

## DELEGATED DECISION

Prior Approval Application under Part 20,  
Class AA of The Town and Country  
(General Permitted Development)  
(England) (Amendment) (No.2) Order 2020  
(as amended)

Class AA

Development consisting of works for the  
construction of new dwellinghouses on  
detached buildings in commercial or mixed  
use

The delegation powers schedule  
has been checked. Director of  
Residents Services can determine  
this application.

Case Officer:

Signature:

Date:

A delegated decision is appropriate  
and the recommendation  
conditions/reasons for refusal and  
informatives are satisfactory

Team Manager:

Signature:

Date:

The decision notice for this  
application can be issued.

Director / Member of Senior  
Management Team:

Signature:

Date:

## Report of the Head of Development Management and Building Control

**Address:** EAGLE COURT, 9 VINE STREET UXBRIDGE

**Development:** Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) in connection to the construction of two additional storeys to provide 8 x 2B4P residential units

**LBH Ref Nos:** 56163/APP/2024/646

<b>Drawing Nos:</b>	<b>Date of Plans</b>
Cover Letter, RE Addendum, prepared by Sphere 25, dated 04.03.2025	04-03-2025
PL_500_240813	04-03-2025
PL_501_240815	04-03-2025
PL_502_240815	04-03-2025
PL_503_240813	04-03-2025
PL_504_240813	04-03-2025
PL001-Rev-2	04-03-2025
PL002-Rev-2	04-03-2025
PL003-Rev-2	04-03-2025
PL09-Rev-2	04-03-2025
PL100-Rev-3	04-03-2025
PL101-Rev-1	04-03-2025
PL102-Rev-1	04-03-2025
PL103-Rev-1	04-03-2025
PL104-Rev-2	04-03-2025
PL105-Rev-2	04-03-2025
PL106-Rev-3	04-03-2025
PL10-Rev-2	04-03-2025
PL11-Rev-1	04-03-2025
PL12-Rev-1	04-03-2025
PL13-Rev-1	04-03-2025
PL14-Rev-1	04-03-2025
PL201-Rev-3	04-03-2025
PL21-Rev-1	04-03-2025
PL301-Rev-2	04-03-2025
PL302-Rev-3	04-03-2025
PL303-Rev-2	04-03-2025

PL304-Rev-4	04-03-2025
PL305-Rev-2	04-03-2025
PL306-Rev-2	04-03-2025
PL307-Rev-3	04-03-2025
PL308-Rev-3	04-03-2025
PL31-Rev-2	04-03-2025
PL32-Rev-3	04-03-2025
PL33-Rev-2	04-03-2025
PL34-Rev-3	04-03-2025
PL99-Rev-2	04-03-2025
Fire Statement-Rev-3, prepared by Hydrock, dated 04.03.2025	04-04-2025
Daylight and Sunlight Assessment-Revision-D, prepared by Create Consulting Engineers Limited, dated 19.08.2025	20-08-2025
PL09	23-08-2024
PL10	23-08-2024
PL11	23-08-2024
PL12	23-08-2024
PL13	23-08-2024
PL14	23-08-2024
PL21	23-08-2024

**Drawing Nos:**

**Date of Amended Plans:**

**Date Application Valid:** 28th March 2024

## 1.0 RECOMMENDATION

**PRIOR APPROVAL GIVEN**

### CONDITIONS

#### 1. COM4 Accordance with Approved Plans

The development hereby comprises eight two-bedroom, four-person residential units and shall not be carried out except in complete accordance with the details shown on the submitted plans numbered:

PL001 Rev 2  
PL002 Rev 2  
PL003 Rev 2  
PL201-Rev-3  
PL\_500\_240813  
PL\_501\_240815  
PL\_502\_240815  
PL\_503\_240813  
PL\_504\_240813  
PL003-Rev-2  
PL100-Rev-3  
PL301-Rev-2  
PL302-Rev-3  
PL303-Rev-2  
PL304-Rev-4  
PL307-Rev-3  
PL308-Rev-3  
PL99-Rev-2  
PL101-Rev-1  
PL102-Rev-1  
PL103-Rev-1  
PL104-Rev-2  
PL105-Rev-2  
PL106-Rev-3

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

**2. NONSC Development to be completed within 3 years**

The development must be completed within a period of three years starting with the prior approval date.

**REASON**

To comply with provisions under Schedule 2, Part 20, Class AA of The Town and Country Planning (General Permitted Development) (England) Order 2020 (as amended).

**3. COM5 General compliance with supporting documentation**

The development hereby permitted shall be carried out in accordance with the following approved documents:

Visual Impact Assessment dated 31st October 2023;  
Daylight and Sunlight Assessment-Revision-D, prepared by Create Consulting Engineers Limited, dated 19.08.2025; and,  
Fire Statement-Rev-3, prepared by Hydrock, dated 04.03.2025

#### REASON

To ensure that the development complies with the objectives and provisions of the Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

#### 4. **COM7 Materials (Submission)**

No development above ground level shall take place until details of all materials and external surfaces, have been submitted to and approved by the Local Planning Authority. Details shall include information relating to make, product/type, colour and photographs/images. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### 5. **NONSC Construction Logistics Plan**

Prior to the commencement of development (including demolition, site clearance, and initial ground investigation works) a Detailed Construction Logistics Plan (CLP) shall be submitted to and approved by the Local Planning Authority. The approved CLP shall be implemented and monitored throughout the demolition and construction programme.

