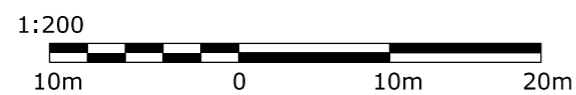
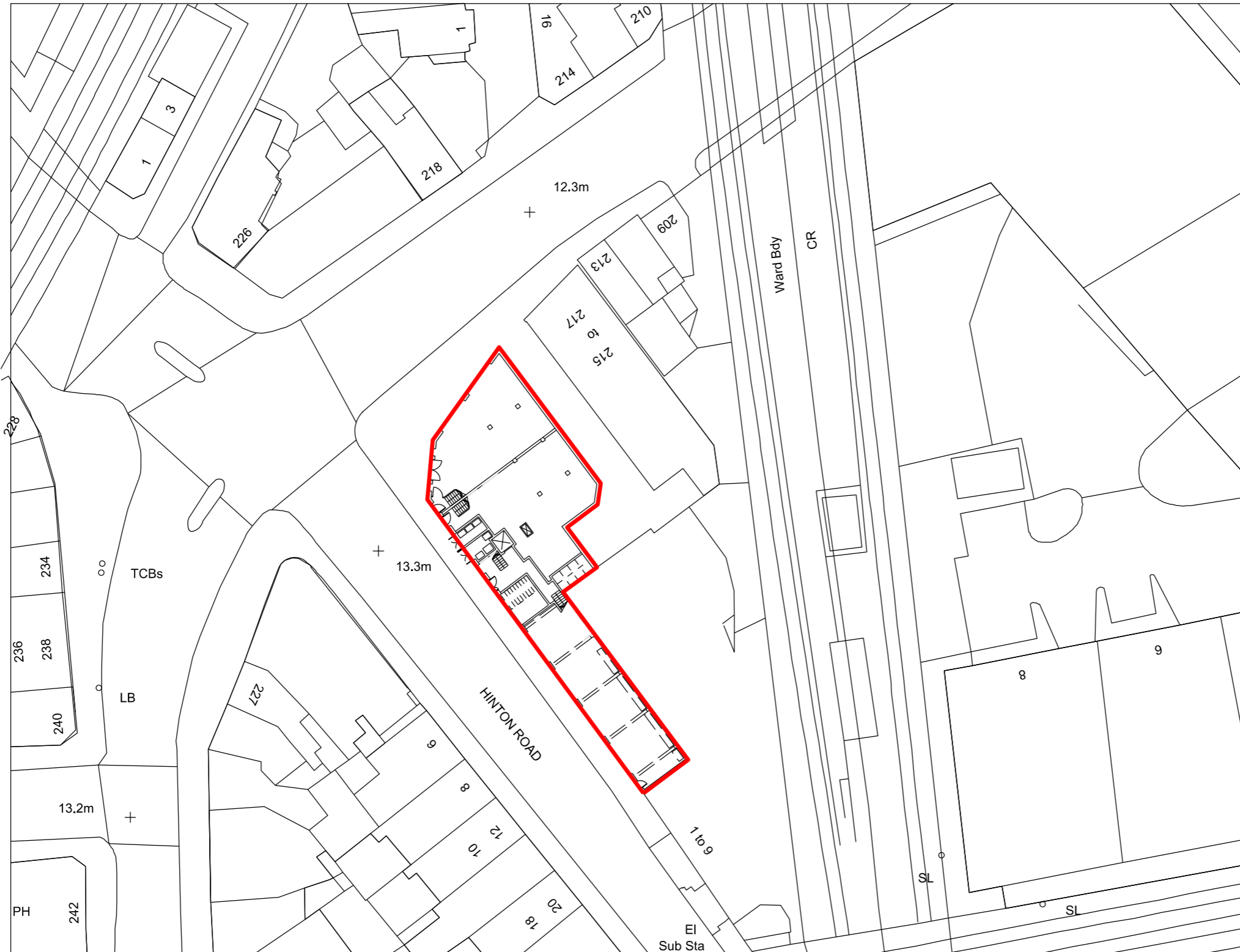


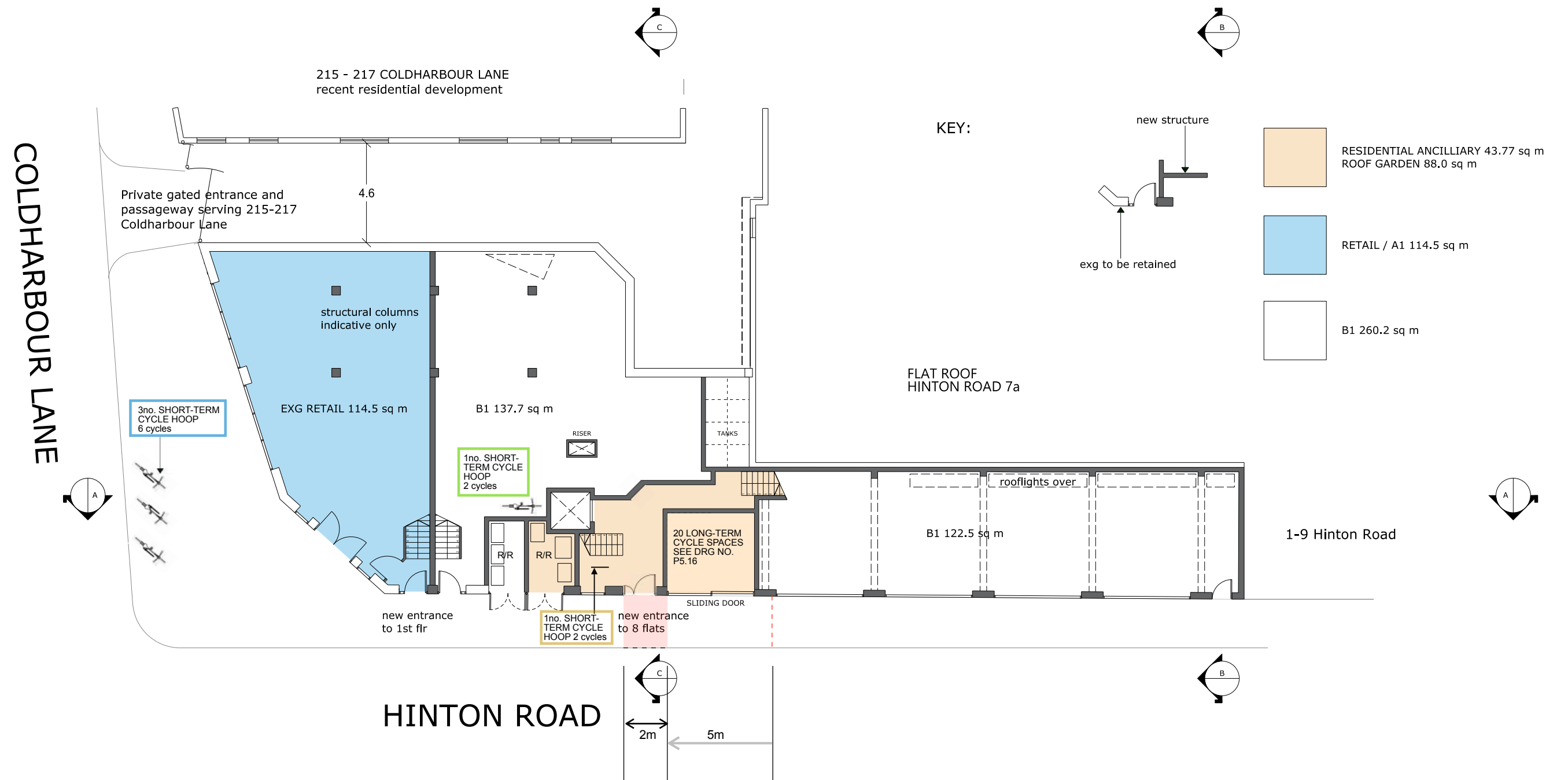
# 219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION : PROPOSED SITE PLAN : 1:500 @ A3 : 16th MARCH 2020

