

**ALMONDSBURY ROAD PORTSMOUTH PO6 4LZ****CONSTRUCTION OF 3NO. ACCESS RAMPS TO THE VERGE OF ALMONDSBURY ROAD****LINK TO DOCUMENTS:**

[HTTPS://PUBLICACCESS.PORTSMOUTH.GOV.UK/ONLINE-APPLICATIONS/APPLICATIONDETAILS.DO?ACTIVETAB=DOCUMENTS&KEYVAL=RYIIMPMOK8G00](https://publicaccess.portsmouth.gov.uk/online-applications/applicationdetails.do?activetab=documents&keyval=RYIIMPMOK8G00)

**Application Submitted By:**

Mr Louis Clinch  
Portsmouth City Council

**On behalf of:**

Mr James Hill  
Portsmouth City Council

**RDD:** 31st July 2023

**LDD:** 25th September 2023

**1.0 SUMMARY OF MAIN ISSUES**

1.1 This application is brought before Planning Committee due to 41no. letters of objection, and a call-in request from Councillor George Madgwick.

1.2 The main issues for consideration in the determination of the application are as follows:

- Design;
- Highway matters;
- Amenity impacts upon neighbouring residents;
- Any other raised matters

**1.3 Site and surroundings**

1.4 This application relates to Council-owned 5no. three storey purpose-built residential blocks of flats sited to the north of Almondsbury Road.

1.5 All blocks have communal gardens to the rear. To the front of the blocks is a grass verge between the pavement and Almondsbury Road. The grass verge is moderately steep and has existing cast concrete steps.

1.6 Each of the 5 blocks has a bin store to the rear that requires the waste collection team to transport the large 1,100L bins from the stores, down the verges or steps to the collection vehicle on the road.

**2.0 The Proposal**

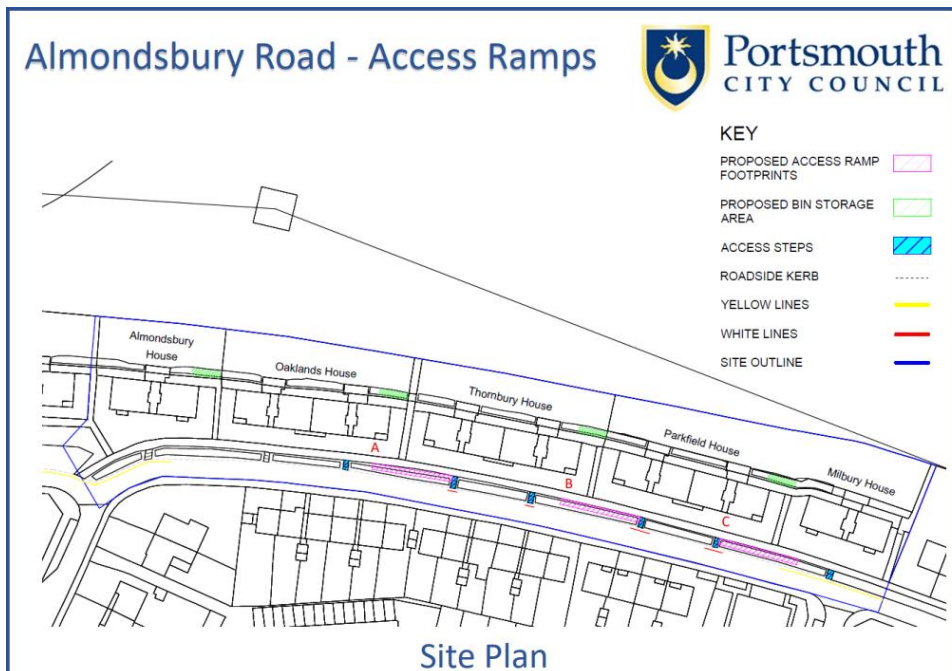
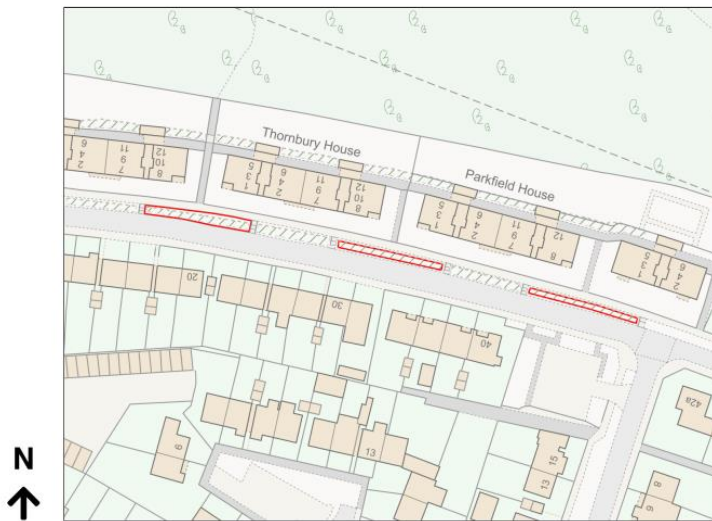
2.1 This application seeks planning permission for the construction of 3no. access ramps to the verge of Almondsbury Road. This would be on the grass verge between Oaklands House and Milbury House and is aimed at creating a safe route of travel for the waste collection team to transport the bins down the verge at Almondsbury Road, whilst also improving wheelchair accessibility to each of the blocks from the road to the pavement.