#### REASON

To protect amenity and ensure highways safety in compliance with Policy T7 of The London Plan (2021).

#### 6. **NONSC Car Parking Management Plan**

Prior to the first occupation/use of the development hereby approved, a Car Parking Design and Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the lifetime of the development.

#### REASON

To ensure the site is appropriately designed and managed in accordance with Policies T6 of The London Plan (2021).

#### 7. **NONSC Cycle Parking**

Prior to the first occupation of the development hereby approved, details of cycle parking shall be submitted to and approved by the Local Planning Authority. Approved cycle parking details shall be implemented on site and available for use by residents upon first occupation and shall thereafter be permanently retained on site, maintained, and be kept available for use.

#### REASON

To ensure appropriate cycle parking provision in accordance with Policy T5 of The London Plan (2021) and Policies DMT 2 and DMT 5 of the Local Plan Part 2 (2020).

#### 8. **NONSC Restriction of Use**

The development permitted to be used as a dwelling house by virtue of Class AA is to remain in use as a dwelling house within the meaning of Class C3 of Schedule 1 to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the use as a dwelling house.

#### REASON

To comply with provisions under Schedule 2, Part 20, Class AA of The Town and Country Planning (General Permitted Development) (England) Order 2020 (as amended).

#### INFORMATIVES

**1. I70 LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

**2. I99 Non Standard Informative**

Thames Water advise that the development should follow the sequential approach to the disposal of surface water. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Further information is available on the Thames Water website.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

**3. I99 Non Standard Informative**

There is a possibility there may be some contaminating substances in the ground at the site. Our contaminated land record shows the site to be on a former contaminated land use identified as other. The Local Planning Authority would therefore advise persons working on site to take basic precautions in relation to any contamination they may find.

The above advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site is done should there be any contamination identified during the development where there is a need, for ground work, once such works are complete to minimise the risk to the occupants of the site.

## 2.0 PLANNING CONSIDERATIONS

### 2.01 Planning Considerations

The proposed application for prior approval seeks a two-storey upward extension to the existing commercial building to accommodate eight two-bedroom, four-person residential units under Schedule 2, Part 20, Class AA of The Town and Country Planning (General Permitted Development) (England) Order 2020 (as amended) for 'new dwelling houses on detached buildings in commercial or mixed-use'.

The application building is four storeys in height (over the basement) and located on the south side of Vine Street, adjacent to the Uxbridge Charter Building towards the northeast. The building is within the Uxbridge Town Centre. It features two access points. One is from Vine Street to the north and another is via Cricket Field Road at the rear, with direct access to Uxbridge High Street and Hillingdon Road.

The site is not within a Conservation Area, and there are no heritage assets within the site's curtilage. The Grade II Listed Randalls Department Store is approximately 60 metres east of the site. Given the separation distance and scale of development, the proposal would not impact on the heritage asset's setting.

The site lies within Flood Zone 1, with less than 1 in 1,000 annual chance of flooding from rivers and sea.

There are no trees subject to Tree Preservation Orders within the site or immediately adjoining it.

The surrounding area is of mixed character and comprises office, commercial, and residential uses within buildings of varying heights, ranging between three and six storeys. The buildings that comprise the site's immediate context include Boundary House to the south, Old Brigade House to the southeast, and Charleston House to the east, located on the opposite side of Cricket Field Road. The building is adjacent to the Uxbridge Charter Building, located to the southwest of the site.

The proposed development is assessed against the following criteria, as detailed in Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2020 (as amended):

a) Is the building above ground level less than three storeys in height?

NO

b) Was the building constructed before 1st July 1948 or after 5th March 2018?

NO

c) Was the building operating under a mixed-use or falling with Class C3 of the Schedule to the Use Classes Order?

NO

d) Are the additional storeys constructed other than on the principal part of the building?

NO

e) Is the floor-to-ceiling height of any additional storey measured internally exceeding 3 metres or exceeding any storey of the principal part of the existing building?

NO

f) Are the new dwellings not flats?

NO

g) Does the highest part of the roof of the extended building exceed the height of the highest part of the roof of the existing building by more than 7 metres (not including plant)?

NO

h) Is the height of the highest part of the roof of the extended building greater than 30 metres?

NO

i) and j) Does the development include the provision of visible support structures, engineering operations (other than works within the existing curtilage of the building) or attached to the exterior of the building upon completion?

NO

Whilst the development includes the installation of a fire escape staircase, this does not constitute a 'support structure' (engineering operations, such as any structure to strengthen walls or foundations). Part AA(1)(c) specifically allows for 'works for the construction of appropriate and safe access to and egress from the new dwellinghouses and existing premises in the building, including means of escape from fire, via additional external doors or external staircases.'

k) Does the development include an existing plant on the building?