# P5.02



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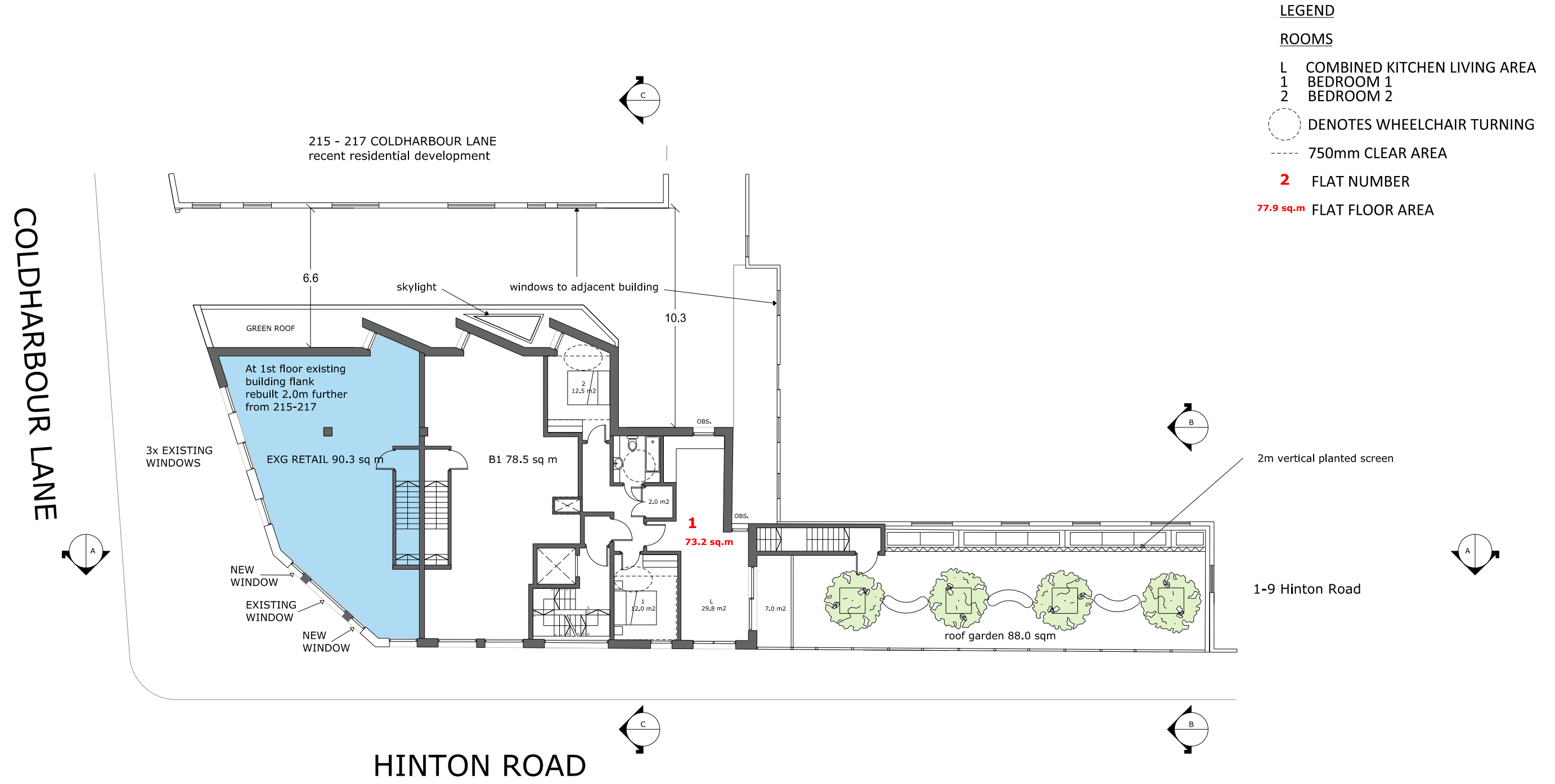


Existing crossover reduced by 5m from 7m to 2m, (including transition and materials subject to Conditions and technical design.)

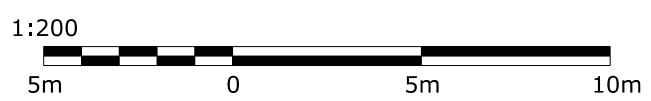


# 219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION : PROPOSED FIRST FLOOR : 1:100 @ A1 (1:200 @ A3) : 16th MARCH 2020

P5.04



- LEGEND**
- ROOMS**
- L COMBINED KITCHEN LIVING AREA
  - 1 BEDROOM 1
  - 2 BEDROOM 2
- DENOTES WHEELCHAIR TURNING
- 750mm CLEAR AREA
- 2** FLAT NUMBER
- 77.9 sq.m** FLAT FLOOR AREA

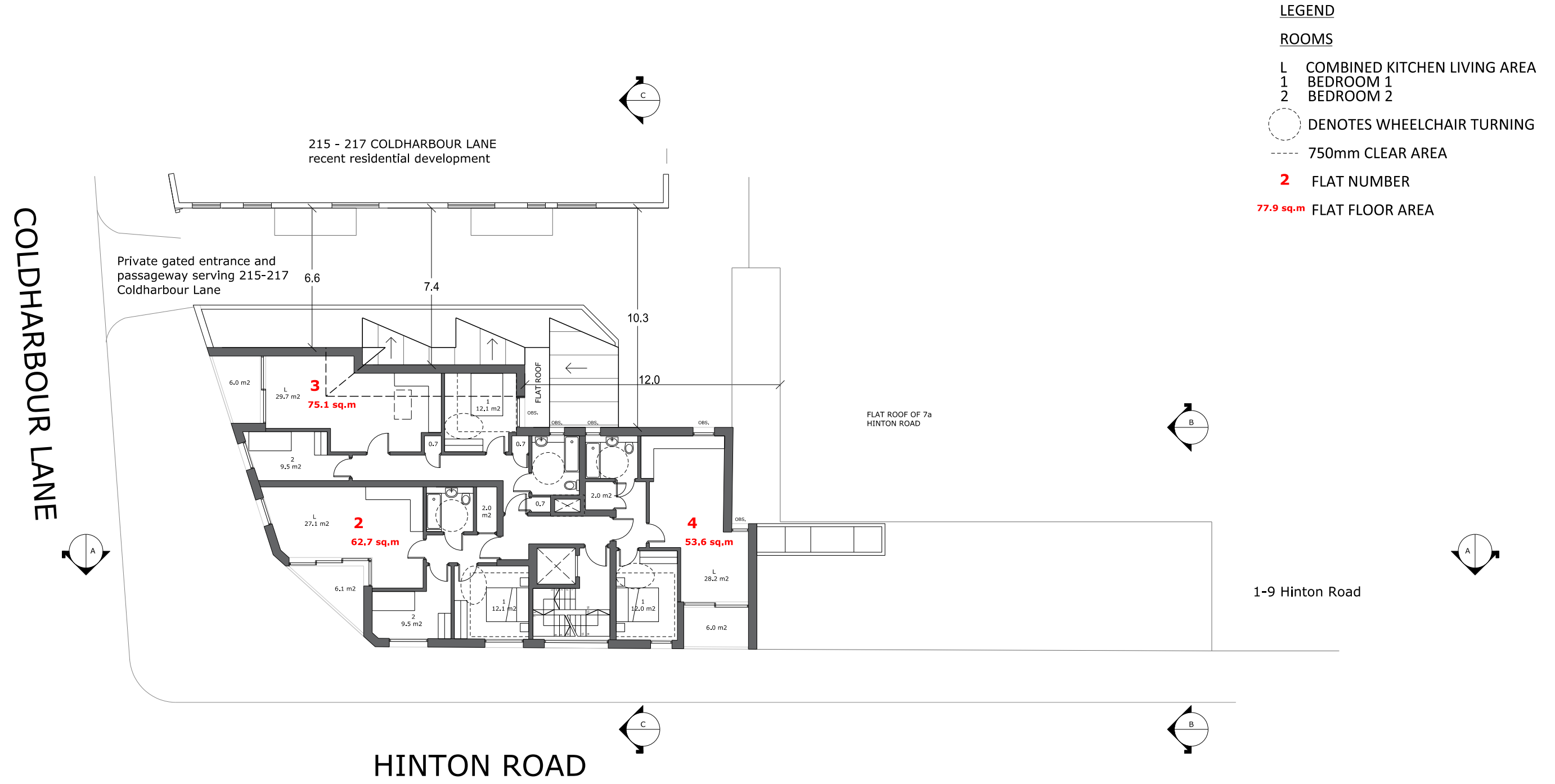


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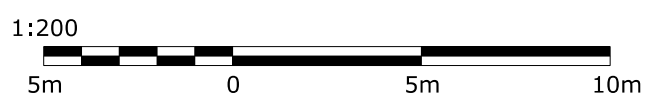


