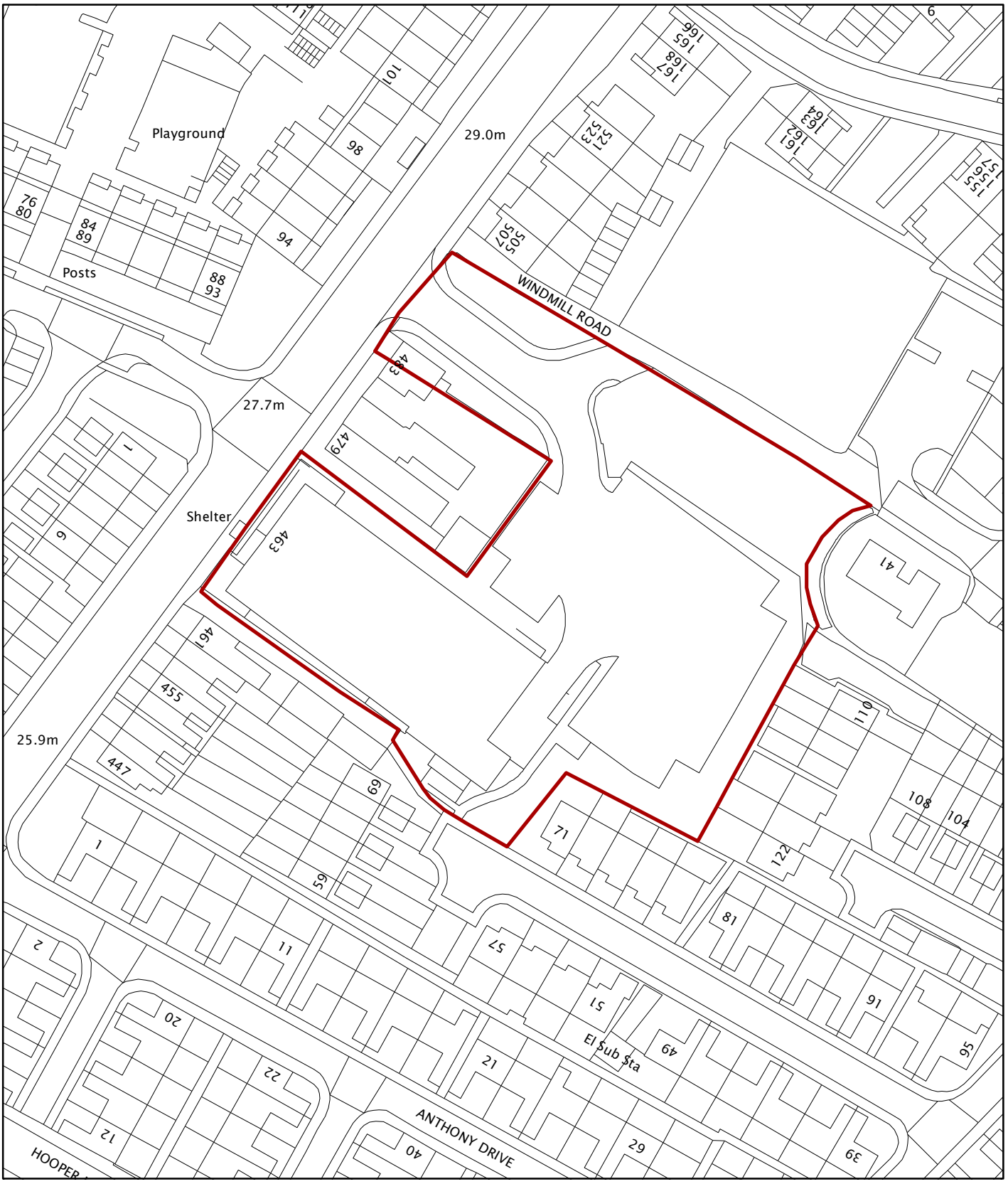
Report to	Planning applications committee 1 October 2015	**Item**
Report of	Head of planning services	
Subject	Application no 5/00515/MA - 463 - 503 Sprowston Road Norwich	5(B)
Reason for referral	Earlier Objection	

Ward:	Catton Grove
Case officer	Lee Cook - leecook@norwich.gov.uk

Development proposal		
Alterations to layout and design of proposed flats - amendment to condition 1 of permission 13/01609/VC.		
Representations		
Initial proposal		
Object	Comment	Support
2	0	0
Revised proposal		
Object	Comment	Support
1	0	0

Main issues	**Key considerations**
1 Principle	Earlier permission. Changes proposed Provision of housing
2 Amenity	Impact on amenities of neighbouring properties (overlooking, outlook).
3 Design	Scale, massing, layout, landscape screening
4 Transportation	Provision of parking and servicing. Suitable access.
Expiry date	16 October 2015
Recommendation	Approve subject to deed of variation on S106 agreement