NO

l) Does 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 exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the building?

NO

m) Does the development extend beyond the curtilage of the existing building?

NO

n) Does the development extend beyond the curtilage of the existing building, is situated on land forward of a wall forming the principal elevation of the building or is situated in land forward on a wall fronting a highway and forming a side elevation of the existing building?

NO

Whilst the development would include a new fire escape staircase that would project beyond the side elevation of the building, this staircase would not front a highway.

o) Is the site on article 2 (3) land, contains special scientific interest, contains a listed building or land within its curtilage, contains a scheduled monument or land within its curtilage, is considered a safety hazard area, contains military explosives storage or is within 3 kilometres of the perimeter of the aerodrome?

NO

## 2.02 Transport and Highways

Condition AA.2.-(1)(a) requires the developer to apply to the Local Planning Authority for prior approval as to the transport and highways impacts of the development.

The application site fronts Vine Street and is located on the southeast side of the junction with Cricket Field Road. The surrounding area is predominantly a mix of commercial and residential properties, located within a relatively short distance from Uxbridge London Underground Station. The site has a Public Transport Accessibility Level (PTAL) of 5, indicating 'very good' accessibility. The proposed introduction of eight flats would not result in alterations to the existing parking layout or car access arrangements at the lower ground floor (17 car parking spaces) and ground floor (15 car parking spaces).

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. For developments to be acceptable, they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise, or local amenity or safety of all road users and residents. Additionally, the impacts on local amenities and congestion are minimised, and suitable mitigation measures are in place to address any traffic impacts in terms of the capacity and functionality of existing roads.

Policy DMT 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services. This policy consideration is assessed together with policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), which states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Hillingdon Local Plan, Part 2 - Development Management Policies (2020), also requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues related to congestion and amenity.

The National Planning Policy Framework (NPPF) (2024) states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

Car Parking:

The existing office block provides 32 car parking spaces (including three disabled parking bays at the basement level). The existing car parking arrangements would not be altered. The car-free form of development is accepted due to the site's highly accessible town centre location, and therefore, the proposal raises no concerns in terms of parking provision.

Notwithstanding the 'car-free' nature of the development, a condition requiring details of a Parking Management Plan is recommended to ensure that details in connection to parking allocation are assessed in detail, with a minimum provision for disabled car parking. Details with regards to management, enforcement, and provision of disabled parking spaces will therefore be assessed at the condition stage, in line with Part E of Policy T6 of the London Plan (2021) and as per the requirements of Policy T6.1 of the London Plan (2021), which seeks for a minimum of three per cent of dwellings have designated parking bays on development proposals that exceed ten residential units.

#### Cycle Parking:

The development would accommodate cycle parking spaces within two bike stores, which would be positioned at ground floor level with access via lifts from street level. Cycle parking provision is appropriately secured by condition.

#### Trip Generation:

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) require development proposals to consider highway capacity in terms of traffic flows and conditions of general highway and pedestrian safety.

Whilst representations received by Hillingdon residents raise concerns over the potential impact on traffic, vehicular movements, and effects on highway infrastructure, the development would be 'car-free' and would have negligible effect on highway capacity in terms of traffic flows and conditions of general highway and pedestrian safety. The site is sustainable and is within the Uxbridge Town Centre, within a short walk from Uxbridge Underground Station. Moreover, the site is conveniently located near several bus stops, which provide connections to various destinations, including Hillingdon Hill, Hayes, Southall, and Ealing. Given the site's highly accessible location (PTAL 5) and the 'car-free' nature of the development, which would encourage walking, cycling, and the use of public transport, the Council's Highway Authority raises no concerns regarding trip generation.

#### Refuse and Servicing:

The Council's Highway Authority has raised no concerns as refuse collection would continue to occur via Cricket Field Road on the east side of the site. The proposed location, size, and design of the refuse store are, in principle, acceptable.

#### Highway Summary:

Subject to conditions requiring a Construction Logistics Plan, Car Parking Management Strategy, and cycle parking, the development is acceptable in terms of transport and would not cause an unreasonable impact on the highway network or create pressure on parking and traffic. Therefore, the development is consistent with the NPPF (2024), Policies T1, T2, T5 and T6.1 of The London Plan (2021), and Policies DMT 1, DMT 2, DMT 4, DMT 5, and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

As such, prior approval can be granted under Condition AA.2.-(1)(a).

## 2.03 Air Traffic and Defence

Condition AA.2.-(1)(b) requires the developer to apply to the Local Planning Authority for prior approval as to the air traffic and defence asset impacts of the development.

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

Heathrow Airport Ltd, National Air Traffic Services, and the Ministry of Defence (RAF Northolt) were consulted as part of the application process, and no objections to the proposals were received.

The proposed development is, therefore, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Prior approval can be granted under Condition AA.2.-(1)(b).