# 219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION : PROPOSED SECOND FLOOR : 1:100 @ A1 (1:200 @ A3) : 16th MARCH 2020

**P5.05**



- LEGEND**
- ROOMS**
- L COMBINED KITCHEN LIVING AREA
  - 1 BEDROOM 1
  - 2 BEDROOM 2
- DENOTES WHEELCHAIR TURNING
- 750mm CLEAR AREA
- 2** FLAT NUMBER
- 77.9 sq.m** FLAT FLOOR AREA

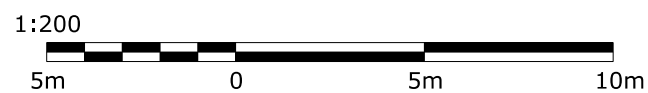
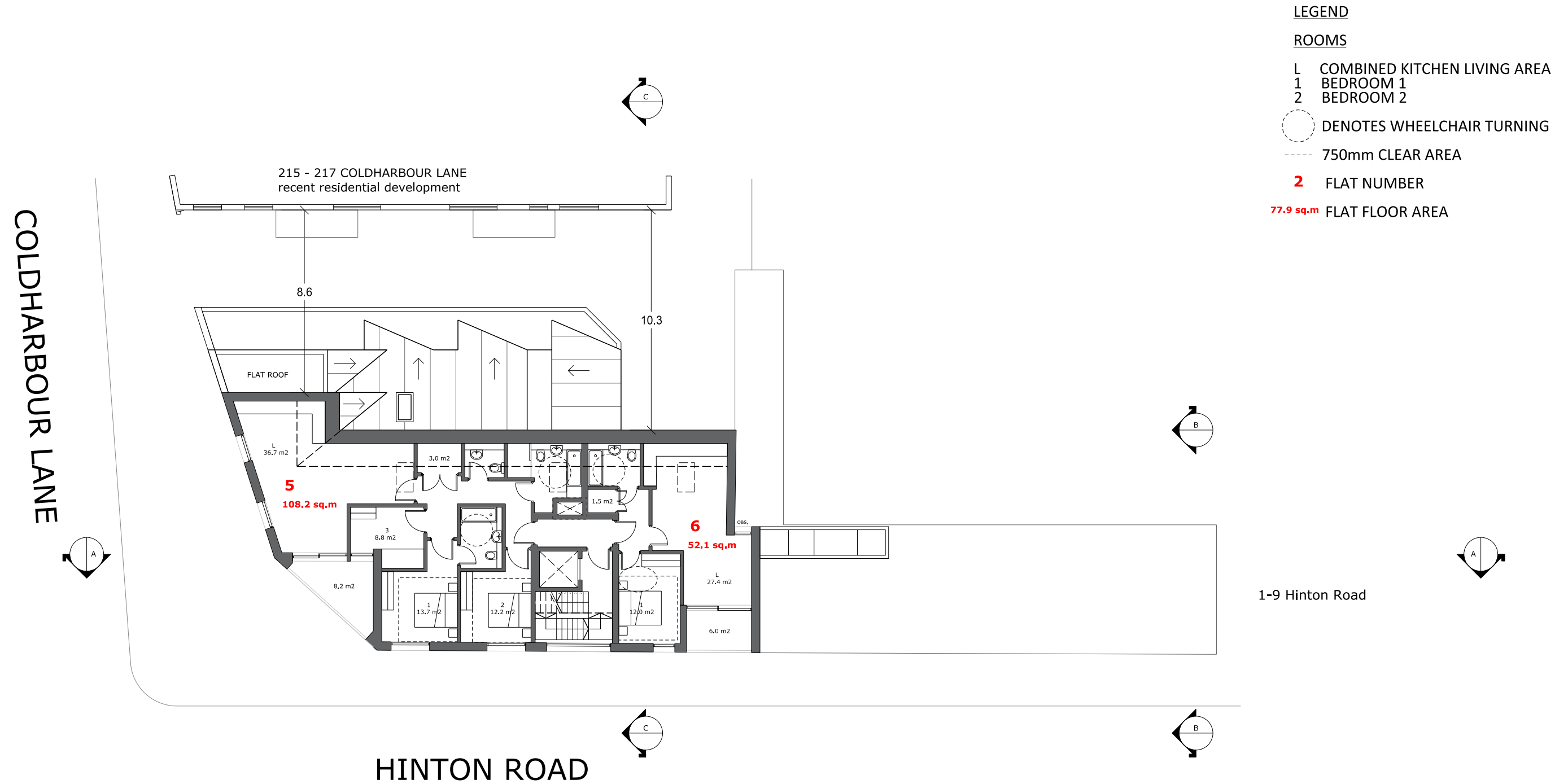


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# 219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION : PROPOSED THIRD FLOOR : 1:100 @ A1 (1:200 @ A3) : 16th MARCH 2020

