

Report for Resolution

Report to Planning Applications Committee
Date 1 July 2010
Report of Head of Planning Services
Subject 10/00694/F Riverway Court 4 Recorder Road Norwich
NR1 1BP

Item
5(5)

SUMMARY

Description:	Provision of automatically controlled sliding gates to existing car park entrance openings.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions
Ward:	Thorpe Hamlet
Contact Officer:	Miss Jane Barker Technical Support Officer (Inner Team) 01603 212168
Valid date:	13th April 2010
Applicant:	Peverell Retirement, c/o. Chaplin Farrant, 51 Yarmouth Road, Norwich, NR7 0ET
Agent:	Chaplin Farrant, 51 Yarmouth Road, Norwich, NR7 0ET

INTRODUCTION

The Site

Location and Context

1. The application site is situated on the east side of Recorder Road, north of Prince of Wales Road and west of Riverside Road where it is close to the Riverside Walk and the River Wensum. Prince of Wales Road is one of the main vehicular and pedestrian routes to the Railway Station and also into the city centre and part of the road is situated within the Late Night Activity Zone. Other roads immediately surrounding Recorder Road are primarily residential being a mix of houses and flats.
2. The site itself provides modern retirement accommodation which comprises of individual sheltered flats, wardens accommodation, amenities for residents and care support which is managed by the house manager.

Constraints

3. The application site is within the City Centre Conservation Area and more specifically the Prince of Wales Character Area as defined within the Norwich City Centre Conservation Area Appraisal. This area is identified as of high significance.

Planning History

4. 4/1996/0045/F - Erection of 47 one bed and 19 two bed sheltered flats (Class C2) with communal facilities, wardens accommodation, car parking and landscaping. Former Henly's Garage Site. (Approved 21st January, 1997).
5. The property has been occupied for sheltered housing since it was constructed.

The Proposal

6. The proposal is for the provision of automatically controlled sliding gates to existing car park entrance openings. There are two car parks associated with this sheltered housing complex and it is proposed to have a pair of automatic cantilever sliding gates at each entrance. Each gate would be approximately 1.600 metres high and fixed approximately 100 mm above ground level with each leaf meeting on the centre line of the existing entrance opening. The gates would be positioned on the car park side of the existing boundary wall and be constructed in mild steel with 40 x 40 mm box framing and 10 mm diameter round bar railings which would be black to match the existing railing over the low level walls each side of the openings.
7. It is proposed that in order to access the premises via the two car parks all residents will be issued with their own remote controlled key fob which they will be able to use whether they are entering by foot or in a vehicle. The key fob will be capable of operating both sets of gates from within the vehicle entering the car park which will avoid the need to get out of the vehicle in order to open the gates.

Representations Received

8. Advertised on site and in the press. Two letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Concerns that access arrangements to the property will be changed with residents and visitors not being able to access the premises from the car park as they do now, which provides level access to the building; instead being "forced" to use the main entrance which has steps and a ramp.	See paragraphs 14-15
Concerned proposal would contravene the Disability Discrimination Act.	See paragraph 15
Concerns regarding traffic congestion.	See paragraph 16

Consultations

9. CNC Building Control: It appears that the subject of this application is to provide fob

operated automatic gates to the open car parks used as part of this property, it appears that this open car park approach allows unauthorised individuals to enter the premises without consent through the side entrances used by the residents as a matter of convenience, whereas the front entrance has a larger degree of security entrance control, the new gates may reduce this unauthorised access to the side entrance doorways and hence the building.

There is no building regulation that restricts doorways in or out of a building to specific uses unless there is a danger, they can all be used equally subject to ironmongery and direction of travel.

It does not appear that there is any restriction to maintaining use of the side doors as they exist mentioned on the drawings or application, only a reduction in unauthorised access to non residents to the car park, residents will normally be given a fob to activate the gates on entry, this can of course be used equally if they are on foot or in a vehicle, in either case they need to have their keys to hand to get in the front or side doors anyway so I assume they have little additional delay.

No adverse comments as to how individuals enter or leave this building, ideally the main entrance to any building is designed so as to allow anyone with or without access problems to enter the whole building equally, it just appears that the residents use the side entrances for convenience and in some cases ease of use, because they can.

We do not enforce the DDA, the courts do, as the DDA is wide ranging and the photographs are not accurate to enable measurement we cannot specifically give an undertaking to the compliance of the front entrance with the DDA in this case, the DDA does cover everybody with many differing challenges, but in essence this looks like Building Regulations compliance is reasonable.