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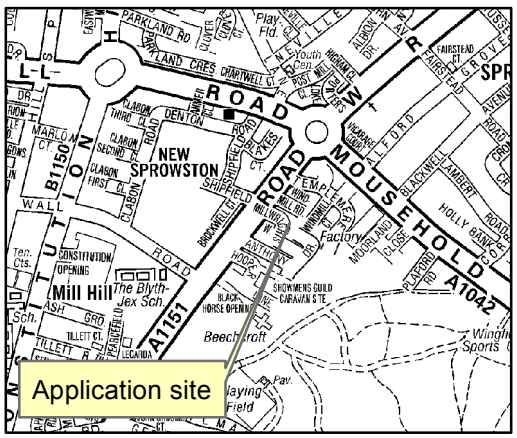
Planning Application No 15/00515/MA

Site Address 463-503 Sprowston Road

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site is located on the east side of Sprowston Road towards the junction with the outer ring road. The site had been vacant for a number of years, with previous applications for a retail unit and housing submitted on the site. A full site description is given in the original application report (13/00208/F) which can be found here: https://cmis.city.norwich.gov.uk/cmis_live/Archive/tabid/131/FolderID/169/18-April-2013.aspx

2. The only significant change to the site since the last report was made is the construction of the retail store. With specific reference to this current application, the land around 461 Sprowston Road contains residential units surrounding the rear car park including a proposed area of residential development to the north side and further residential and retail properties facing Sprowston Road to the west.

Constraints

3. The site is adjacent to the Sprowston Road/Shipfield local centre. The site formed part of housing allocation R12 under the draft Site Allocations Plan and now lies adjacent to the remaining area of allocation under R19 following commencement of development of the application site. There is one protected tree on site to the south adjoining Anthony Drive (ref. TPO.215).

Relevant planning history

4.

Ref	Proposal	Decision	Date
07/00012/O	Mixed use development comprising retail food-store and 3 retail units with six no. flats above, associated car parking and servicing and additional residential development and associated works to rear of site.	Withdrawn	27/03/2007
07/00962/O	Mixed use development comprising retail food-store, replacement retail units with residential above, access, parking and associated works, plus further residential to the rear.	FDO	10/11/2009
13/00208/F	Mixed use development incorporating a food-store, 9 No. flats and associated access, car parking and landscaping (revised design).	Approved	11/06/2013
13/00976/D	Details of Condition 3a) Materials, 4) Windows, 6) Landscaping, 10) Construction Operations, 17) Servicing,	Approved	06/12/2013

Ref	Proposal	Decision	Date
	Waste, Recycling, Storage and Collection, 19) Car Park Management Plan, 20) SW Drainage, 22) Low Carbon Energy, 31) Dock Shroud and Buffers, 34) Contamination, 35) Long Term Monitoring of Contamination, and 39) Travel plan of previous planning permission 13/00208/F.		
13/01609/VC	Variation of Condition 8 - No use of the retail store shall take place until details of the surface treatment of the access track to the south of the application site and to the north of 461 Sprowston Road have been submitted to and agreed in writing by the Local Planning Authority, providing a pedestrian link from Anthony Drive to Sprowston Road of previous planning permission 13/00208/F 'Mixed use development incorporating a food-store, 9 No. flats and associated access, car parking and landscaping (revised design)'.	Approved	19/12/2013
13/01911/D	Details of Condition 5) historic interpretation of previous planning permission 13/00208/F.	Approved	16/12/2013
13/01982/F	Erection of metal steps to the south elevation emergency exits and provision of 1.8m fence to the southern boundary.	Refused	07/03/2014
14/00365/VC	Variation of Condition 24 of previous planning permission 13/01609/VC to allow use of delivery vehicle reversing alarms during the hours of 08:00 - 22:00 Monday to Saturday and 10:00 - 16:00 Sundays and Bank Holidays.	Withdrawn	17/04/2014
14/00886/D	Details of Condition 21: Plant and machinery and Condition 22: Ventilation and fume extraction of previous permission 13/01609/VC.	Approved	29/07/2014
15/00509/VC	Variation of condition 15 of 13/01609/VC to allow for a car park barrier rather than bollards.	Pending	

The proposal

5. The application is submitted under Section 73 of the Act as a minor material amendment and seeks variation of condition 1 of previous planning permission for the residential element of the earlier approved scheme. The proposal is still for 9 dwellings but provides for a change in layout and a change in design to simplify the building appearance and operation.