**P5.06**

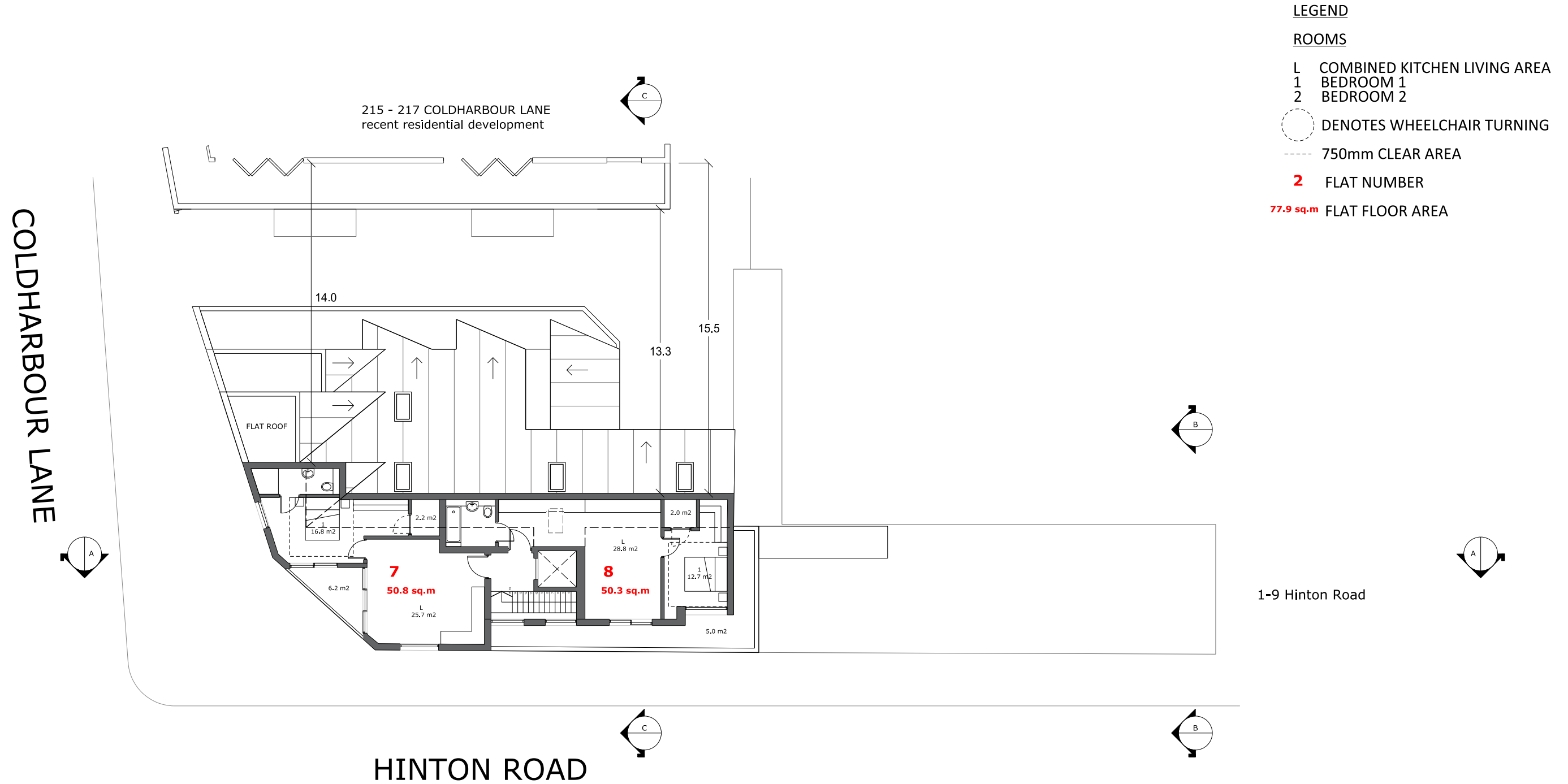


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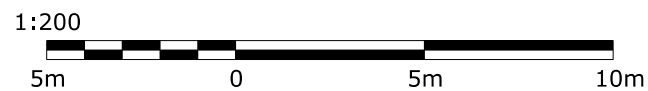
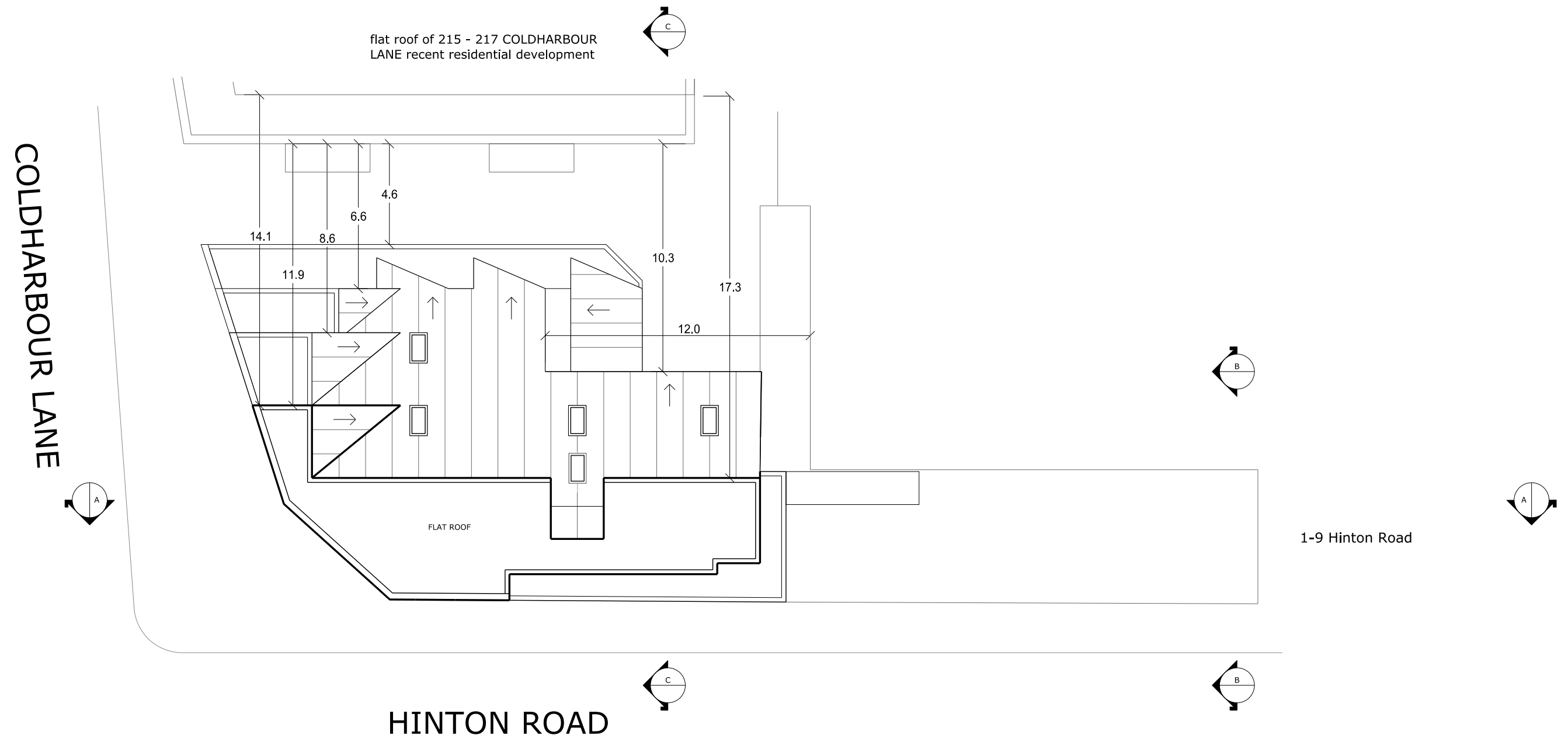
**219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION :  
 PROPOSED FOURTH FLOOR : 1:100 @ A1 (1:200 @ A3) : 12th JUNE 2020**

**P5.07**



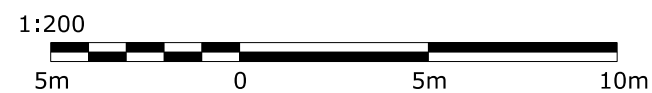
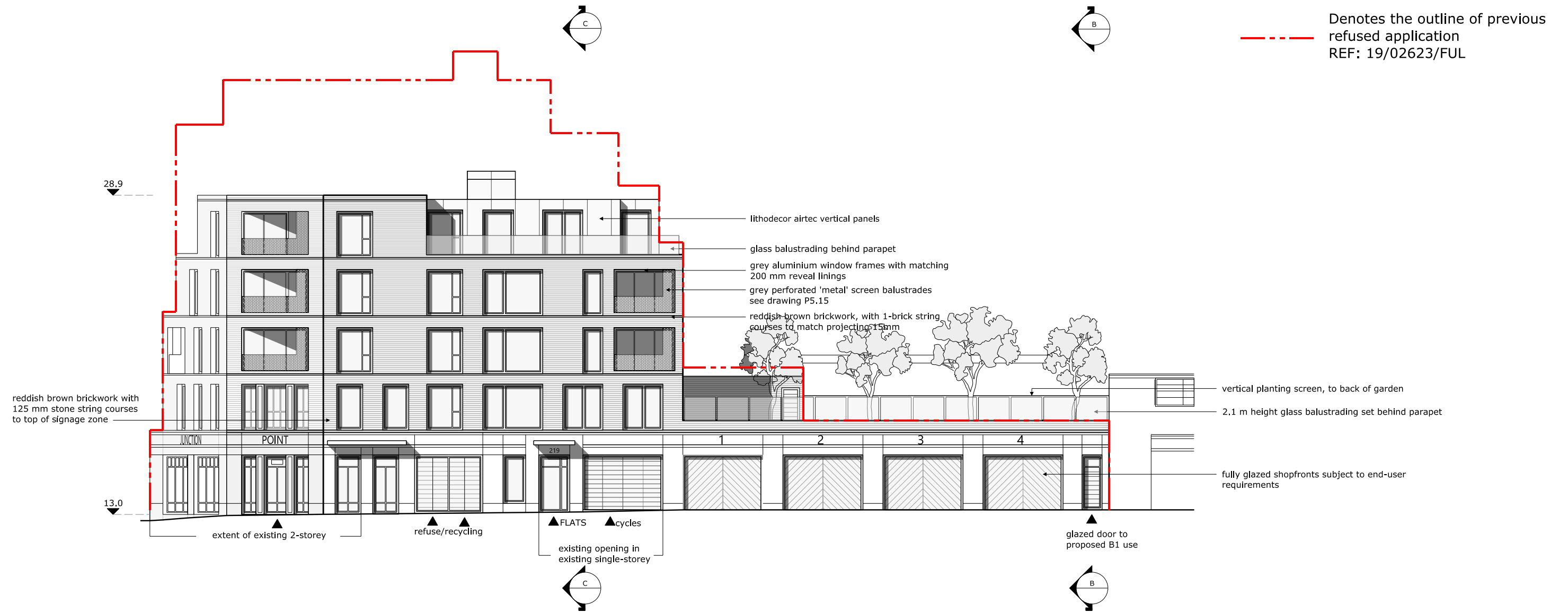
# 219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION : PROPOSED ROOF PLAN : 1:100 @ A1 (1:200 @ A3) : 12th JUNE 2020

