of any or all—

(a) engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;

(b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;

(c) works for the construction of appropriate and safe access to and egress from the new dwellinghouses and existing premises, including means of escape from fire, via additional external doors or external staircases;

(d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.

(4) In relation to Class AB, “the 1987 Order” means the Use Classes Order as in force on 5th March 2018

Paragraph AB.1 states that development is not permitted by Class AB if—

(za) the permission to use the building as a dwellinghouse has been granted only by virtue of Class MA of Part 3 of this Schedule;

Not the case

(a) the building was constructed before 1st July 1948 or after 5th March 2018;

The building was constructed between these dates

(b) on 5th March 2018 the building was in a use other than—

(i) a use or mixed use within paragraph AB(2)(a) or (b); or

(ii) a use falling within Class C3 of the Schedule to the Use Classes Order;

On that date the building was in uses falling under Class E.

(c) the additional storeys are constructed other than on the principal part of the building;

The additional storey would be constructed on the principal part of the building only

(d) the floor to ceiling height of any additional storey, measured internally, would exceed the lower of—

(i) 3 metres; or

(ii) the floor to ceiling height, measured internally, of any storey of the principal part of the existing building;

The floor to ceiling height of the additional storey proposed would be 2800 metres which matches that of the existing first floor at 2800 metres and both would be below the 3m limitation

(e) the new dwellinghouses are not flats;

All six of the new units created would be as flats

(f) the height of the highest part of the roof of the extended building (not including plant) would be greater than 18 metres;

The height of the roof would be 12.4m and thereby compliant with this criterion

(g) the height of the highest part of the roof of the extended building would exceed by more than 3.5 metres the height of the highest part of the roof of every other building in the row of terrace buildings of which it forms part (not including plant, in each case);

The building next door (excl the plant room) is c. 10.4m high and the new mansard will be approx. 12.4 m high. and thereby less than 3.5 m taller than the highest part of the neighbouring buildings' roof and is therefore compliant with this criterion

(h) the height of the highest part of the roof of the extended building would exceed the height of the highest part of the roof of the existing building (not including plant, in each case) by more than—

(i) 3.5 metres, where the existing building consists of one storey; or

(ii) 7 metres, where the existing building consists of more than one storey;

The height of the highest part of the roof would be 12.4 m and thereby compliant with the 7m maximum increase permitted on this two storey building. The existing building is 9.2m.

(i) the existing building has been enlarged by the addition of one or more storeys above the original building, whether in reliance on permission granted under this Part or otherwise;

not these case

(j) development under Class AB(3)(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;

the extension does not require the provision of any visible support structures

(k) development under Class AB(3)(a) would consist of engineering operations other than works within the existing curtilage of the building to—

(i) strengthen existing walls;

(ii) strengthen existing foundations; or

(iii) install or replace water, drainage, electricity, gas or other services;

not required in this case

(l) in the case of Class AB(3)(b) development there is no existing plant on the building;

there is no existing plant on the roof of the building

(m) in the case of Class AB(3)(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;

n/a

(n) development under Class AB(3)(c) would extend beyond the curtilage of the existing building;

the development proposed would not extend beyond the curtilage of the existing building

(o) development under Class AB(3)(d) would—

(i) extend beyond the curtilage of the existing building;

(ii) be situated on land forward of a wall forming the principal elevation of the existing building; or

(iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building; or

The development proposed would comply with all of these criteria

(p) the land or site on which the building is located, is or forms part of—

(i) article 2(3) land;

(ii) a site of special scientific interest;

(iii) a listed building or land within its curtilage;

(iv) a scheduled monument or land within its curtilage;

(v) a safety hazard area;

(vi) a military explosives storage area; or

(vii) land within 3 kilometres of the perimeter of an aerodrome.

The site does not lie within any such restricted areas and is located more than 3 km from the perimeter of Southampton airport.

Conditions of permitted development

We also assess the conditions associated with such permitted development.

Paragraph AB.2.—(1) sets out the criteria for an assessment of the prior notification application under these provisions stating that where any development under Class AB is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to—

- (a) transport and highways impacts of the development;
- (b) air traffic and defence asset impacts of the development;
- (c) contamination risks in relation to the building;
- (d) flooding risks in relation to the building;
- (e) the external appearance of the building, including—
 - (i) the design and architectural features of —
 - (aa) the principal elevation; and
 - (bb) any side elevation that fronts a highway; and
 - (ii) the impact of any works under paragraph AB(3)(c) or (d);
- (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;
- (h) impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses;
- (i) impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area;
- (j) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State

Assessment of Paragraph AB.2 (1) requirements

(a) transport and highways impacts of the development;

The site proposes an additional floor of development to the rear portion of the overall building to be contained within a new roof to provide for 6 apartments and this application is supported by a detailed Transport Assessment.