## 2.04 Contamination

Condition AA.2.-(1)(c) requires the developer to apply to the Local Planning Authority for prior approval as to the contamination risks in relation to the building.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

- C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
- D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer has reviewed the application, and given that the proposal would involve only minor ground-penetrating works, no contamination concerns have been raised. Notwithstanding the absence of concerns, an informative was recommended, as there is a possibility of contaminating substances in the ground at the site. Therefore, it is advisable for persons working on-site to take precautions. An appropriate informative is attached.

The proposal is, therefore, in accordance with the aims of Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

As such, prior approval can be granted under Condition AA.2.-(1)(c).

## 2.05 Flooding

Condition AA.2.-(1)(d) requires the developer to apply to the Local Planning Authority for prior approval as to the flooding risks in relation to the building.

The site lies within Flood Zone 1, with less than 1 in 1,000 annual chance of flooding from rivers and sea.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation or which would increase the risk or consequences of flooding will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development within areas identified at risk from surface water flooding which fails to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The application site is not located within an identified flood-risk area; therefore, it is not considered to be at risk of fluvial or pluvial flooding. As such, the proposal would not lead to an increase in potential flooding.

The development complies with the requirements of Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and raises no concerns with regard to flooding.

As such, prior approval can be granted under Condition AA.2.-(1)(d).

## 2.06 External Appearance

Condition AA.2.-(1)(e) requires the developer to apply to the Local Planning Authority for prior approval as to 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.

The building subject to this application comprises a three-storey brick building base with a setback fourth-floor with large windows in grey cladding. The proposals involve the construction of two additional floor levels. Whilst the works would involve limited alterations to the building layout, Council officers initially raised concerns over how the proposed three upper floors would blend in with the base of the building. The Applicant subsequently submitted detailed drawings with amendments to the proportions of the setback element and the retention of the Brise Soleil in the facade of the upper floors to emphasise the verticality of the upper floors and reduce visual weight. Moreover, the proposed revisions included a lighter colour of the cladding for the top floor and a reduction of the roof parapet to reduce the visual prominence of the upper floors. These changes are welcomed and accepted by the Council's Design and Conservation Team.

Policy DMHB 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) is applicable and states that any proposal for a high building or structure will be required to respond to the local context and satisfy the criteria listed below. Any forthcoming proposal should:

- i) be located in Uxbridge or Hayes Town Centres or an area identified by the Borough as appropriate for such buildings;
- ii) be located in an area of high public transport accessibility and be fully accessible for all users;
- iii) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views;
- iv) achieve high architectural quality and include design innovation. Consideration should be given to its silhouette, so that it provides a positive contribution to the skyline, its design at street level, facing materials and finishes, lighting and night time impact;
- v) where residential uses are proposed, include high quality and useable private and communal amenity space and ensure an innovative approach to the provision of open space;
- vi) not adversely impact on the microclimate (i.e. wind conditions and natural light) of the site

and that of the surrounding areas, with particular focus on maintaining useable and suitable comfort levels in public spaces;

vii) be well managed, provide positive social and economic benefits and contribute to socially balanced and inclusive communities;

viii) comply with aviation and navigation requirements and not adversely impact upon telecommunication, television and radio transmission networks; and

ix) demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.

The site is situated within the Uxbridge Town Centre and offers very good transport accessibility (PTAL 5), within short walking distance to Uxbridge Underground Station. Under these terms, the acceptability of the additional height, mass, and density can be accepted, provided that it meets the following requirements, which are also set by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020):

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The building has a distinct appearance with a brick base facade that features a string course detailing of a different material at the top and bottom sections of the windows, providing a degree of architectural interest and knitting the base and top floor elements together architecturally.

The design approach would ensure that the junction between the building base and the upper floors, including window reveal depths and detailing, would blend visually. Overall, the additional massing and facade articulation are acceptable, and the proposed vertical extension would respond to the context of the host building with no undue impact on its setting. The design approach would seek to reduce any sense of massing and bulk, and the additional storeys would not be seen as incongruous or obtrusive forms of development as the character and overall perception from street level would be respected as a result of the proposed materials and articulation. Details of materials are secured by condition.

## Summary:

The development is acceptable in terms of design, visual, and massing, as the proposed two-storey extension would have due regard the host building in terms of articulation and materials. The proposed cladding and fenestration would reduce a sense of massing, and the design approach is supported by the Council's Design and Conservation Team.

The development is, therefore, consistent with Policy D4 of the London Plan (2021) and Policies DMHB 10 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

As such, prior approval can be granted under Condition AA.2.-(1)(e), subject to a condition pertaining to the submission and approval of material details.

## 2.07 Provision of Natural Light

Condition AA.2.-(1)(f) requires the developer to apply to the Local Planning Authority for prior approval as to the provision of adequate natural light in all habitable rooms of the new dwellinghouses.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should provide an appropriate living environment with appropriate provision of daylight, sunlight, and visual outlook.