2.2 The construction would consist of three no. cast in-situ concrete ramps with red engineering facing bricks to the road-side of the new ramps, and a concrete block retaining wall to the verges, with steel hand rails.

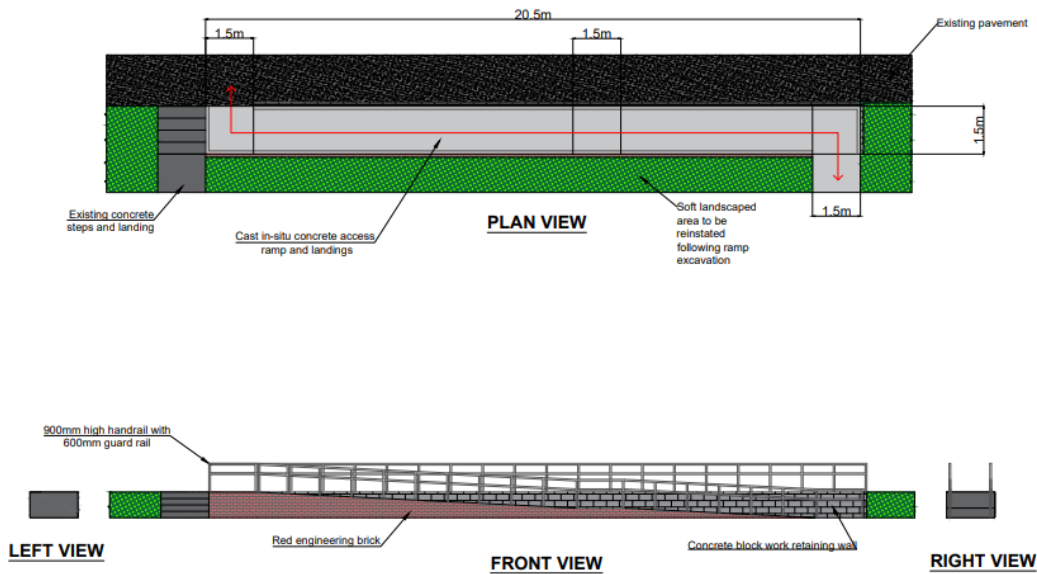
2.3 Due to the restricted width of the verge, a switch back ramp was deemed not to be feasible, therefore the ramps will be of a single directional design, with a top, bottom, and single intermediate landing. Whilst it is not possible to achieve (Approved document H) the guidance travel distances of 25m from the bin stores to the waste collection point, the ramp design proposed significantly reduces the safe travel distance from over 100m to approximately 45m. The provision of the three ramps would also mitigate the risks associated with council staff pushing the bins down the grass verge or steps, and instead allow for the bins to be safely transported.

2.4 In addition, the disabled access to the blocks on Almondsbury Road is poor, with no existing access that allows wheelchair users to access the block from the roadside parking available. The ramps will therefore be fully wheelchair accessible, meeting the standards for wheelchair accessible ramp designs set out within Approved Document M, Approved Document K and BS: 8300.