Summary information

Proposal	**Key facts**
Scale	
Total no. of dwellings	9 units, with a mix of 3 No. 1B2P flats and 6 No. 2B3P flats
No. of affordable dwellings	9 No. Affordable rent flats
Total floorspace	Gross internal floor area of approximately 662m²
No. of storeys	A "T" shape layout with each wing of three storeys with the narrow end facing Sprowston Road
Max. dimensions	Approximately 9.4m to 10.2m high above finished floor level. Front wing approximately 8.45m wide x 10.3m deep and rear wing 15.45m wide x 8.65m deep.
Density	The housing area is approximately 0.0861Ha giving around 104 dwellings per hectare within the residential area of the overall site.
Appearance	
Materials	Red brick and render for the walls and clay tiled roofing system.
Construction	Cavity wall and pitched roof
Energy and resource efficiency measures	The scheme is being built to building regulations standards as a minimum.
Transport matters	
Vehicular access	Newly constructed roadway from Sprowston Road
No of car parking spaces	9 spaces including space for 2 disabled parking bays on south side of site.
No of cycle parking spaces	1 bike store shown to be provided with a potential capacity to hold in excess of 10 bicycles.

Servicing arrangements	From Sprowston Road via the new roadway. Service area/bin stores are located in the west side of the site.

Representations

6. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing.

7. 2 letters of representation have been received in response to the initial scheme citing the issues as summarised in the table and paragraphs below. No letters of representation or comments of groups or societies have been received in response to the revised proposals.

8. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	**Response**
Due to elevated position of building adjacent property will be overlooking of bedroom windows, lounge and kitchen by several windows on south elevation at 1st and 2nd floor.	Paragraphs 28, 30 to 33
No information on ground levels has been provided and it is ambiguous as to how much privacy will be lost but elevated height will result in overlooking of land and buildings.	Paragraphs 26 to 28
Have requested better vegetation/planting on the slip road for Aldi scheme to protect privacy. Some planting now on site is dying or are insufficient in type to allow screening. Request better vegetation or obscured glass to windows.	Paragraph 38
Concern that advice for adjacent owner to use red brick is not being followed with this development.	Paragraphs 36, 37
Concern about parking on the new roadway and lack of enforcement. Potential hazard from vehicles parking on junction or any increase in the roads use from new development in the area. Requested a camera to monitor illegal parking.	Paragraphs 41, 42

Consultation responses

9. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Environmental protection

10. No objection in principle.

Highways (local)

11. No written comment, informally discussed at application and pre-application stage.

Housing strategy

12. No written comment, informally discussed at pre-application stage.

Assessment of planning considerations

Relevant development plan policies

13. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design
    - JCS3 Energy and water
    - JCS4 Housing delivery
    - JCS5 The economy
    - JCS6 Access and transportation
    - JCS9 Strategy for growth in the Norwich policy area
    - JCS12 The remainder of the Norwich urban area including the fringe parishes
    - JCS19 The hierarchy of centres
    - JCS20 Implementation

14. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM4 Providing for renewable and low carbon energy
    - DM5 Planning effectively for flood resilience
    - DM7 Trees and development
    - DM8 Planning effectively for open space and recreation
    - DM9 Safeguarding Norwich's heritage
    - DM11 Protecting against environmental hazards
    - DM12 Ensuring well-planned housing development
    - DM13 Communal development and multiple occupation
    - DM18 Promoting and supporting centres
    - DM21 Protecting and supporting district and local centres

- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM33 Planning obligations and development viability

15. **Norwich Site Allocations Plan and Site Specific Policies Local Plan adopted December 2014 (SA Plan)**
    - Adjacent to R19: land north of Windmill Road – housing development

Other material considerations

16. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF1 Building a strong, competitive economy
    - NPPF2 Ensuring the vitality of town centres
    - NPPF4 Promoting sustainable transport
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF11 Conserving and enhancing the natural environment
    - NPPF12 Conserving and enhancing the historic environment

17. **Supplementary Planning Documents (SPD)**
    - Affordable housing SPD adopted March 2015

Case Assessment

18. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

19. Key policies and NPPF paragraphs – DM12, DM13, DM18, DM21, JCS4, SA R19, NPPF paragraphs 49 and 14.

20. Application no 13/00208/F for full planning permission was approved by Members at planning committee in April 2013. The permission included matters related to access and establishes the principle to redevelop the site to provide mixed use development incorporating a food-store, 9 No. flats and associated access, car parking and landscaping. Variation of Condition 8 for the surface treatment of the access track to the south of the application site under application 13/01609/VC was subsequently agreed by Members in December 2013. This subsequently became condition 7 on that permission.

21. Planning policies establish principles of and targets for housing development with regard also to infrastructure, services and local growth needs. The earlier draft site allocations plan sought to amend the then adopted housing allocation on this site to a mixed use allocation for convenience retail and 25 dwellings. To assist with the viability of developing the site to the north the applicants offered to provide 9 affordable dwellings on the application site. The proposed development was therefore not considered to compromise the ability of a housing allocation to come forward in this area. The principle of providing 9 affordable dwellings on the site has therefore been established. The permission has been implemented in part and the retail store and access road have been built.