The application is supported by a Daylight and Sunlight Assessment (Revision-C, prepared by Create Consulting Engineers Limited, dated 08.08.2025). The assessment includes a detailed review of daylight and sunlight provision for the proposed development, following the guidance given in the Building Research Establishment (BRE) Publication 'Site Layout Planning for Daylight and Sunlight' (2022), which includes calculations of Vertical Sky Component (VSC) illuminance levels (Lux) and Annual Probable Sunlight Hours (APSH) for the proposed units. BRE Guidelines are advisory rather than mandatory. Some flexibility regarding sunlight reduction is appropriate and expected in dense urban areas, such as the location of the proposed development. Section 3.2.10 of the BRE Guidelines states, 'if the existing building stands unusually close to the common boundary with the new development or has a large balcony or overhang above the window, then a greater reduction in sunlight access may be unavoidable. The guidelines are purely advisory. Planning authorities may wish to use different criteria based on the requirements for sunlight in particular types of developments in particular areas. Sometimes a larger reduction in sunlight may be necessary if new development is to match the height and proportion of existing buildings nearby.'

The Applicant's assessment of the proposed extended Eagle Court building demonstrates that 156 of the 157 assessed windows would pass BRE's VSC check, and the remaining window would marginally fail (Pass 2). This is acceptable daylight access for Eagle Court windows.

To determine whether an acceptable amount of sunlight is achieved within a room, the following criteria should be met:

- at least one main window wall should face within 90 degrees of due south.
- at least one window should receive a minimum of 25 per cent of annual probable sunlight hours, including at least five per cent during the winter months between September 21st and March 21st.

Regarding Eagle Courts' proposed Annual Probable Sunlight Hours (APSH), the Applicant's results demonstrate that all windows in the kitchen/living rooms oriented within 90 degrees due south would pass BRE's sunlight criteria. Therefore, the windows would receive acceptable sunlight levels.

The proposed quality of residential accommodation within Eagle Court is acceptable. It complies with the aims of Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

As such, prior approval can be granted under Condition AA.2.-(1)(f).

## 2.08 Impact on Amenity

Condition AA.2.-(1)(g) requires the developer to apply to the Local Planning Authority for prior approval as to the impact on the amenity of the existing building and neighbouring premises and a detailed assessment with regards to any potential harm on sunlight/daylight, privacy and visual outlook should be carried out to review the acceptability of the proposed two-storey roof extension.

Policy D6 of The London Plan (2021) states that 'the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 'The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.'

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies

(2020) states that 'For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.'

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 'the Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishment (BRE) 'Site layout planning for daylight and sunlight: A guide to good practice'.'

The BRE document is the key guidance when considering daylight/sunlight and overshadowing implications of a development proposal on neighbouring sites. The aim of the guide is to ensure that good conditions within the surrounding built environment are retained.

The Mayor's Housing SPG (2016) states that 'an appropriate degree of flexibility needs to be applied when using the BRE guidelines, to assess daylight and sunlight impacts of new developments on surrounding properties as well as new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations. This should consider local circumstances, the need to optimise housing capacity and the scope for the character and form of an area to change over time.'

In urban settings, the GLA (Greater London Authority) generally advises a flexible approach to Vertical Sky Component (VSC) daylight figures, recognizing that strict adherence to numerical guidelines might be unrealistic and that other factors, like site context, should be considered. While BRE guidelines recommend a 27% VSC for adequate daylight, the GLA acknowledges that in inner-city environments, VSC values in the mid-teens can be acceptable, and exceeding 20% is considered reasonably good.

#### Daylight Sunlight Assessment (Charleton House and the Old Fire Station)

As the application involves the extension of two additional floors above an existing building within the Urban Town Centre, a full assessment on the proposed development impact on the adjoining residential properties daylight sunlight has been undertaken. In this instance, the nearest residential properties are situated on the opposite side of the street and include Charleston House and the Old Fire Station. A review of the historic planning application for Charleston House and the Fire Station shows that there is a mixture of commercial and residential (both bedroom and living/kitchen) windows at ground floor and residential (both bedroom and living/kitchen) on the 1st-4th floors.

In terms of residential windows, the windows along the western side of Charleston House and the Old Fire Station are the closest residential windows. Along Charleston House a total of 76 windows openings have been reviewed. On review of the historic planning permission for this property, it is noted that these windows include 49 serving living/kitchen spaces (with a

minimum of window openings providing outlook, sunlight and daylight from different aspect), 24 window openings serve bedroom windows and 3 further openings serve the commercial element at ground level.

The Old Fire Station is served by 16 windows serving several flats at ground and the first floor facing the property. These windows serve a mixture of bedrooms and living spaces.

### Daylight (VSC)

The Applicant's results confirm that 88 per cent of Charleston House windows pass BRE's '0.8 times the former value' daylight (VSC) check. The windows that fail are those located on the west elevation of Charleston House, where existing balconies cast shade on and limit daylight to these openings. The BRE guidance advises that where balconies are present in existing buildings, alternative modelling should be done for both existing and proposed scenarios without the balconies in place. If the results achieved without balconies pass the recommended values or the loss of daylight is below 20 per cent, then it can be concluded that the presence of the balconies, rather than the scale of the proposed development, is the main factor in the impact on access to daylight. The Applicant's alternative modelling conducted without the balconies in place confirms that 100 per cent (76 windows) of the 76 windows would pass the BRE's '0.8 times the former value' check.

