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Ms Alison Johnstone MSP  
The Scottish Parliament  
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Dear Alison,

I refer to the concerns you raised around cycle storage at First Minister's Questions, on 19 December 2019. You highlighted your concern that simple measures are being overlooked in the midst of a global climate emergency and asked the First Minister to act now to make bike storage simple and affordable. First Minister advised that she would consider this suggestion and I am now responding on her behalf.

First Minister agreed that it is important that we do the small things, as well as the big things, to help us deal with the climate emergency. In this respect you will be aware that we are currently consulting on a sustainability appraisal and the wider proposed work programme on reviewing Permitted Development Rights (PDR). <https://www.gov.scot/publications/scottish-governments-proposed-work-programme-reviewing-extending-permitted-development-rights-pdr-scotland/>. Comments are invited by 28 January 2020.

Early priorities being considered in this phased work programme include measures to address the global climate emergency. Householder developments and developments relating to active travel are provisionally programmed for consideration to commence later this year. Section 17.8 of the sustainability appraisal considers options for potential changes to PDR for ancillary buildings, including sheds, which could be used for bike storage.

PDR remove the need to apply for planning permission and typically relate to minor or uncontroversial developments and changes associated with an existing development. Householder PDR are already established so that in a number of instances limited alterations and extensions, to and within the curtilage of a property, can be carried out without the need to submit an application for planning permission. This ensures that minor and uncontroversial development does not slow down the effectiveness and efficiency of the planning system. PDR currently allow for the provision of any building required for the purpose incidental to the enjoyment of the dwellinghouse.

In summary the effect of the extant limitations is that:

- PDR does not apply to flatted properties;
- ancillary buildings are located to the rear of the property (i.e. not in front of a principal or side elevation where that elevation fronts a road);
- if 50% or more of the relevant part of the curtilage is to be developed, an application for planning permission would be needed;
- the height of the building is not more than 4 metres and the sections within 1 metre of the boundary would be no more than 2.5 metres; and
- the height of the eaves is not more than 3 metres.

In the case of conservation areas or within the curtilage of a listed building PDR apply provided the footprint of the ancillary building does not exceed 4 square metres. Listed building consent is required if the proposed development directly affects the character of a listed building.

The Sustainability Appraisal assessed the likely impact of potential changes to PDR for sheds (including bike sheds) and found that there were potential permanent significant negative effects on nationally significant cultural heritage assets, depending on the extent to which PDR are extended. The SA also found that there could be other mixed and minor negative effects on people's living environment, sustainable economic growth, biodiversity, flood risk, soils and landscapes.

Our future review of PDR for this type of development will therefore consider what, if any, changes should be supported, including any limitations or conditions on PDR that could help to mitigate any potential negative impacts. We will be engaging widely with local authorities and other relevant stakeholders to inform our consideration of the options, and this will be followed by a full public consultation on any proposed changes so there will be ample opportunity for interested parties to put forward their views and ideas for change.

In addition, you will be aware that the Scottish Government is investing £73.1 million capital in 2019-20 on a range of cycling and walking infrastructure for local authorities including cycling storage as a stand-alone or as part of more ambitious place building projects through the Places for Everyone Programme. One of the challenges in re-allocating road space (from car parking to cycle storage) is the existing Traffic Regulation Orders (TRO) which can delay projects. TS is undertaking a review of the TRO processes to understand what changes can be made to speed up the process but still retain public safeguards.

Furthermore, in 2019, the Scottish Government launched the £950,000 Social Housing Fund for Improved Walking and Cycling Facilities to allow housing associations to apply for funds for cycling storage and other facilities to make walking and cycling easier, more attractive and more accessible encourage active travel within communities, particularly those in areas of multiple deprivation.

I trust this is helpful and reassures you that we are alive to your concerns and will be reviewing the position on PDR for cycle storage in the near future.

*Yours aye,  
Kevin*

**KEVIN STEWART**

