

**2015 No. 596**

**TOWN AND COUNTRY PLANNING, ENGLAND**

**The Town and Country Planning (General Permitted  
Development) (England) Order 2015**

<i>Made</i>	- - - -	<i>18th March 2015</i>
<i>Laid before Parliament</i>		<i>24th March 2015</i>
<i>Coming into force</i>	- -	<i>15th April 2015</i>

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The Secretary of State, in exercise of the powers conferred by sections 59, 60, 61, 74 and 333(7) of the Town and Country Planning Act 1990(a) and section 54 of the Coal Industry Act 1994(b), makes the following Order:

### **Citation, commencement and application**

1.—(1) This Order may be cited as the Town and Country Planning (General Permitted Development) (England) Order 2015 and comes into force on 15th April 2015.

(2) This Order applies to all land in England, but where land is the subject of a special development order, whether made before or after the commencement of this Order, this Order applies to that land only to such extent and subject to such modifications as may be specified in the special development order.

(3) Nothing in this Order applies to any permission which is deemed to be granted under section 222 of the Act (planning permission not needed for advertisements complying with regulations).

### **Interpretation**

2.—(1) In this Order—

“the 1960 Act” means the Caravan Sites and Control of Development Act 1960(c);

“the Act” means the Town and Country Planning Act 1990;

“adjoining owner or occupier” means any owner or occupier of any premises or land adjoining the site;

“aerodrome” means an aerodrome as defined in article 255 of the Air Navigation Order 2009 (interpretation)(d) which is—

(a) licensed under that Order,

(b) a Government aerodrome,

(c) one at which the manufacture, repair or maintenance of aircraft is carried out by a person carrying on business as a manufacturer or repairer of aircraft,

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(a) 1990 c. 8. Section 59 was amended by section 1 of, and Schedule 1 to, the Growth and Infrastructure Act 2013 (c. 27); section 60 was amended by section 4(1) of the Growth and Infrastructure Act 2013; section 74 was amended by section 121 of, and Schedule 12 to, the Localism Act 2011 (c. 20), sections 19(1) and 32 of, and Schedule 7 to, the Planning and Compensation Act 1991 (c. 34) and section 344 of the Greater London Authority Act 1999 (c. 29).

(b) 1994 c. 21, to which there is an amendment not relevant to this Order.

(c) 1960 c. 62; which was amended by the Town and Country Planning Act 1962 (c. 38), Local Government Act 1963 (c. 33), Courts Act 1971 (c. 23), Local Government Act 1972 (c. 70), Local Government Act 1974 (c. 7), Statute Law (Repeals) Act 1974 (c. 22), Greater London Council (General Powers) Act 1976 (c. 26), Local Government, Planning and Land Act 1980 (c. 65), Acquisition of Land Act 1981 (c. 67), Local Government (Miscellaneous Provisions) Act 1982 (c. 30), Criminal Justice Act 1982 (c. 48), Planning (Consequential Provisions) Act 1990 (c. 11), Statute Law (Repeals) Act 1993 (c. 50), Criminal Justice and Public Order Act 1994 (c. 33), Environment Act 1995 (c. 25), Courts Act 2003 (c. 39), Fire and Rescue Services Act 2004 (c. 21), Mobile Homes Act 2013 (c. 14), and S.I. 1975/1636 and 2005/1541. There are other amendments not relevant to this Order.

(d) S.I. 2009/3015, to which there are amendments not relevant to this Order.

## PART 18

### Miscellaneous development

#### *Class A – development under local or private Acts or Order*

#### **Permitted development**

##### **A. Development authorised by—**

- (a) *a local or private Act of Parliament,*
- (b) *an order approved by both Houses of Parliament, or*
- (c) *an order under section 14 or 16 of the Harbours Act 1964 (orders for securing harbour efficiency etc, and orders conferring powers for improvement, construction etc of harbours)(a),*

*which designates specifically the nature of the development authorised and the land upon which it may be carried out.*

#### **Conditions**

##### **A.1** Development is not permitted by Class A if it consists of or includes—

- (a) the erection, construction, alteration or extension of any building, bridge, aqueduct, pier or dam; or
- (b) the formation, laying out or alteration of a means of access to any highway used by vehicular traffic,

unless the prior approval of the appropriate authority to the detailed plans and specifications is first obtained.

##### **A.2** The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—

- (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
- (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

#### **Interpretation of Class A**

##### **A.3** For the purposes of Class A, “appropriate authority” means—

- (a) in Greater London or a metropolitan county, the local planning authority;
- (b) in a National Park, outside a metropolitan county, the county planning authority; and
- (c) in any other case, the district planning authority**(b)**.

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(a) 1964 c. 40. Relevant amendments are Schedules 6 and 12 to the Transport Act 1981 (c. 56), section 46 of the Criminal Justice Act 1982 (c. 48), Schedule 3 to the Transport and Works Act 1992 (c. 42), Schedule 2 to the Planning Act 2008 (c. 29), Schedule 21 to the Marine and Coastal Access Act 2009 (c. 23) and S.I. 2006/1177 and 2009/1941.

(b) See section 1(1) of the Act; which was amended by section 31 of the Greater London Authority Act 2007 (c. 24). There are other amendments not relevant to this Order.