Regarding Old Brigade House to the southeast of the application site, the submitted Assessment confirms that 100 per cent of the relevant windows would meet the BRE guidance requirement of achieving at least 0.8 times the former value for daylight (VSC) following construction of the proposed development.

Therefore, the proposed development would not have significant impacts on the neighbouring building's access to daylight. The proposal and its daylight impacts are acceptable in this denser urban environment.

### Sunlight Impact

The effect on sunlight has been evaluated through the Annual Probable Sunlight Hours (APSH) test. This tests sunlight to windows of habitable rooms which fall within 90-degrees due south of the development and calculates how many hours in a year a window would receive direct sunlight.

The BRE Guidelines state that sunlight will be adversely affected if after the development, sunlight received in a year is less than 25% of APSH (or less than 5% annual probable sunlight hours between 21st September and 21st March). Where a development causes a reduction below these values, the reduction should not be greater than 20% of its former value.

Paragraph 3.2.3 of the BRE Guidelines is quite clear in the windows that need to be assessed for loss of sunlight. It states

"To assess loss of sunlight to an existing building, it is suggested that all main living rooms of dwellings and conservatories, should be checked if they have a window facing within 90

degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun. Normally loss of sunlight need not be analysed to kitchens and bedrooms."

As such, it is important to emphasise that there is no requirement within the BRE Guidance to analyse North-facing windows for sunlight and bedroom windows are also not normally assessed for loss of sunlight.

#### Annual Sunlight Hours and winter values

All 16 windows assessed at Old Brigade House meet the BRE guidelines, achieving at least 0.8 times their former values for both Annual Probable Sunlight Hours (APSH) and Winter Sunlight Hours.

The Applicant's assessment shows that 91 per cent of Charleston House windows would retain at least 0.8 times their former Annual Probable Sunlight Hours (APSH) if the proposal is constructed. Eighty-seven per cent would meet BRE's winter sunlight target.

The existing scenario for most windows impacted by the proposal shows that these windows already receive a minimal amount of daylight and sunlight, well below BRE recommendations. The loss of sunlight measured on these windows exceeds BRE's recommended value of 20 per cent below the existing scenario; however, an alternative check for the scenario without balconies shows that the sunlight is largely reduced by the existing overhangs, rather than the proposed extension. The Applicant's alternative assessment, with existing recessed balconies removed, shows that 93.4 per cent of windows would retain at least 0.80 times the former APSH, and 86.8 per cent would retain at least 0.80 of their former winter APSH.

With regards to winter values, only three windows (four per cent) fall below the BRE guideline of retaining at least 0.8 times their former APSH, but still exceed the BRE's minimum winter APSH target of five per cent. This indicates only a minor reduction in sunlight. The remaining seven windows (nine per cent) that also fall below the 0.8 threshold currently receive low levels of winter sunlight due to existing site conditions, meaning their sunlight reduction would not be unduly harmed by the proposed development as to warrant refusal.

As per the BRE Guidelines, an impact is considered significant if a building receives less than 0.80 times its former APSH or winter sunlight values. The assessment shows that 93 per cent of the windows achieve at least 0.80 times their former APSH value. Given this, and considering the advisory nature of the BRE Guidelines, the minimal reduction in sunlight to Charleston House windows resulting from the proposed extension is, on balance, acceptable within the context of the PTAL 5 urban environment and relevant planning objectives.

#### Overshadowing of Gardens and Open Spaces:

The Applicant has assessed neighbouring amenity areas to determine the level of sunlight that external spaces would receive. Their assessment found that areas of relevance would not be unduly affected by the proposed development.

## Privacy and Overlooking:

Regarding privacy and overlooking, the building would maintain a considerable setback from neighbouring buildings on the east side of the site (Charleston House), which is the only neighbouring building with habitable windows addressing the site. Given that the main windows would front Vine Street towards the north of the site, any ability to directly overlook the east side would be limited, considering the separation distance. As such, no concerns with regard to loss of privacy and visual intrusion are noted.

## Summary:

Given the separation distance of the building from other neighbouring buildings towards the west of the site, neighbouring residential properties would remain largely unaffected in terms of loss of daylight/sunlight, overshadowing, and privacy.

The proposal would not impact the amenity of Old Brigade House to the southeast.

Some windows at Charleston House would fail to meet BRE guidelines. Given that BRE guidance advocates for a flexible and contextualised approach in line with the Mayor's SPG (2016), the proposed extension would not constitute an un-neighbourly form of development. On balance, given the application site's urban town centre context and Charleston House's existing balconies that reduce penetration of light through windows, the daylight/sunlight amenity impacts are acceptable.

The proposed development would be consistent with the aims of Policy D6 of The London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

As such, prior approval can be granted under Condition AA.2.-(1)(g).