# P5.08



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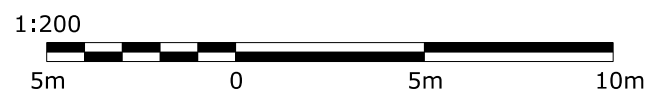
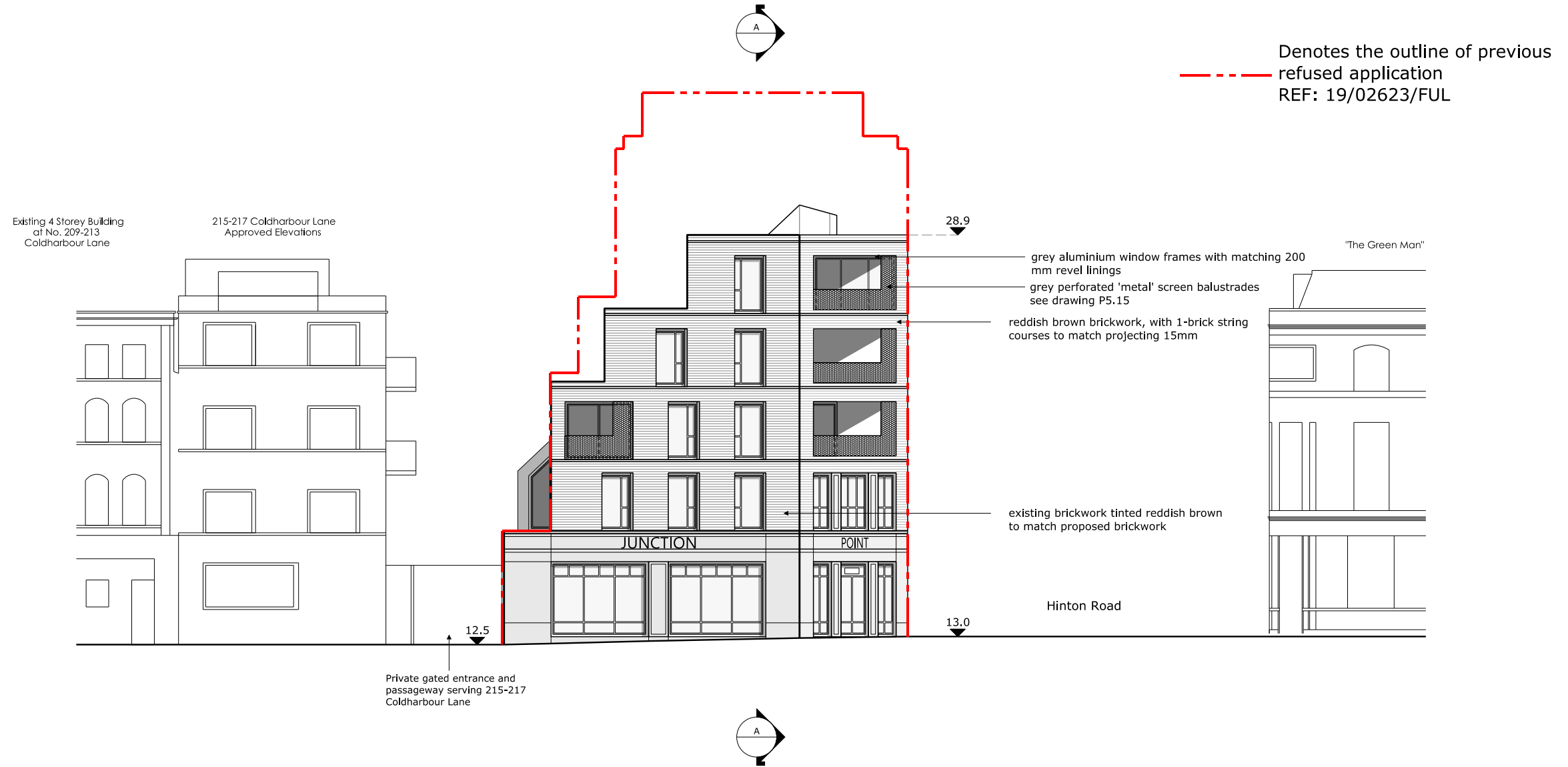






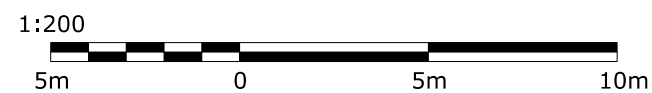
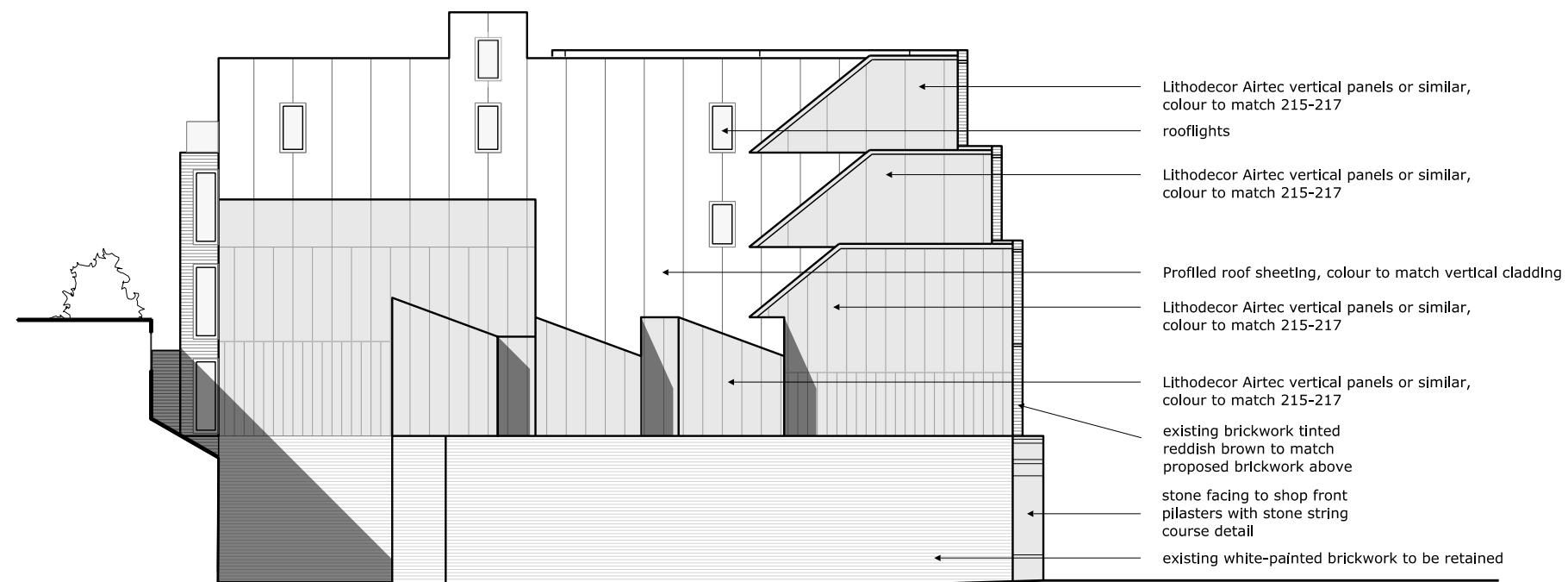
**219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION :  
 PROPOSED COLDHARBOUR LANE ELEVATION : 1:100 @ A1 (1:200 @ A3) :  
 16th MARCH 2020**