22. The application is for variation of condition 1 of previous planning permission 13/01609/VC to refer to a different layout and a change in design to accommodate a simplification of the appearance of the residential element of the scheme. The application is submitted under Section 73 of the Act as a minor material amendment to the residential element of the approved scheme which so far has not been commenced. In the local context the proposal is considered to be a minor change to the approved scheme which should not adversely impact on the area or design impacts of the building and changes are therefore considered to be acceptable as such.

23. Any new permission will need to be linked to legal requirements to assist in meeting local housing need and S106 implications are discussed below.

Main issue 2: Amenity

24. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

25. Existing residential properties are located to the west adjoining Sprowston Road; to the north of the cleared site at Windmill Road; to the east on Windmill Court; and to the south fronting various parts of Anthony Drive. 41 Windmill Court to the west backs onto the site at higher level. The proposed scheme retains the previously agreed “T” shape footprint and approximate position on site. The vehicle access and parking area generally are unchanged. The scheme has been revised following comments received from the initial consultation and finished floor level brought down by 900mm from that initially proposed with this application.

26. The approved housing scheme had a split finished ground floor level with the front of the scheme being 30.765 above datum (ad) and rear wing being 32.115 ad. The proposed finished floor level was initially 31.75 ad but following discussions this is now proposed as having a single finished ground floor level of 30.850 ad throughout. This compares favourably with the approved scheme being only 85mm difference and has an added benefit of reducing building levels on the east side of the site by 1.265m.

27. Approximately, the ridge height of the approved rear wing was shown as 41.615 ad and this is now shown as 41.05 ad; and the ridge height of the front wing was shown as 40.325 ad and this is now shown as 40.25 ad. The building layout has been rationalised and footprint changed to reorganise the internal living arrangements. The building is moved approximately 1.4m to the east closer to Windmill Court but at a lower floor level as described above.

28. Whilst the proposed building is moved closer to the east boundary changes have been made to the roof design to provide a shallower pitch and final ridge which is no higher than the approved scheme. The shallower pitch retains the velux style windows to living room spaces previously approved at second floor and has the benefit of reducing any direct overlooking to the east from these openings. Whilst the front wing now has a gable end rather than hipped roof the distance to nearby properties together with the move in building reduces the potential impact of this element of the scheme. The building mass, design with shallow roofs and reduced floor level positively respond to potential impacts on outlook or shading in the area and should result in no increased impact on local amenities.

29. The density of development is unchanged and similar to other City locations. The new residents would have external space for activities or storage but these areas are largely screened from the surrounding area. In addition they are of sufficient size to enable a distribution of use of the space without particular activities needing to be unduly focused close to existing residential properties, in such a manner that would be likely to cause nuisance.

30. Occupants to the south west have also expressed concern about potential overlooking. Use of rooms at this end remains the same but the kitchen window has been moved to add to the living room window in the gable end to allow 2 windows rather than 1 in this location. The windows would be at some distance and set at an angle and unlikely to enable any significant disturbance or overlooking. The size of windows/openings remains approximately the same. From the submitted drawings the closest point of the proposed building to the corner of plot at 481 Sprowston Road has increased from approximately 22m in the approved scheme to 25.4m and corner of building to corner of building from 36m to 38.8m.

31. Those windows which face west are not looking straight out at the garden or flat but would be set at an angle. The distance here of the proposed window to rear boundary wall of No. 481 would be approximately 26.5m shortest distance from the kitchen window and 28.2m longest distance to the living room window, compared to previous approval of 23m and 24.2m respectively. Those windows set higher would be at some slight increased distance due to the angle upwards when considering impacts of people looking down into ground floor spaces. Windows at ground and first floor level facing east will look more directly into any retaining feature and bank along the boundary with Windmill Court. South facing windows look more directly back to back with the store and the houses on Anthony Drive which are over 60m away.

32. Whilst the new development could be noticeable to existing residents due to the change in nature of development the distances now proposed should mean that any impact is reduced from that initially proposed. The direct minimal building distance back to back of approximately 39m would also be comparable to other approved lower density development.

33. In any event some windows such as bathrooms positioned in the south-west corner of building would likely be obscure glazed with limited opening. Changes to building levels and increased distances help to respond to neighbours comments. This would appear to be a reasonable and positive response to local concern and the proposed changes are unlikely to significantly change the impact, design or appearance of the development in any detrimental way.