As discussed above the provision of the gates does not force the residents to use the front entrance, if they have the fob they can still use the side entry and they also benefit from improved security.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1: Delivering Sustainable Development

PPS5: Planning and the Historic Environment

Safer Places: The Planning System and Crime Prevention - CLG

Relevant Strategic Regional Planning Policies

East of England Plan 2008

ENV6: The Historic Environment

ENV7: Quality in the Built Environment

Relevant Local Plan Policies

City of Norwich Replacement Local Plan 2004

HBE8: Development in Conservation Areas

HBE12: High Quality of Design

HBE19: Design for safety and security including minimising crime.

Supplementary Planning Documents and Guidance

Norwich City Centre Conservation Area Appraisal (Sept 2007)

Principle of Development

Policy Considerations

10. National planning policy in Planning Policy Statement 1 (PPS1) and its Climate Change Supplement require that all new development is appropriately and accessibly located and designed to make the most sustainable use of materials and resources, including taking appropriate steps to safeguard against climate change. Planning Policy Statement 5 seeks to ensure that new development is designed and planned to take account of and respect the special interest of designated heritage assets including Listed Buildings and Conservation Areas. Government guidance indicates that crime prevention is a material planning consideration and there is a general duty under S.17 of the Crime and Disorder Act, 1998 to prevent crime and disorder.
11. Adopted East of England Plan policy ENV6 relates to protecting the historic environment of the region whilst policy ENV7 ensures that new development achieves a high quality in the built environment of the region.
12. Saved City of Norwich Replacement Local Plan policy HBE8 seeks to ensure appropriate development in Conservation Areas, policy HBE12 requires a high quality of design and materials and HBE19 states that the design of public areas around new buildings (including parking areas) should take into account the need for security, physical safety and accessibility for all.
13. It is understood that the gates are required to provide improved security for the site and deter unauthorised entry into the premises via the two car parks. The site has already been victim to anti-social behaviour with persons accessing the premises by the uncontrolled car park entrances. In principle the proposals are considered acceptable subject to considerations of access and design.

Access

14. At present vehicles can drive in and out of both of the car parks freely as the entrances are open. In addition to this residents of the sheltered housing complex who enter the premises by foot also use the car parks and the side fire doors to enter the building, as this provides a level access into the building, in preference to using the main front door which is accessed by steps or a ramp; both of which have a continuous handrail. However, the management of the complex prefers residents to use this method of entry as it allows the house manager to monitor persons entering and leaving the property. All residents have keys for access and can push the button near the door for assistance.
15. Comments have been received from and on behalf of one resident of the site raising concerns that the proposals would restrict access to side entrances which provide a level access. The proposals will not alter the access arrangements to the building itself but will provide secure access to the parking areas. All residents, whether they access the premises by vehicle or as a pedestrian, will still be able to use the fire exit when the gates are installed. The side and front accesses will remain unchanged with level and ramped access, respectively.

16. The key fobs will also be capable of operating both sets of gates from within a vehicle entering the car park which will avoid the need to get out of the vehicle in order to open the gates. Given the limited size of the car parking areas and therefore the limited vehicle movements likely to occur, it is not considered that vehicles waiting for the gates to open would have a negative impact on highway safety or congestion in the area.

Design

17. The gates have been designed so they slide open and will not open into either the car parks or onto Recorder Road. The gates would complete the boundary treatment between the site and Recorder Road and their appearance is consistent with existing railings at the site. It is considered that the design is appropriate and that the proposals would satisfactorily preserve the character of the conservation area.
18. The provision of railings in this location would meet the objectives of saved policy HBE19 of the City of Norwich Replacement Local Plan by reducing the potential for crime and anti-social behaviour, making the area safer and secure for residents and visitors to the sheltered housing complex.

Conclusions

19. It is considered that the proposed security gates would enhance the security of the site. The design of the gates is in keeping with the area and would preserve the character of the surrounding conservation area. Having considered the implications for residents accessing the site it is not considered that that the proposals would detrimentally affect access as this would fundamentally remain the same. Given the limited potential for vehicle movements at the two accesses the gates would not adversely affect the adjacent highway.