In terms of on-site car parking the revised NPPF in matters of sustainable development, transport and car parking advises at paragraph 111 of the revised Framework advises that if setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 112 advises that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

In addition, paragraph 115 adds that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Turning to development plan policy, Policy DM14 addresses matters of parking and advises that new residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.

The SPD now is of some age and would seek circa 1 space per flat. These standards must of course now be read in conjunction with the more up to date NPPF. The site is within walking distance of a number of local shops and is located within the defined centre of Chandlers Ford. It is close to bus stops and the railway station is also a short walk away.

These proposals seek to allocate 5 spaces for the new apartments which equates to 0.8 spaces per apartment which exceeds the anticipated demand based on the census data and overall, a total of 18 spaces are identified for approved and proposed 22 apartments with the remainder of those on site retained for use by the commercial units as identified on the block/car parking plan.

A detailed Transport Assessment is provided with the application which concludes that:

"Prior approval has been obtained at 105-115 Winchester Road to create 16 apartments with 8 studios and 8 one bedroom apartments; it is now proposed to construct a further 6 apartments thereby increasing the overall number to 22 apartments with 9 Studios and 13 one bedroom flats. Overall, parking is provided for 22 bicycles in secure stores to the rear of the building, with parking for 18 cars also made available which is sufficient based on data from the 2011 Census taking into account the size and type of dwelling.

Overall, it can be concluded that the proposals to construct a further 6 apartments are acceptable in highways and transport terms."

Furthermore, appropriate cycle and refuse storage are provided on the site for the proposed six apartments. Parking will be provided for 6 bicycles in a dedicated cycle store within the ground floor of the building (rear) and these are shown on the proposed floor plans.

In light of the above it is concluded that the provision of 5 car parking spaces for the proposed six flats together with appropriate cycle parking and refuse storage would result in no material issues relating to the change of use proposed on matters of transportation or highway safety.

(b) air traffic and defence asset impacts of the development;

The site does not lie within an area where any air traffic or defence asset impacts would result from the provision of the additional storey of development proposed to this existing building. The site lies further than 3 km from the arena to Southampton A and even if approved these proposals would only result in a three storey building.

On this basis we confirm that the development proposed would be fully compliant with this criterion of Part AA2(1).

(c) contamination risks in relation to the building;

Turning now to the matter of contamination the site lies in an area where matters of land and ground contamination have not previously been raised in terms of residential applications granted on the site.

In addition, this application proposes the provision of a new upper floor of development upon this existing building only with no “ground break”.

In light of the above we therefore respectfully suggest that there are no material issues relating to the development proposed on matters of ground contamination.

(d) flooding risks in relation to the building;

The development site is located in Flood Zone 1 according to the Environment Agency’s (EA) Flood Map for Planning (Rivers and Sea). An extract from the environment agency flood risk map is shown in Figure 3 below.



Figure 3 – EA Flood Map extract

It is submitted that on this basis there are no reasons to resist the application as proposed on matters of potential flood risk and no overall requirement to consult with the Environment Agency.

Design

(e) the external appearance of the building, including—

(i) the design and architectural features of—

(aa) the principal elevation; and

(bb) any side elevation that fronts a highway; and

(ii) the impact of any works under sub-paragraph (1)(c) or (d) of Class AA;

In terms of design approach, it is proposed to design utilise the existing staircase serving the approved first floor flats and extend to the new second floor within a mansard roof. The proposed flats within the mansard extension would overlay those of the first floor, thereby minimising any risk of noise transfer between living rooms and bedrooms.

In terms of design the mansard extension proposed respects the consented scheme on the second floor of the front part of the building and, we consider, softens the visual appearance of this quite monolithic building.

Indeed, it is noted that p124 of the Framework, amongst other matters, seeks to promote:

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well- designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers. They should also allow mansard roof extensions on suitable properties⁵¹ where their external appearance harmonises with the original building.”

The proposed materials of plain clay tiles are contextual to many of the adjacent buildings and dwellings, and this material, along with the dormer windows will give the building a more residential appearance.

The windows to the rear have been kept to a minimum in order to minimise any adverse impacts of overlooking/or sense of overlooking, and where possible, dormers have been introduced to the side to create dual aspect flats.