**P5.10**



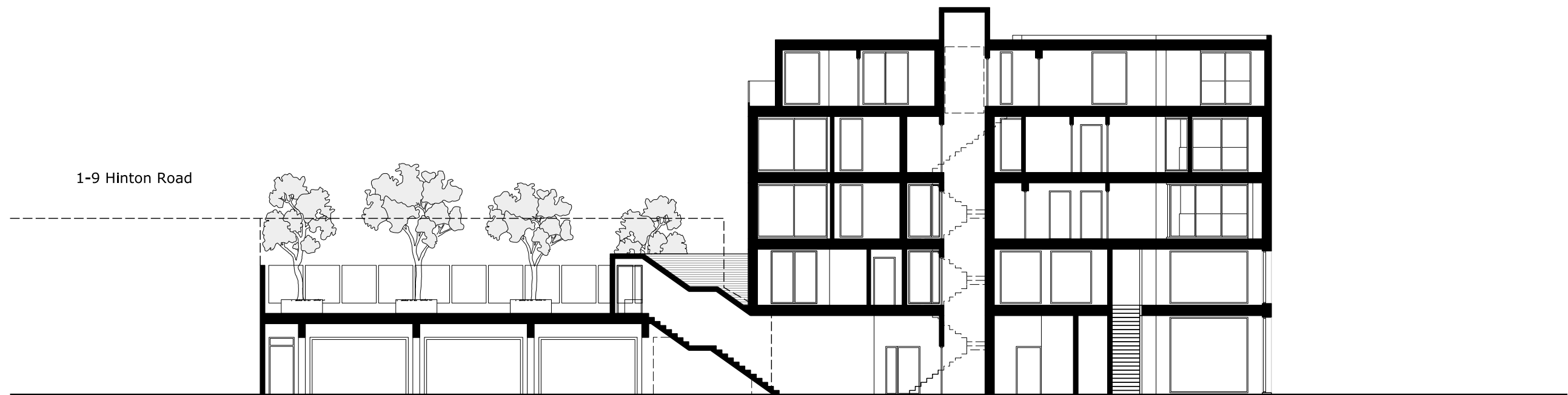
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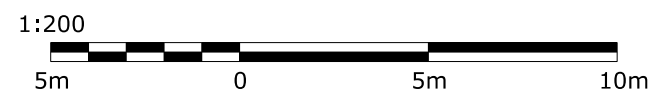


**219 - 223 COLDHARBOUR LANE, LOUGHBOROUGH JUNCTION :  
PROPOSED SECTION A-A : 1:100 @ A1 (1:200 @ A3) : 16th MARCH 2020**