RECOMMENDATIONS

To approve Application Number 10/00694/F Riverway Court 4 Recorder Road Norwich NR1 1BP and grant planning permission Subject To The Following Conditions:-

1. Standard time limit;
2. Development in accordance with submitted plans

Reason for Recommendation

The decision has been made with particular regard to the provisions of Planning Policy Statement 1 (PPS1) including the Climate Change Supplement (PPS1 Annexe); Planning Policy Statement 5 (PPS5); Safer Places: The Planning System and Crime Prevention policies; ENV6 and ENV7 of the East of England Plan (adopted May 2008) and saved policies HBE8, HBE12 and HBE19 of the City of Norwich Replacement Local Plan (Adopted November 2004). It is considered that the proposed security gates would enhance the security of the site. The design of the gates is in keeping with the area and would preserve the character of the surrounding conservation area. Having considered the implications for residents accessing the site it is not considered that that the proposals would detrimentally affect access which would fundamentally remain the same. Given the limited potential for vehicle movements at the two accesses the gates would not adversely affect the adjacent highway.



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Planning Application No - 10/00694/F
 Site Address - Riverway Court, 4 Recorder Road
 Scale - 1:1,250

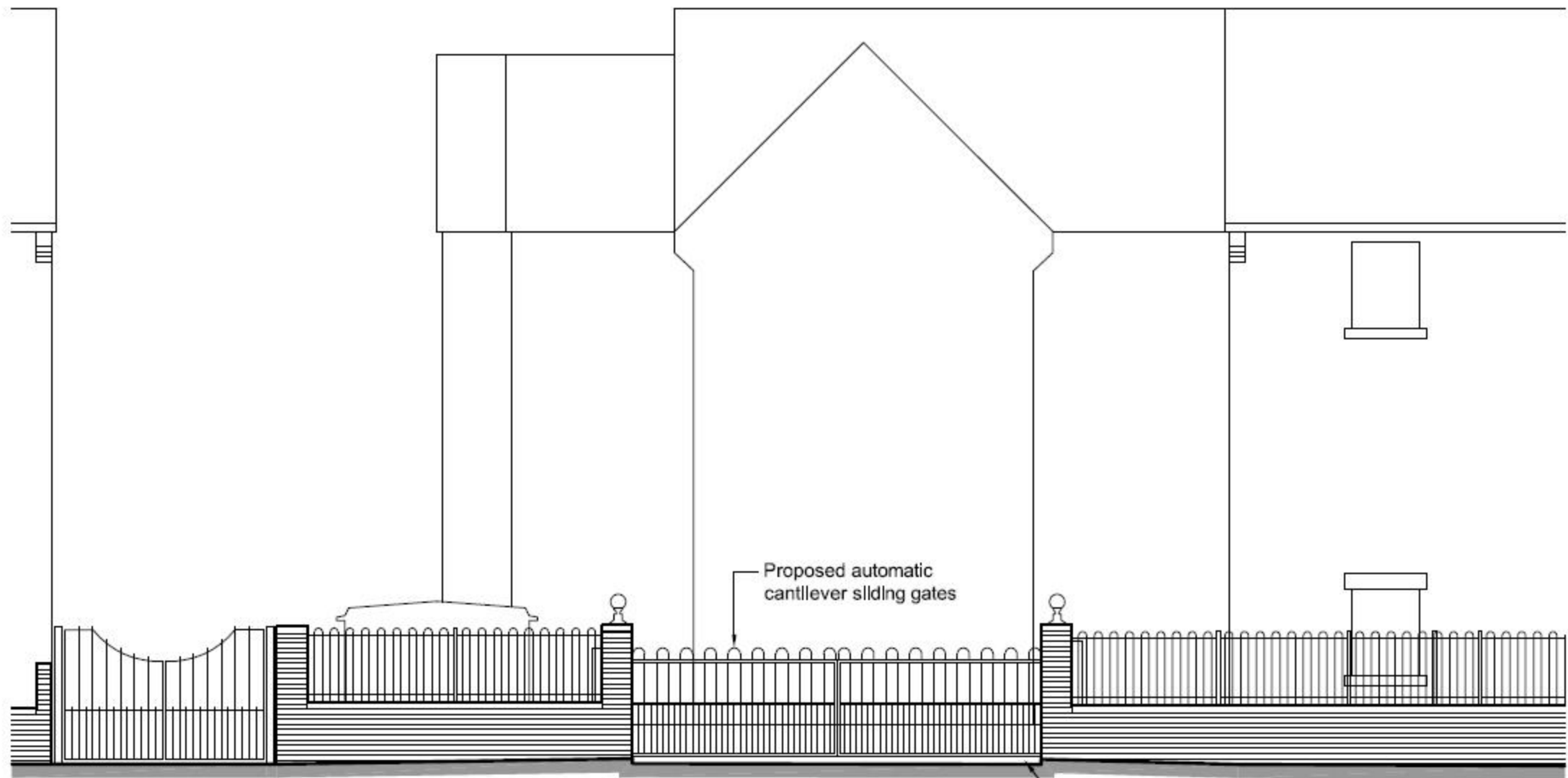


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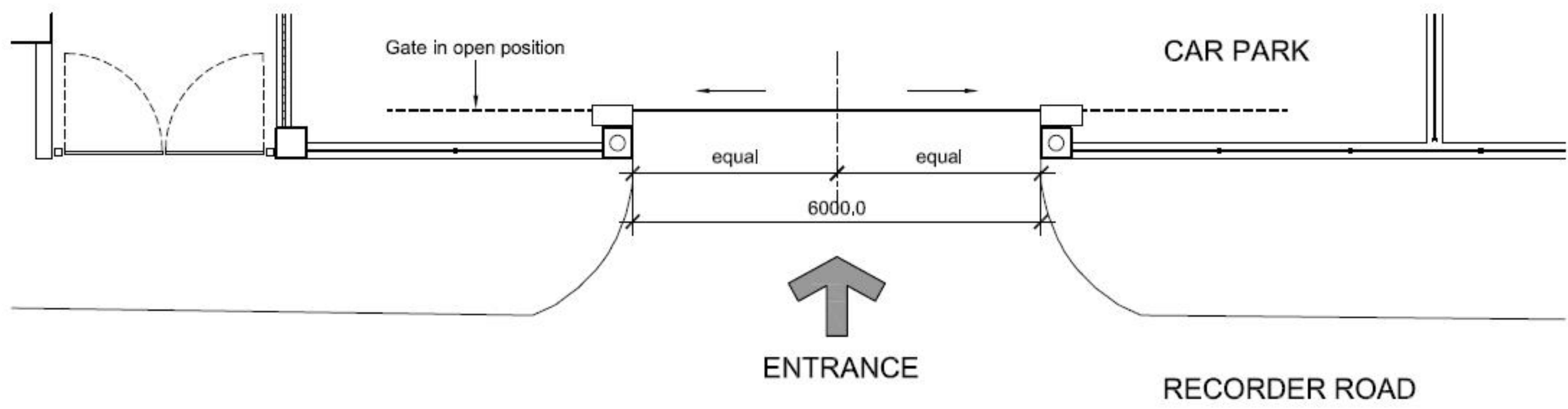