34. The bin storage is shown within a fenced area towards the back of the car parking area. This is much the same as the approved scheme and has potential for some landscape screening to separate spaces. Whilst there could be some noise from bin collection this is likely to happen infrequently and during the daytime when other background noise will further screen any noise impacts. Details of the bin store; however, are required by condition to ensure a suitably designed enclosed facility is provided to help lessen any possible impacts in the interests of amenities. As such the revised scheme is not considered to result in an adverse impact on residential amenities in the area.

Main issue 3: Design

35. Key policies and NPPF paragraphs – JCS2, DM2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

36. The surrounding area has a wide range of building styles, detailing and materials used, There is some strong unity within Templemere in terms of building mass and design. The newly built Aldi store itself is simple in scale and mass within the area and streetscape and provides for an appropriate form of development for the area and transition between building designs of different eras. The originally proposed block of flats in contrast was much more complex especially in terms of changing levels, roof form and multiple use of dormers. The proposed scheme is still intended to be brick finish but with render detail and tiled roof. It will be a simpler form in terms of elevation and roof detail than that previously approved.

37. The revised scheme has the ability to improve the design fit within the context of development to the north either in terms of the existing flatter roof blocks within Templemere or the new development proposed for land to the north side of Windmill Road. The revised scheme picks up on a number of details from the proposal to the north of Windmill Road. As such the scheme would help create a unified development of space, should the land to the north come forward for development. Conditions are suggested in terms of external materials to be used to ensure some conformity in design.

38. The planting provided with the retail store should be capable of being controlled in terms of its short term maintenance through the previous condition imposed for landscape details. Conditions such as this are aimed at ensuring that any landscaping or screening planting is retained on site for at least 5 years and becomes an established feature of the area. This helps in creating new attractive spaces and assists in helping to improve local amenities. In any event there is scope to provide planting on the residential site to help soften the appearance of this part of the development and its relationship to existing and future housing development.

39. Room layouts have been simplified and space better designed to provide accessible accommodation. This together with changes to the floor slab detail creates a single ground floor level access. In addition in terms of a review of minimum internal floor areas as promoted by the RIBA “case for space” and included in the commentary to policy DM2 all of the dwellings exceed the indicative minimum floor area for the housing type. There also appears to be an ability to convert a percentage of the dwellings for lifetime homes purposes.

Main issue 4: Transport

40. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.

41. The site will gain access from the recently built roadway which was approved under the original permission 13/00208/F. Access point will be at the end of this new road where this road meets Windmill Road. The proposed design of the connection point to the road is unchanged from that approved. The impacts of such access for the 9 dwellings and other facilities proposed have therefore been assessed with the earlier permission and agreed as being acceptable.

42. Neighbours have mentioned issues of vehicles parking on the double yellow lines on this road. Given the design and layout of the access any occasional misuse of the space is unlikely to create significant highway or safety issues. Highway parking/enforcement is likely to become better controlled with the gradual increase in vehicles using the site to gain access to new housing developments which are proposed. The road is designed to adoptable standards and provides sufficient space for the safe movement of pedestrians, cyclists, motor cars and servicing vehicles visiting the site. The highway layout is appropriate to allow access to various parts of the site and wider area and the design was considered previously to enable more parts of the long standing vacant site and land allocation to come forward for development thereby providing some benefits for the area.

Compliance with other relevant development plan policies

43. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition 5
Car parking provision	DM31	Yes subject to condition 5
Refuse Storage/servicing	DM31	Yes subject to condition 14
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition 19
Water efficiency	JCS 1 & 3	Yes subject to condition 17
Sustainable urban drainage	DM3/5	Yes subject to condition 16

Contamination	DM11	Yes subject to conditions 30 to 33

Other matters

44. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:

45. Surface materials as required by condition 7 have not as yet been submitted. This condition relates to actions which were required to ascertain whether the route south of the store could serve as a pedestrian access/right of way. As yet this matter does not appear to have been fully resolved and as the condition was time limited to May of this year it is reasonable to allow further time for this matter to be resolved. A submission date of details of 15th April 2016 would be reasonable and help clarify the status of this condition in relation to this particular revised application which is likely to form the final implemented permission.

Equalities and diversity issues

46. There are no significant equality or diversity issues.

S106 Obligations

47. The S106 linked to the earlier permissions established the requirement for affordable housing and payment for transportation improvements in the Catton Grove Ward. Transportation payment has been made but provision of all nine of the proposed units as affordable housing is still required and in order to protect this provision a deed of variation is required on the S106 agreement to link this application to the original document. The agent has agreed to this requirement and prepared a draft deed for comment and final signing and sealing. Discussion has taken place with Strategic Housing Officers at pre-application stage about a change in the S106 to affordable rents. On balance given that the affordable rents for this site are considered to be broadly in the region of what Orwell would charge for social rents in this area, the scheme would attract funding by doing this and that the site will provide a 100% provision for affordable housing in the circumstances use of affordable rent rather than social rent is considered to be acceptable.