The windows align with those below to give the building a harmonised external appearance and, it is considered, will make the building “return” it its original design conception rather than a new addition to the top of an existing building. It is considered that the mansard development will be subordinate to the main building and of visual benefit to the site and locality as a whole.

On this basis it is submitted that the design approach adopted would sit successfully with the building itself, including the recent grant of an additional floor of development to the frontage element of the overall site, together with successful assimilation into the townscape of the wider area and as such would constitute a high standard of design wholly in accord with the design guidance of the framework development plan policy.

It is concluded that this proposal is wholly compliant with criterion (e) of Class AA2 (1) of this Part of the Order.

Natural Light

(f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;

All of the proposed 6 flats are at a new upper floor level and would possess a large number of windows serving all of habitable rooms of the flats proposed.

In addition, a daylight assessment has been prepared for these six flats which concludes:

“8.1 Heathwell Ltd have instructed Point 2 to assess the daylight and sunlight within the Proposed Development.

8.2 The analysis has been carried out in accordance with the methodologies contained in the BRE Guidelines, which is used by the local authority to determine the acceptability of a proposal in terms of its daylight and sunlight amenity.

8.3 All rooms will meet their target value for daylight and, as such, the scheme complies with Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 in terms of providing adequate natural light to all dwellings.”

Given the configuration of the building, with separation between itself and other neighbouring buildings, together with the height of the additional accommodation proposed it is submitted that all 6 flats proposed would be “flooded with” natural light.

It is concluded therefore that each of the 6 flats proposed would comply with criterion (f) as there would be the provision of adequate natural light in all habitable rooms of the new dwellinghouses proposed.

Impacts on Amenities of neighbouring buildings

(g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;

Securing a good standard of amenity for all existing and future occupants of land and buildings is one of the core principles of the NPPF as set out in paragraph 135(f). The “test” in development plan policy terms relating to residential amenity is contained within Policy DM1 which sets out the general criteria for new development advises that all new development should (as relevant):

“a. not have an unacceptable impact on, and where possible should enhance:

i. residential amenities of both new and existing residents

The proposal seeks to increase the height of the existing building and thereby introduce new fenestration at second floor level.

To the rear of the site there is a neighbouring bungalow (7 Brownhill Road) with a community hall adjacent and whilst new windows are being introduced there is a separation distance of around 22m from the rear elevation of the building to the nearest elevation of the bungalow.

Five small windows are proposed within the proposed mansard extension in the rear elevation and these serve habitable rooms as shown in Figure 4 below.



Figure 4 - Proposed Rear elevation.

Given the relationship and separation distance between buildings such is considered to constitute an appropriate relationship in an urban area such as this characterised by mixed use development, and it is submitted that the impacts of overlooking would not be so harmful as to warrant a failure to comply with this criterion

In terms of the community hall, the new windows would have an angled view towards the hall and with the separation distance it is submitted that there would be an adverse impact on privacy for users of this building.

Furthermore, to the side are upper floor flats in Fryern Arcade however these have their principal; fenestration facing into the “courtyard”. Two windows are proposed in the side elevation facing Fryern Arcade. Given the orientation and separation between built forms it is submitted that these proposals would avoid adverse impact on the amenities of flats in the upper floors of this building.

In addition, given the distance between the approved flats in the frontage building and this additional floor in the rear part of the building it is concluded that these proposals would not result in an unacceptable loss of daylight/privacy to the occupiers of these intended properties or indeed any issues of overbearing impacts.

It is submitted therefore that these proposals would have no significant adverse impacts on matters of residential amenity to the occupiers of any neighbouring properties either existing or approved.

Noise

(h) impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses;

In terms of the impacts of noise from commercial premises on the intended occupiers of the development. In this respect traffic noise cannot be an issue for consideration in Prior Notification applications.

In terms of potential noise disturbance, the NPPF, revised 2021, at paragraph 174 states that planning policies and decisions should aim to:

174. Planning policies and decisions should contribute to and enhance the natural and local environment by:

(e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

Paragraph 185 adds further:

“185. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation .”

The site lies within a mixed use area including commercial uses and as a result a detailed Noise Impact Assessment has been provided with the application. The conclusions of this detailed assessment are set out below.

“A baseline noise survey has been undertaken by DAA Group to establish the prevailing noise climate in the locality of 105-111 Winchester Road, Chandlers Ford, Hampshire SO53 2ZA in support of a Planning Application for the addition of a 2nd floor to the front elevation. Using results of the noise survey, the sound insulation performance for the whole building envelope including glazing (windows) is assessed, and a scheme of noise mitigation measures is established and included in the report verified by BS8233:2014 rigorous method building envelope sound insulation calculations.