## 2.09 Impacts of Noise

Condition AA.2.-(1)(h) requires the developer to apply to the Local Planning Authority for prior approval as to the impacts of noise from any commercial premises on the intended occupiers of the new dwelling houses.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to protect residential amenity.

Although the Applicant has not submitted a Noise Impact Assessment, the Applicant assesses this material planning consideration within the submitted Cover Letter dated 29th February 2024.

Whilst the site is within a Town Centre, the immediate context of the site contains no 'noise-generating' uses, as the nearest bars, music venues, and pubs are at a considerable distance along the Uxbridge High Street, approximately 150 metres from the site. Moreover, the

application building is highly screened by existing buildings towards the east side, particularly Charleston House, and any existing commercial premises within the site's context would have no unreasonable noise impact on prospective residents of the development. The site's location does not raise noise concerns.

The proposal complies with the aims of Policy D14 of the London Plan (2021) and Policy DMHB11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

As such, prior approval can be granted under Condition AA.2.-(1)(h).

#### 2.10 Impacts on Trade and Business

Condition AA.2.-(1)(i) requires the developer to apply to the Local Planning Authority for prior approval and consider the impact of the introduction of residential floorspace in an area with respect to carrying on of any trade, business, or other use of land in the area.

The principle of residential development within the immediate context of the site, on this side of the Town Centre, is established, with residential units located in the vicinity of the application site at Charleston House. The proposed residential floorspace would not involve a reduction in employment floorspace within the building, and the two uses would coexist. Considering that the residential units would be accommodated on two upper floor levels, with an appropriate separation from the non-residential floorspace, this is feasible.

The additional residential units would have a positive impact on the vitality or viability of the Town Centre and would have no harmful effects on trade, business, or other use of land in the area.

As such, prior approval can be granted under Condition AA.2.-(1)(i).

#### 2.11 Impact on Protected View

Condition AA.2.-(1)(j) requires the developer to apply to the Local Planning Authority for prior approval as to whether, because of the siting of the building, the development would impact a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State.

The development would not impact any protected views identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State.

As such, prior approval can, therefore, be granted under Condition AA.2.-(1)(j).

### 3.0 COMMENTS ON PUBLIC CONSULTATION

### 3.01 Consultee Comments

#### EXTERNAL CONSULTATION:

The Council sent letters to 33 neighbouring properties on 15th April 2024, notifying them of the proposal. A site notice was displayed outside the site for 21 days.

The statutory consultation ended on the 7th May 2024.

The Council re-consulted neighbours regarding application reference 56163/APP/2024/646 and 45011/APP/2024/632 by letter on the 9th July 2025 following the receipt of a revised Daylight and Sunlight Assessment (Revision-B, prepared by Create Consulting Engineers Limited, dated 01.07.2025).

The re-consultation period expired on 22nd July 2025.

The Council received 17 objections. These are summarised as follows:

- Loss of neighbouring daylight, sunlight, and overbearing visual impact
- Sense of enclosure and reduced residential amenity
- Noise and disruption during construction
- Parking capacity and highway safety concerns
- Increased vehicular traffic
- Poor design and out of keeping with the area's character
- Inappropriate overlooking and privacy impacts

#### CASE OFFICER COMMENT:

The responses to the concerns raised within the above points of objection are addressed within the main body of this report.

#### HEATHROW SAFEGUARDING:

No safeguarding objections to the proposed development were raised.

#### NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

#### HEALTH & SAFETY EXECUTIVE (HSE):

No objections. The submitted Fire Statement (Revision 00) dated 22nd December 2023 is acceptable and provides acceptable details of evacuation, fire detection/alarm systems, fire suppression and facilities for firefighting as part of the existing measures within the building and the proposed design intent for the proposed extensions.

Subsequently, the Applicant submitted Fire Statement-Rev-3, prepared by Hydrock, dated 04.03.2025 which HSE reviewed. HSE raised no concerns.

INTERNAL CONSULTATION:

LBH URBAN DESIGN AND CONSERVATION:

No objections, by reason of the revisions to the plans that address initial concerns with regards to layout and facade articulation to ensure that the top floor elements sit comfortably with the brick base of the building. Moreover, the quality of cycle and refuse stores, building articulation and materiality are, in principle, accepted, and the proposed height and massing are also acceptable. The amended plans resolve issues with regard to the design and appearance of the upper floors to ensure that the extension responds appropriately to the context and character of the host building.

CASE OFFICER COMMENT:

The above comments are noted, considering that the applicant has submitted a set of revised plans illustrating changes to the building articulation and materiality of the development to reduce the sense of massing and ensure that the proposed cladding blends in with the character of the building alongside the proposed fenestration. Details with regard to design and visual impact are addressed in the main body of the report.

LBH HIGHWAYS TEAM:

No objections, subject to conditions. The following inputs were given by the Highway Authority:

A planning application has been received seeking permission to construct two additional storeys above a town centre office block to accommodate eight residential units. The application site is situated in a location with a PTAL ranking of five, indicating that access to public transport is good compared to London as a whole; the presence of travel choice would help reliance on the private car for trip making and, in turn, the need for car parking.