Local finance considerations

48. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

49. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

50. In this case local finance considerations are not considered to be material to the case.

Conclusion

51. The principle of development and access has been established on the site by the previous planning permissions. The proposed development provides an acceptable scheme in relation to those changes being made to the earlier permission and appropriately responds to amenity, design and access issues. Revisions as negotiated have improved the scheme and adequately responded to local concerns which had been raised with the initial application. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/00515/MA - 463 - 503 Sprowston Road Norwich and grant planning permission subject to the completion of a satisfactory legal agreement to include provision of affordable housing and subject to the following conditions:

1. In accordance with plans;
2. Details materials to be submitted; details for store in accord with 13/00976/D;
3. Details glazing and fixing to be submitted; windows to store on north side obscure glazed and fixed shut;
4. Historic interpretation in accord with 13/01911/D;
5. Details residential landscaping to be submitted; details for store in accord with 13/00976/D;
6. Pedestrian access routes retained in accord with cond 5;
7. Surface materials of the access track south of the store to be submitted;
8. No removal of vegetation March to September inclusive;
9. No works within root protection areas unless under arboricultural supervision;
10. Footpaths and driveways in identified areas in no dig construction only;
11. Tree protection areas;
12. Siting of services and limited ground works in tree protection areas;
13. Servicing, collection, storage etc. for retail store in accord with 13/00976/D;
14. Details to be submitted for residential servicing, collection, storage etc.;
15. Car park management plan and barriers as agreed under 13/00976/D;
16. Surface water drainage scheme in accord with 13/00976/D;
17. Details to be submitted for residential water saving measures;
18. Energy requirement for retail store in accord with 13/00976/D;
19. Details to be submitted for energy requirement for residential scheme;
20. Restriction on delivery times;
21. Details plant and machinery in accord with 14/00886/D; new p&m details to be submitted;
22. Details ventilation or fume extraction in accord with14/00886/D; new vent or fume extraction to be submitted;
23. No materials to be stored in open or outside agreed areas;
24. No use of reversing alarms;
25. Switching off of refrigeration units on delivery vehicles;
26. Loading and unloading for store in designated areas only;
27. Details of dock shroud in accord with13/00976/D;
28. No cages to be used for transfer of goods in open;
29. Archaeological investigation if features are found during construction;

30. Details contamination remediation to be submitted; remediation for store area in accord with13/00976/D;
31. Details contamination verification to be submitted; verification for store area in accord with13/00976/D;
32. Stop works if unknown contamination is found;
33. Details of imported topsoil to be submitted;
34. Control on maximum non-convenience sales area to 198sq.m. of floorspace;
35. Travel information plan in accord with13/00976/D;
36. Blocking of access across Windmill Road and safeguarding of route into area of future development;

Informatives

- Considerate constructors
- Highways works

Article 35(2) statement

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments at the application stage the application has been approved subject to suitable land management, adoption, measures to seek compliance with the S106 agreement, appropriate conditions and for the reasons outlined within the committee report for the application.