**P5.12**

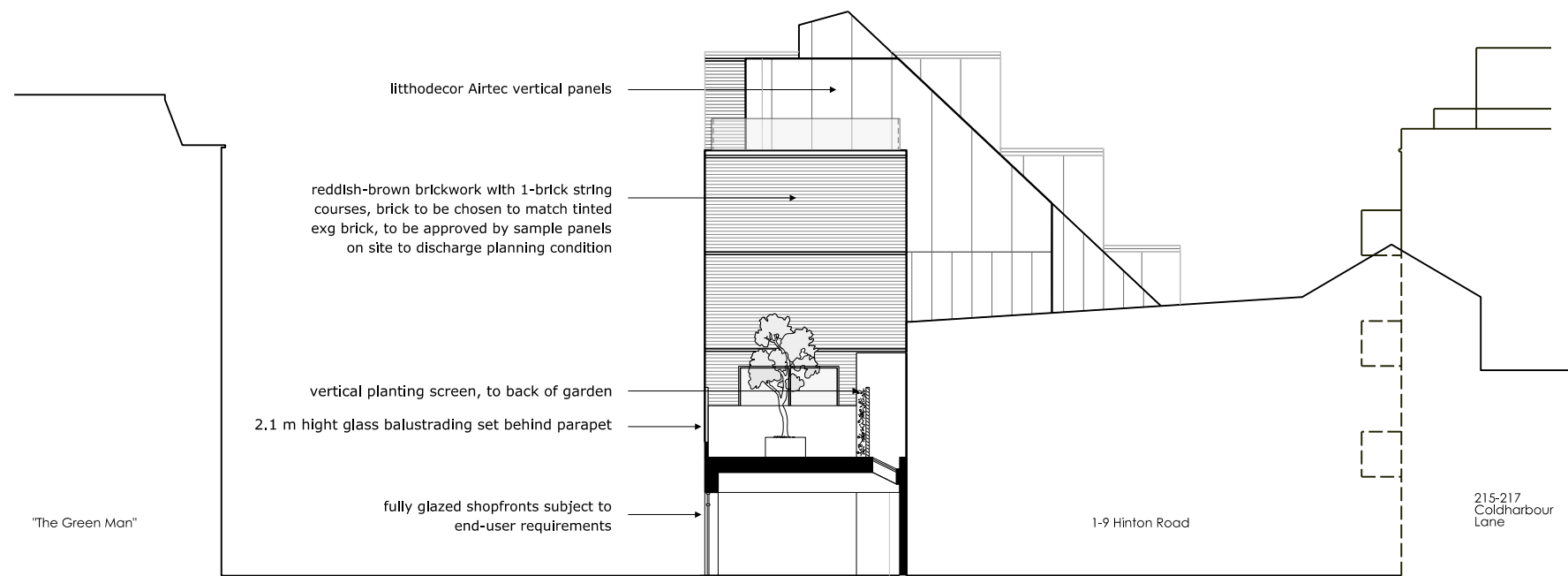


A-A

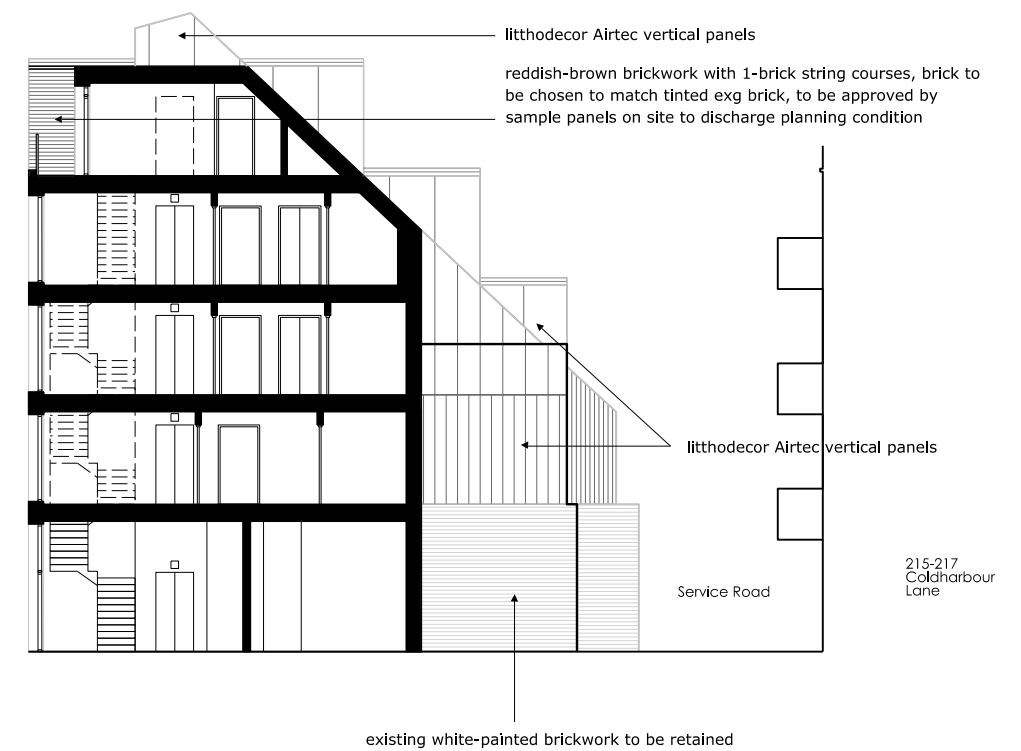


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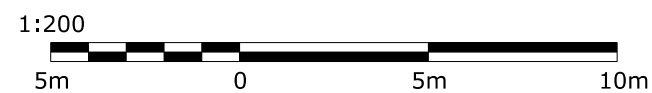




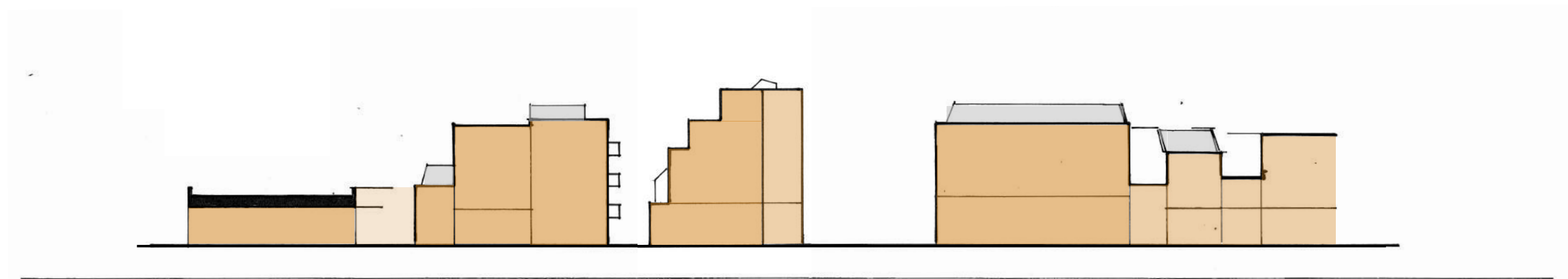
B-B



C-C

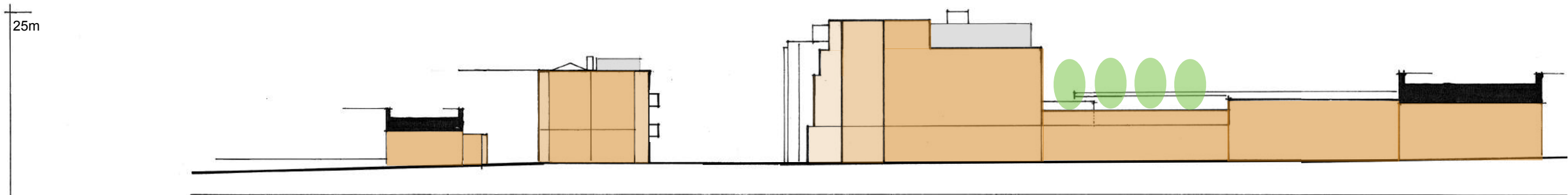


Railway Bridge      209   211-213   215-217      219-223      The Green Man   231   233   235   237



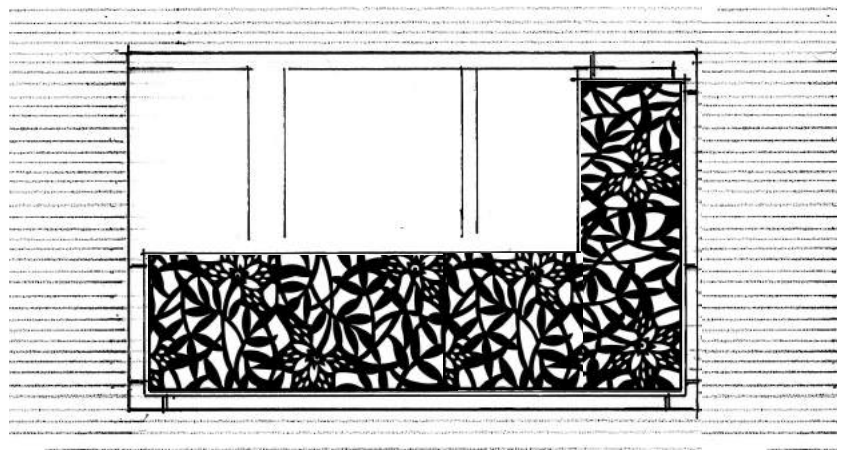
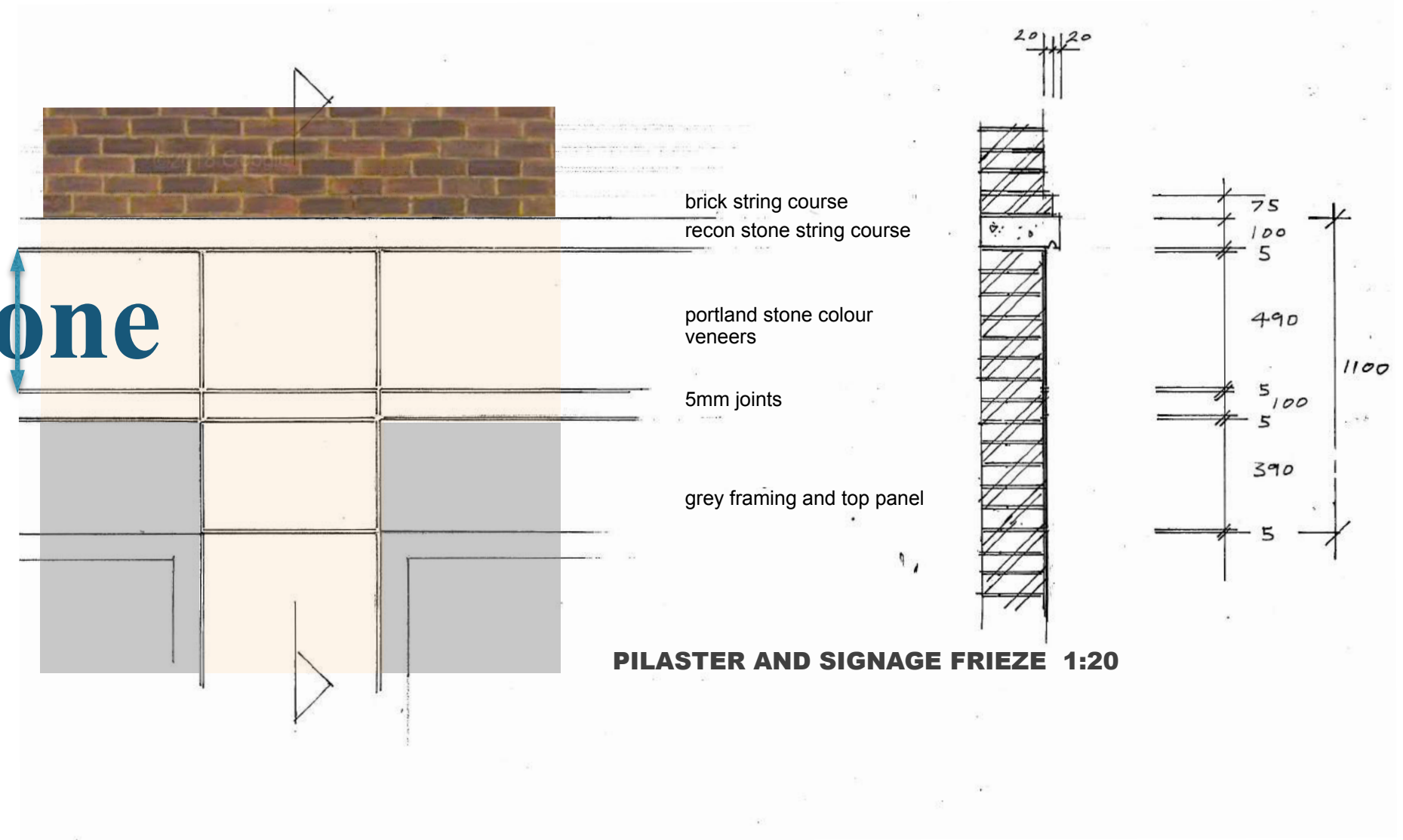
**ELEVATION TO COLDHARBOUR LANE**