The existing office block provides 37 car parking spaces. Vehicle access to these car parking spaces would not be changed. Whilst no details of cycle parking are proposed, the quantum and type of cycle parking can be assessed at the condition stage.

There are no highway objections to this proposal subject to conditions.

CASE OFFICER COMMENT:

Conditions requiring details of a cycle parking strategy, refuse strategy, Car Parking Management Plan and Construction Logistics Plan are recommended by condition. The applicant has, on balance, resolved the issues raised by the Highway Authority.

LBH ACCESS OFFICER:

No objections. The proposed additional two storeys would not be subject to compliance with London Plan Policy D7 by virtue of its status as an extension. No further accessibility concerns are therefore raised.



The following Policies are considered relevant to the application:-

Part 1 Policies:

1. **PT1.BE1 (2012) Built Environment**

(2012) Built Environment

2. **PT1.T1 (2012) Accessible Local Destinations**

(2012) Accessible Local Destinations

Part 2 Policies:

1. **DMAV 1 Safe Operation of Airports**

Safe Operation of Airports

2. **DMEI 10 Water Management, Efficiency and Quality**

Water Management, Efficiency and Quality

3. **DMEI 11 Protection of Ground Water Resources**

Protection of Ground Water Resources

4. **DMEI 12 Development of Land Affected by Contamination**

Development of Land Affected by Contamination

5. **DMEI 9 Management of Flood Risk**

Management of Flood Risk

6. **DMHB 10 High Buildings and Structures**

High Buildings and Structures

7. **DMHB 11 Design of New Development**

Design of New Development

8. **DMHB 16 Housing Standards**

Housing Standards

9. **DMT 1 Managing Transport Impacts**

Managing Transport Impacts

10. **DMT 2 Highways Impacts**

Highways Impacts

11. **DMT 4 Public Transport**

Public Transport

12. **DMT 5 Pedestrians and Cyclists**

Pedestrians and Cyclists

13. **DMT 6 Vehicle Parking**

Vehicle Parking

14. **DMTC 1 Town Centre Development**

Town Centre Development

15. **LPP D14 (2021) Noise**

(2021) Noise

16. **LPP D4 (2021) Delivering good design**

(2021) Delivering good design

17. **LPP D5 (2021) Inclusive design**

(2021) Inclusive design

18. **LPP D6 (2021) Housing quality and standards**

(2021) Housing quality and standards

19. **LPP E1 (2021) Offices**

(2021) Offices

20. **LPP SD7 (2021) Town centres: development principles and Development**

(2021) Town centres: development principles and Development Plan Documents

21. **LPP SI12 (2021) Flood risk management**

(2021) Flood risk management

22. **LPP SI13 (2021) Sustainable drainage**

(2021) Sustainable drainage

23. **LPP SI7 (2021) Reducing waste and supporting the circular economy**

(2021) Reducing waste and supporting the circular economy

24. **LPP SI8 (2021) Waste capacity and net waste self-sufficiency**

(2021) Waste capacity and net waste self-sufficiency

25. **LPP T1 (2021) Strategic approach to transport**

(2021) Strategic approach to transport

26. **LPP T2 (2021) Healthy Streets**

(2021) Healthy Streets

27. **LPP T4 (2021) Assessing and mitigating transport impacts**  
(2021) Assessing and mitigating transport impacts
28. **LPP T5 (2021) Cycling**  
(2021) Cycling
29. **LPP T6 (2021) Car parking**  
(2021) Car parking
30. **LPP T6.1 (2021) Residential parking**  
(2021) Residential parking
31. **NPPF11 - NPPF11 23 - Making effective use of land**  
**23**  
NPPF11 23 - Making effective use of land
32. **NPPF12 - NPPF12 23 - Achieving well-designed and beautiful places**  
**23**  
NPPF12 23 - Achieving well-designed and beautiful places
33. **NPPF2 - NPPF2 2023 - Achieving sustainable development**  
**23**  
NPPF2 2023 - Achieving sustainable development
34. **NPPF5 - NPPF5 23 - Delivering a sufficient supply of homes**  
**23**  
NPPF5 23 - Delivering a sufficient supply of homes
35. **NPPF6 - NPPF6 23 - Building a strong, competitive economy**  
**23**  
NPPF6 23 - Building a strong, competitive economy
36. **NPPF7 - NPPF7 23 - Ensuring the vitality of town centres**  
**23**  
NPPF7 23 - Ensuring the vitality of town centres
37. **NPPF8 - NPPF8 23 - Promoting healthy and safe communities**  
**23**  
NPPF8 23 - Promoting healthy and safe communities
38. **NPPF9 - NPPF9 23 - Promoting sustainable transport**  
**23**  
NPPF9 23 - Promoting sustainable transport

## 7.0 REFERENCE DOCUMENTS

The Town and Country Planning (General Permitted Development) (England) Order 2015 as amended by the Town and Country Planning (General Permitted Development) (England) (Amendment) (No2) Order 2020.

**Contact Officer:**

Alan Corcoran

**Telephone No:**

01895 250230