NEW GATES

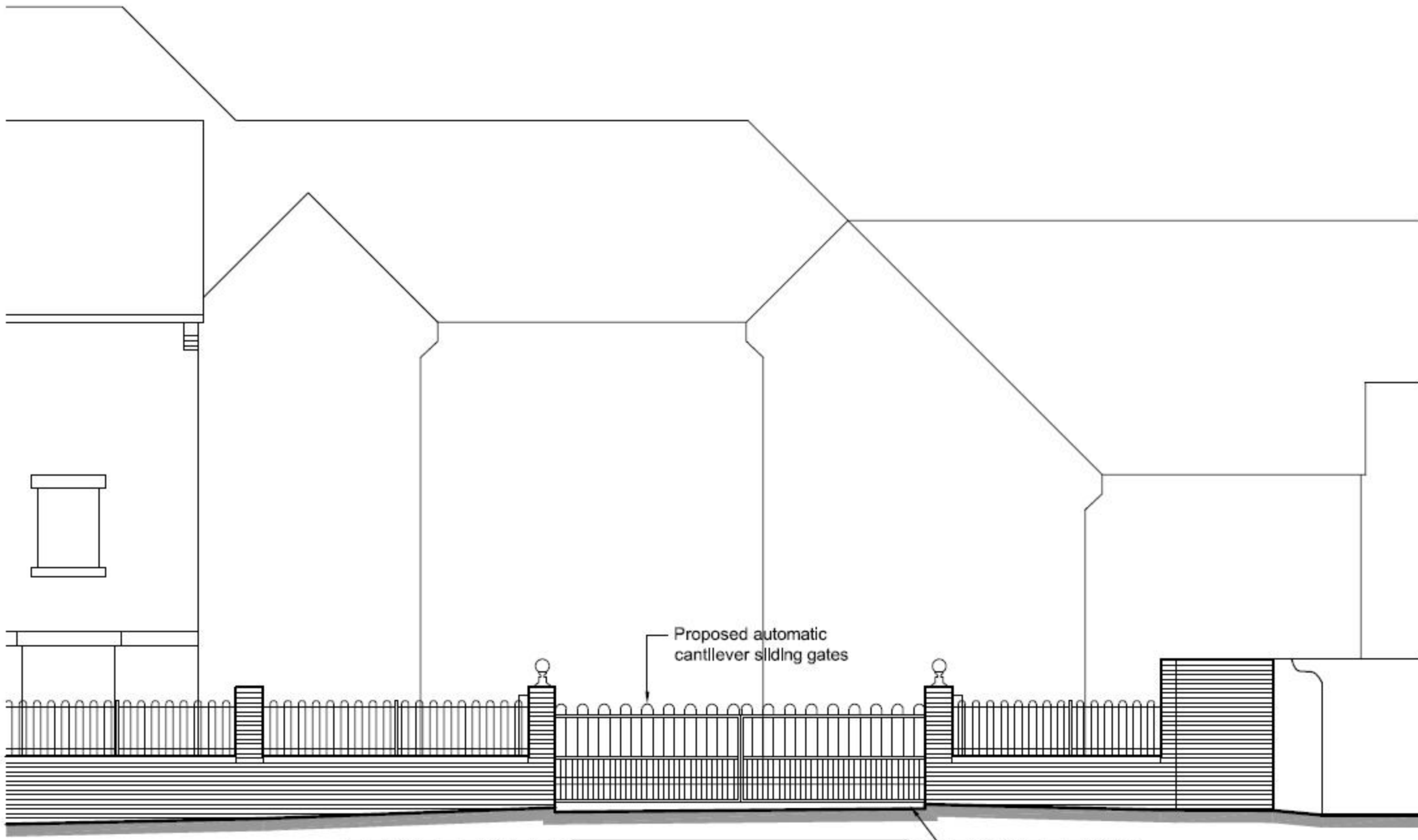
ENTRANCE 'A' : PROPOSED ELEVATION

Scale 1:100



ENTRANCE 'A' : PROPOSED PLAN

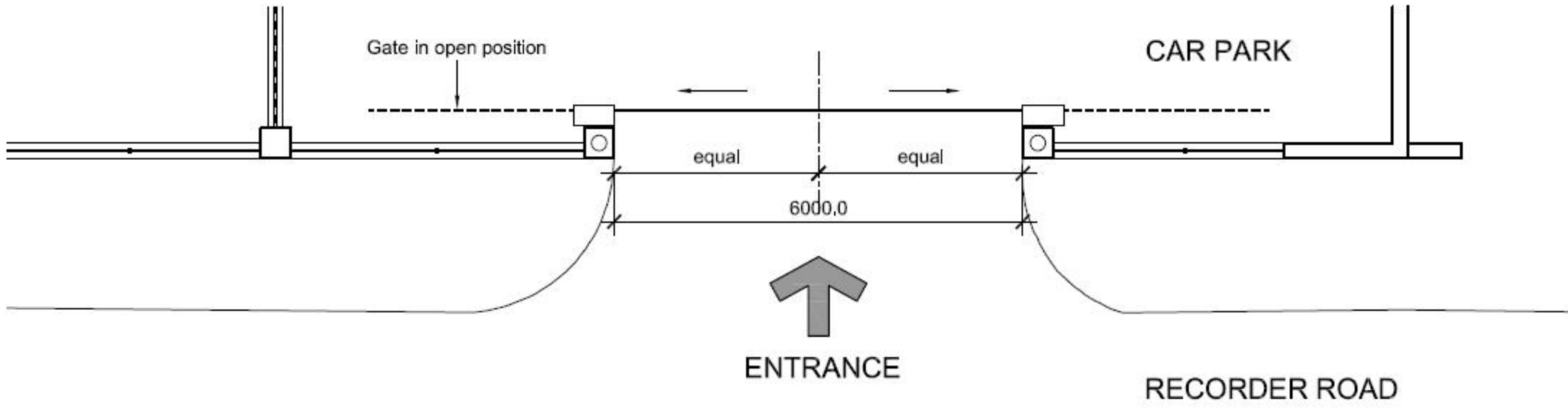
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NEW GATES

ENTRANCE 'B' : PROPOSED ELEVATION

Scale 1:100



ENTRANCE 'B' : PROPOSED PLAN

Scale 1:100