



Planning and Development
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CHECKLIST

DO I NEED PLANNING PERMISSION TO INSTALL AN ACCESS RAMP?

If you answer **YES** to **ANY** of the following questions you **DO NEED PLANNING PERMISSION**

Tick answer

• Is your house a flat (e.g. part of a tenement or “4-in-a-block” housing)?	Yes	No
• Is your house a Listed Building* or is it in a Conservation Area**? * A search of Listed Buildings can be carried out on Historic Scotland’s website at http://www.historic-scotland.gov.uk/historicandlistedbuildings ** A list of Conservation areas can be found on our website at http://www.pkc.gov.uk/conservationareas	Yes	No
• Will the combined length of all flights forming part of the access exceed 5 metres? <i>(see information under definitions for information on flights and landings)</i>	Yes	No
• Will the combined length of all flights and landings forming part of the access ramp exceed 9 metres?	Yes	No
• Will any part of the ramp exceed 0.4 metres in height?	Yes	No
• Will the combined height of the ramp and any wall (excluding any external wall of the dwellinghouse), fence, balustrade, handrail or other structure attached to it exceed 1.5 metres?	Yes	No
• Have ‘permitted development’ rights been removed? You will need to check the original planning permission for the development. Permissions from 2007 onwards can be found on Public Access. Use the map search to find your plot. Please be aware that the map function on public access is not available when using tablets or mobile phones. *You can check the planning history of the property on PublicAccess via our website http://www.pkc.gov.uk/publicaccess . For help on how to search on public access please see our ‘How to use Public Access’ guidance note	Yes	No

If you have answered **NO** to **ALL** the questions above you should not require planning permission.

Definitions:

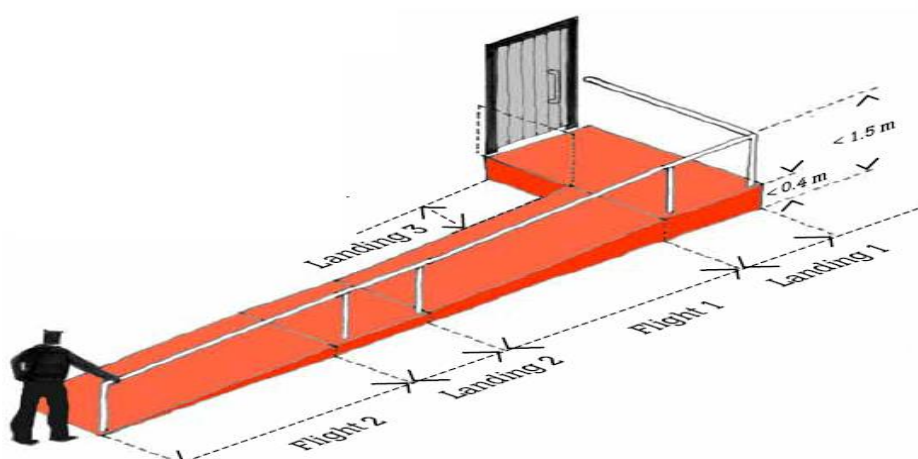
“**height**” is a reference to height when measured from ground level, and “**ground level**” means the level of the surface of the ground immediately adjacent to the building or structure or, where the level of the surface of the ground is not uniform, the level of the lowest part of the surface of the ground adjacent to it.

“**principal elevation**” means the one elevation of the original house which, by virtue of its design and setting, is its main elevation. Where it is not immediately obvious, the principal elevation may be identified by considering a combination of factors including:

- Location of the main door
- Location and layout of the windows
- The internal layout of the house
- The physical relationship of the elevation to the adjacent road
- Boundary treatments and their screening function
- Orientation of adjacent properties
- Architectural treatment of the elevation in relation to the rest of the house

“**road**” is defined as including not only a publicly maintained road but also footpaths and private roads to which the public have access.

“flights” and “landings”



Notes:

1. This checklist is a summary interpretation of the relevant part of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended up to October 2011.
2. This checklist is not a “Certificate of Lawful Use or Development” under Section 150 or 151 of the Town and Country Planning (Scotland) Act 1997 as amended. The Certificate is a formal determination which provides a definitive position concerning the lawfulness of any existing (s.150) or proposed (s.151) use or operations under planning law. A fee is payable which is equivalent to half the relevant planning application fee where the development has not been carried out, and the full fee if it has. The forms and guidance notes can be assessed at <https://eplanning.scotland.gov.uk/WAM/paperforms.htm>

3. This checklist deals with Planning Permission only. You may require a Building Warrant for the works proposed.
4. If you want to obtain written confirmation whether planning consent is required for a development you intend to carry out, you will need to submit an application for a Certificate of Lawfulness as detailed above (2).