

Landscape shown illustratively - refer to Ilman Young Landscape Architects designs

NOTES

**IF IN DOUBT - ASK**

(c) Copyright - Chris Billington Building Design Consultant  
This drawing shall not be reproduced in part or whole without the prior express written consent.

Use only noted dimensions - do not scale.

Any Discrepancy to be reported immediately to Chris Billington Building Design Consultant  
Boundary position established from preliminary topographical survey. Prior to works commencing, full topographical survey shall be undertaken identifying exact positions of boundary fences

Contrasting/change in paving material between units

Paved frontage to each unit

Existing boundary fencing and hedging retained. Planting supplemented with additional screening planting - refer to Ilman Young Landscape Architects designs

Path for ground floor emergency escape, reinforced mesh grass system

Broken line denotes outline of ground floor plan of each unit below earth moundings

Upper pathway for emergency escape from mezzanine levels, reinforced mesh grass system with 1100mm high proprietary galvanised stock proof mesh fencing set between 125mm diameter posts

Rainwater railway track onto existing Loco Shed No.1 concrete floor slab. Ground level each side raised to form platform with 1100mm high proprietary stainless steel wire rigging & post ballustrading or similar approved. Railway crossed by 3No. bridges with matching balustrades, enabling level access to each unit from carpark/access roadway.

Refuse/Recycling enclosure incorporating 2.1m high close boarded stain finish timber fencing with matching gates. Provide dropped kerb at road edge for wheelybin collection by refuse contractors

Existing telephone mast and enclosure retained, with right of access to gates maintained

End junction provides turning head for service/delivery vehicles

Dropped kerb/level access provided to Disabled parking laybys

To each unit car park, provide 1No. covered cycle storage facility comprising hooped cycle racks for 10 No. cycles below covered cycle shelter such as BSS7087 Oxford Cycle Shelter or similar approved, located on suitable hardstanding

Each unit has 20No. space dedicated car park. Finish to be grass block or similar approved to enable rainwater to permeate through surface. Provide dropped kerbing in vicinity of disabled parking bay(s)

Existing National Grid overhead power lines and pylons retained. Landscaping carefully selected to avoid disruption/safety issues.

Centre line of each unit corresponds with bridge across railway and carpark pathway, ending in focal point circle

Existing boundary fencing retained. Existing planting to boundary supplemented with additional screening planting - refer to Ilman Young Landscape Architects designs

Existing cutting grading upto perimeter boundaries retained and landscaped - refer to Ilman Young Landscape Architects designs



Existing overhead low level power line running across development site to be removed and re-routed elsewhere to be determined/agreed with power authority

Provide 2.0m wide pavement alongside access roadway to junction with Ironstone Lane. Dropped kerbs provided as applicable at junctions/crossovers  
Existing electricity sub-station retained

New 4.0m diameter painted central island provided within existing junction  
2.0m wide pavement incorporating dropped kerbs at cross over locations  
Access for maintenance vehicles incorporating 3No. proprietary drop down bollards  
New roadway extended from existing site junction

rev	date	checked
E	10/01/16	CB
D	09/03/15	CB
C	09/03/15	CB
B	09/03/15	CB
A	09/03/15	CB

Initial Issue

drawing stage **Planning Submission**

drawing status **SUBMISSION**

client **Apollo Business Parks LLP**

project **Proposed Office Development  
Apollo Office Park  
Wroxton**

drawing title **Site Plan  
Proposed**

date 25/03/09 drawn CB  
scale 1/250 scale @ A1 checked CB