2.5 Plans:



Access ramp gradient 1:20



BUILDING PROJECTS - ENVIRONMENTAL - ALMONDSBURY ROAD BINS PHASE 1

## 2.6 Planning History

2.7 None

## 3.0 POLICY CONTEXT

3.1 In addition to the aims and objectives of the National Planning Policy Framework (2021), the relevant policies within the Portsmouth Plan (2012) would include: PCS17 (Transport) and PCS23 (Design and Conservation).

3.2 Guidance for the assessment of applications that is relevant to the application includes The Parking Standards and Transport Assessments Supplementary Planning Document (2014).

## 4.0 CONSULTATIONS

### 4.1 Highways Engineer

4.2 The proposal would reduce the provision of on street parking, however the reduction would be limited (due to implementation of keep clear linage) and is not considered to result in an unacceptable impact to highway safety or severe impact to the function of the highway.

4.3 Whilst this proposal could increase parking pressure, this is a matter of residential amenity, which you should give due weight when you determine the application.

### 4.4 Contaminated Land Team

4.5 No condition required.

## 5.0 REPRESENTATIONS

- 5.1 Forty-one letters of representation received, including from Councillor George Madgwick and Councillor Chris Dike, objecting on the following summarised grounds:
- Loss of on-street parking spaces;
  - Already concerns about parking and safety with the grass verges;
  - Health and safety issues due to illegal parking as ramps would restrict safe parking;
  - Have secured a large figure in the recent budget, to harden grass verges to aid in additional parking and the location of those verges is still ongoing. What are the costs?
  - Why the need for the access ramps now after decades of use of wheelie bins by binmen?
  - Disruptions to the bus service & delivery/postal service as well as any emergency vehicles access needed;
  - Waste of funds as this is not needed;
  - Lack of clarity if it is intended to replace the steps with slopes;
  - Lack of proper consultation and impact assessments ;
  - Councillors not consulted on this project prior to a planning application being submitted (*Officer comment: This is not a planning consideration*)

## 6.0 COMMENT

- 6.1 The main issues for consideration in the determination of the application are as follows:
- Design;
  - Highway matters;
  - Amenity impacts upon neighbouring residents;
  - Any other raised matters

### 6.2 Design

6.3 Policy PCS23 of the Portsmouth Plan echoes the principles of good design set out within the National Planning Policy Framework and requires all new development be well designed and, in particular, respect the character of the streetscene.

6.4 The proposed development (access ramps, retaining walls and galvanised steel hand rails) would be a relatively small scale development that would be viewed against the background of existing residential properties and not result in any significant adverse implications for the streetscene. The materials proposed are acceptable.

### 6.5 Highway matters

6.6 The Local Highway Authority has commented that the proposal would reduce the provision of on street parking, however the reduction would be limited (due to implementation of keep clear linage) and is not considered to result in an unacceptable impact to highway safety or severe impact to the function of the highway.

6.7 The proposed ramp apart from the landing would be created on part of the existing grass verge between the road and the pavement.

6.8 Based on the submitted Parking Impact Assessment, the landing for the proposed access ramp between Oaklands House and Thornbury House would be by the existing white line at the bottom of access steps to Thornbury House which currently measures 2350mm in width and could potentially be extended by approximately 1m to cover the bottom landing of the access ramp. The extension to the white line could lead to loss of less than 0.5 parking space.

6.9 The landing for the Parkfield House Access ramp would utilise the existing 5m wide white line at the bottom of access steps whilst that to Milbury House would utilise the double

yellow lines that run along the road outside of Milbury House. It is therefore not considered that the proposal would result in detrimental reduction of on-street parking.

#### 6.10 Amenity impacts upon neighbouring residents

6.11 The proposed ramps given the scale would not result in detrimental impacts on residential amenities. Indeed, for those with limited mobility, the ramps would greatly improve their access and so amenity.

#### 7.0 Any other raised matters

7.1 Matters of whether pre-application local consultation (with neighbours and/or councillors) took place are not planning reasons to withhold or defer consent. The same for finances, and whether the change in levels has been accessed up and down by binmen for years.

### **7.0 RECOMMENDATION**

7.1 Approve subject to the following conditions:

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town & Country Planning Act 1990.

2) Unless otherwise agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings:

- Location Plan
- 001 - Location Plan
- 002 - Site Plan
- 003 - Access Ramp Plans

Reason: To ensure the development is implemented in accordance with the permission granted.