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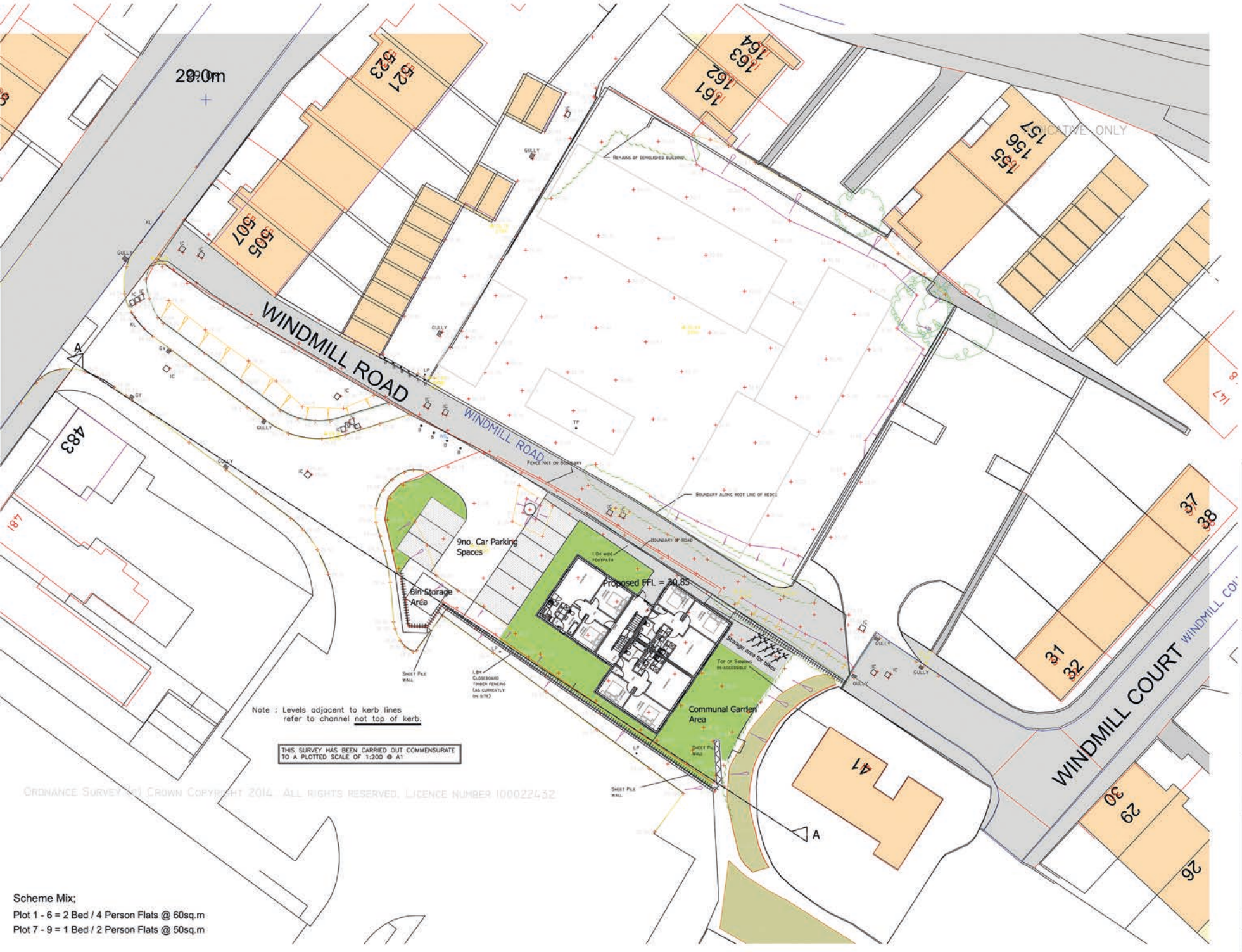

Proposed FFL = 30.850

1.8m height closeboard timber fence (as currently on site)

Scheme Mix;
Plot 1 - 6 = 2 Bed / 4 Person Flats @ 60sq.m
Plot 7 - 9 = 1 Bed / 2 Person Flats @ 50sq.m

REVISIONS

REV		DATE
F	FFL reduced and confirmed	04.08.2014
E	Building footprint width reduced	09.05.2014
D	Cycle storage moved based on SBD comments	28.04.2014
C	Scheme updated in line with client comments	25.04.2014
B	Enclosures proposals added	16.04.2014
A	Updated Floor plan added	16.04.2014

PROJECT:
Sprowston Road
Norwich, Norfolk

CLIENT:
Orwell Housing Association Ltd

DRAWING TITLE:
Development Plan / Topographical Overlay

Fusion 13
9 Princes Street
Norwich, Norfolk
NR3 1AZ
info@fusion-13.co.uk www.fusion-13.co.uk

SCALE - 1:200	DATE - April 2014	
JOB NO. F022	DWG NO. 11	REV. F

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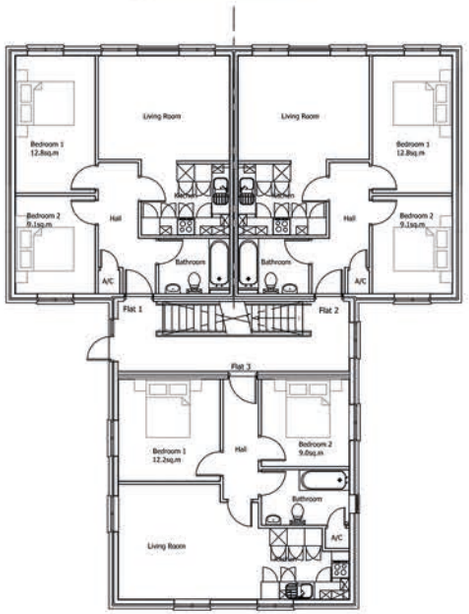
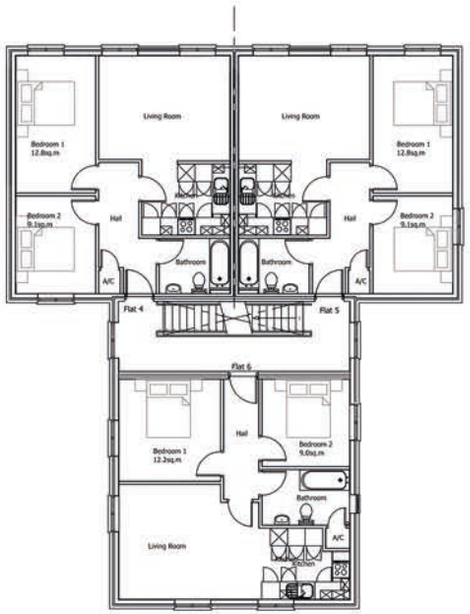
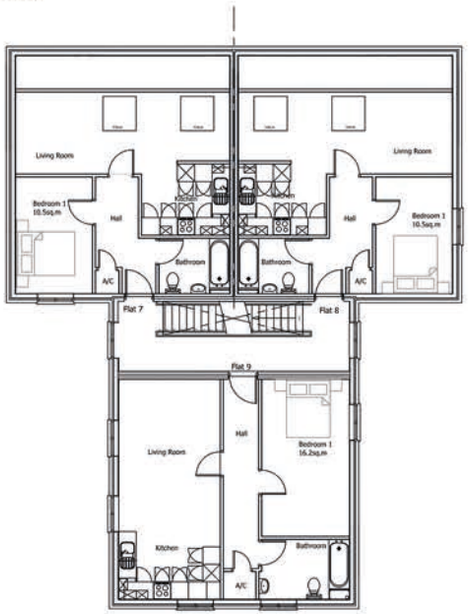
Site Section A-A