A scheme of noise mitigation measures in the report provides specification details as appropriate for sound insulation treatment to the separating floor and walls.

A BS4142:2014+A1:2019 Assessment has been carried to assess the noise from the nearby existing commercial plant.

It is concluded that, the impact of noise will not prejudice the amenities of any future occupants provided the above points are taken into consideration.”

In light of the above we submit that there is no reason to resist the additional floor (front) as proposed in terms of matters of potential noise disturbance from commercial buildings and/or land uses in close proximity to the site. We therefore conclude that these proposals are wholly in compliance with the requirements of criterion (h) of this form of permitted development.

Protected Vistas

(j) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012⁽¹¹⁾ issued by the Secretary of State.

The site is not located in an area where the proposed development would impact on the protective views identified by the above document and therefore there is no conflict whatsoever with criterion (j) of this form of permitted development.

NDSS Size Assessment

There has been a further requirement introduced by the 2020 revisions to the GPDO which requires that each flat proposed must achieve the minimum size standards as set out below:

“ In article 3, after paragraph (9) insert—

(9A) Schedule 2 does not grant permission for, or authorise any development of, any new dwellinghouse—

(a) where the gross internal floor area is less than 37 square metres in size; or

(b) that does not comply with the nationally described space standard issued by the Department for Communities and Local Government on 27th March 2015^(a).

(9B) The reference in paragraph (9A) to the nationally described space standard is to that standard read together with the notes dated 19th May 2016 which apply to it.”.

In light of the above we assess all of the 5 apartments proposed against NDSS size standards in the table below.

Number	type	size (m2)	NDSS Standard (m2)
7	1B 1P	39.6	37
8	1B 2P	51.9	50
9	1B 2P	53.5	50
10	1B 2P	53.5	50
11	1B 2P	52.3	50
12	1B 1P	46.8	37

Given the above assessment it is clear that each of the six apartments proposed would meet, and indeed in all cases, exceed the minimum size standards set out for such flats within the NDSS.

Part B requirements

Part B(1) of the GPDO advises that the following provisions apply where under this Part (20) a developer is required to make an application to a local planning authority for a determination as to whether the prior approval of the authority will be required.

Part B(2) states that such an application must be accompanied by—

a) a written description of the proposed development, which, in relation to development proposed under Class A, must include details of any dwellinghouse and other works proposed under paragraphs A.(a) to (d);

This is set out in this letter and on the application forms and seeks to create a single storey extension to the rear portion roof of the building with no other external changes to the building to create 6 apartments.

(b) a plan which is drawn to an identified scale and shows the direction of North indicating the site and showing the proposed development;

A site plan identifying the site forms part of the overall drawing package with this application.

(c) floor plans which are drawn to an identified scale and show the direction of North indicating the dimensions and proposed use of each room, the position and dimensions of windows, doors and walls, and the existing and proposed elevations of the building;

Detailed floor plans and indeed sections of the proposed single storey accommodation form part of the overall drawing package with this application including door and window locations.

(d) a written statement specifying the number of new dwellinghouses proposed by the development that is additional to the number of dwellinghouses in the building immediately prior to development;

This application proposes the creation of six new dwellings and at present there are no flats within the building however there are permissions for the conversion and extension of the site itself to form 16 dwellings.

(e) a list of all addresses of the flats within the existing block of flats;

There are no flats existing within the building however there are permissions for the conversion and extension of the site to form 16 dwellings

(f) the developer's contact address;

Miniguard Ltd, c/o Allen Planning Ltd, The Old Fire Station EC, Salt Lane, Salisbury, SP1 1DU

(g) the developer's email address if the developer is content to receive communications electronically; and

Miniguard Ltd, c/o Allen Planning Ltd – tony.allen@allenplanning.co.uk

(h) where sub-paragraph (6) requires the Environment Agency(a) to be consulted, a site-specific flood risk assessment,

There is no issue of flood risk pursuant to the proposed prior notification development and this matter is not required.

together with any fee required to be paid

This form of prior notification application requires a fee of £418 per unit to be paid and given that fact that six apartments are proposed we submit that the proposed fee would be £2508.00.

Conclusions

In light of the information contained within this letter we submit that the proposed single storey extension to the rear element of this building **to form 6 apartments** under Class AB of Part 20 is wholly in accord with the General Permitted Development Order and the Prior Notification Procedure.

On that basis this application is wholly compliant with all of the matters of Class AB, Part 20, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the application should thereby be approved.

If the Council require any further information, then please do not hesitate to contact me.

Yours sincerely



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