Ground Floor Plan

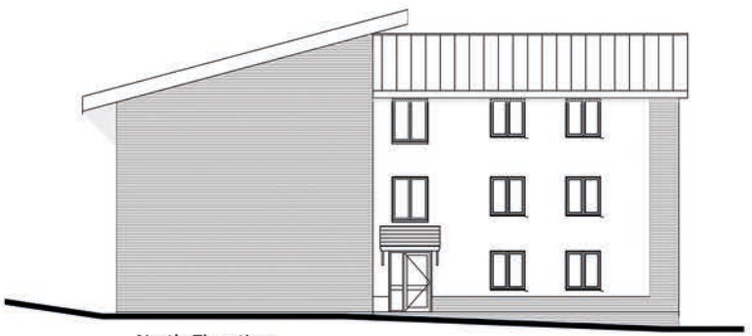


First Floor Plan

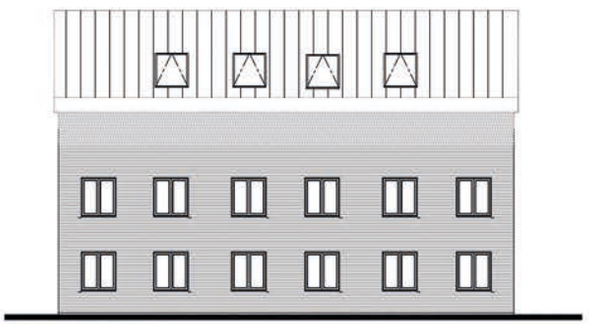


Second Floor Plan

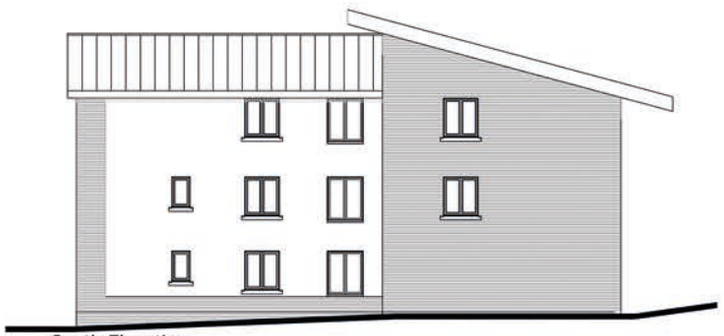
West Elevation



North Elevation



East Elevation



South Elevation

Scheme Mix;
Plot 1 - 6 = 2 Bed / 4 Person Flats @ 60sq.m
Plot 7 - 8 = 1 Bed / 2 Person Flats @ 50sq.m
Plot 9 = 1 Bed / 2 Person Flats @ 60sq.m

REVISIONS

J	FFL reduced and confirmed	04.06.2014
H	Comments from heating engineers included	11.06.2014
G	Revised Roof Design	13.05.2014
F	Building footprint width reduced	06.05.2014
E	Scheme mix updated	25.04.2014
D	Revised window locations	16.04.2014
C	Revised window locations	16.04.2014
B	Site section added and revised window locations	15.04.2014
A	Entrance door located on South elevation	03.04.2014

REV DATE

PROJECT:
Sprowston Road
Norwich, Norfolk

CLIENT:
Orwell Housing Association Ltd

DRAWING TITLE:
Floor Plans and Elevations

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SCALE - 1:100 & 200	DATE - MAR 2014	
JOB NO. F022	DWG NO. 100	REV. J