Railway Bridge      220-226      219-223 Coldharbour Lane      1-9 Hinton Rd      Railway Bridge

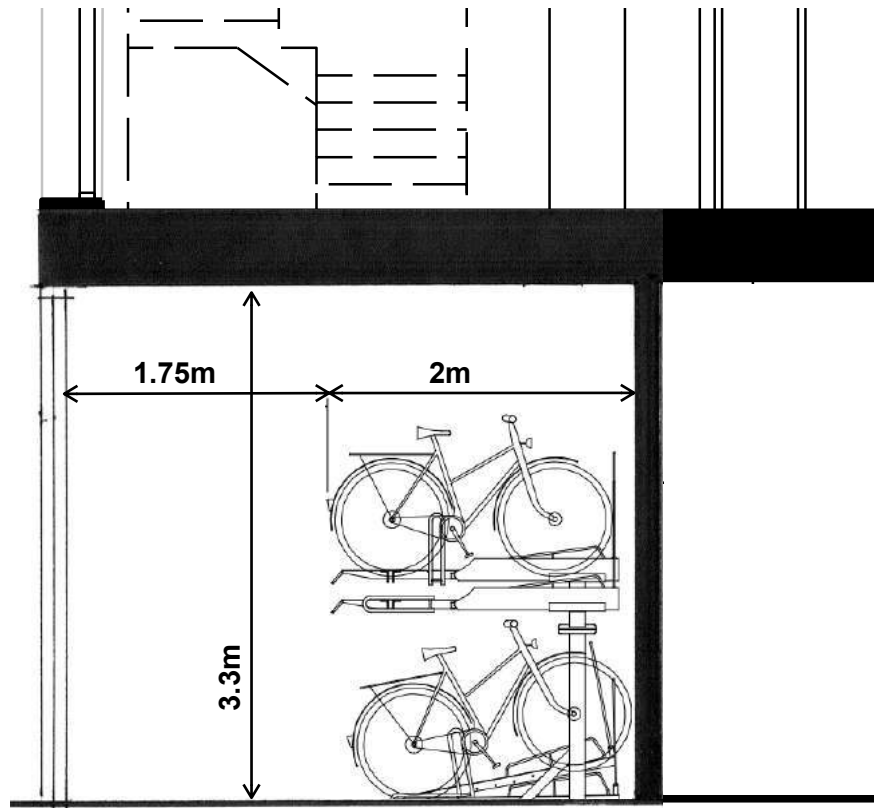


**ELEVATION TO HINTON ROAD**

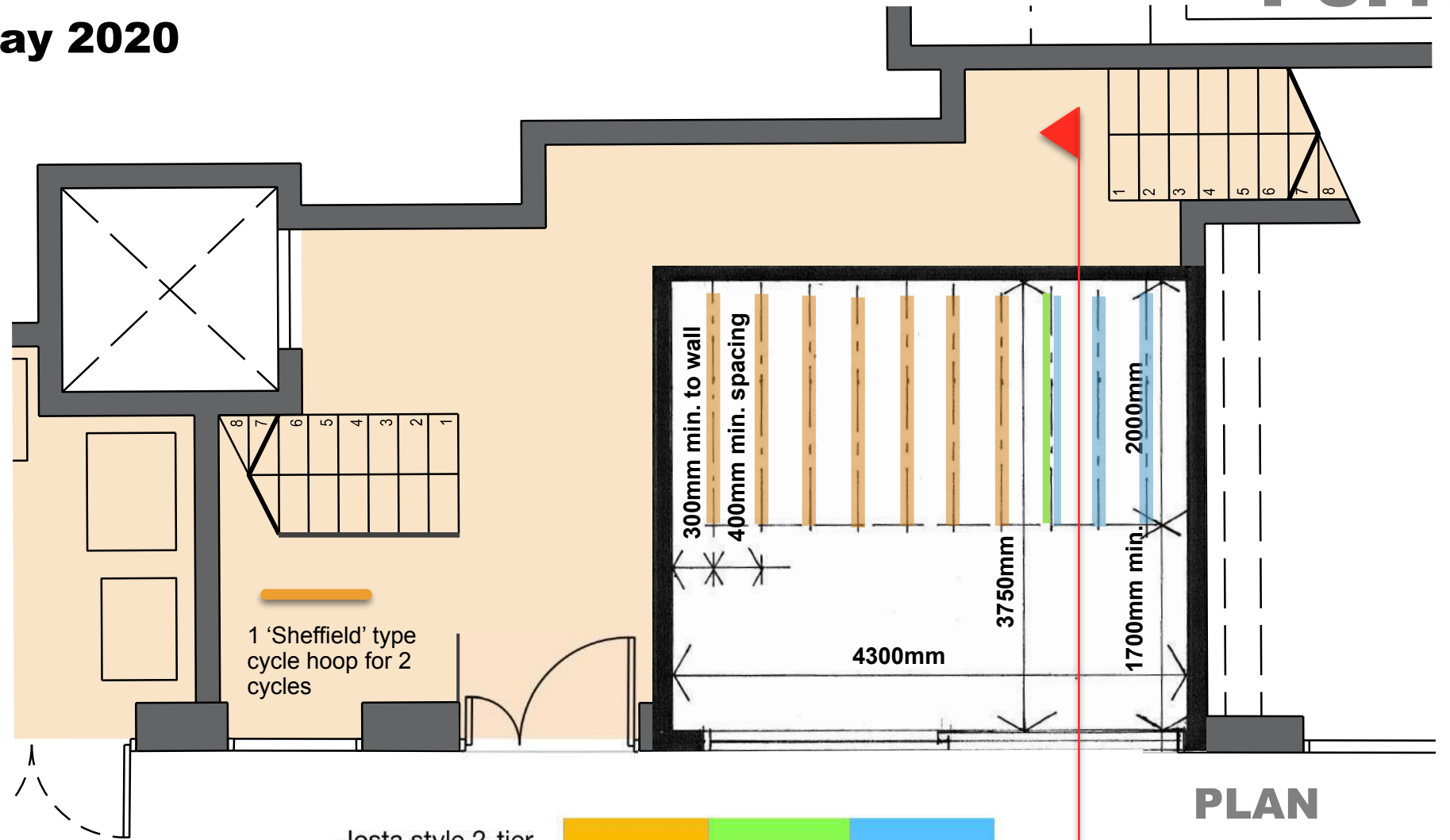
# Signage Zone



Aluminium, grey



SECTION



PLAN



Central St Giles - Google HQ



Josta® 2-tier High Capacity Rack

- The Josta racks are quick, safe and easy to use.
- The racking system will be constructed to fit the exact space.
- For maximum capacity the **minimum required headroom is 2.6m. The designed headroom is over 3m.**
- The rack requires 2m depth plus minimum 1.7m for access - **total 3.7m. The plan shows 3.75m.**
- It requires 400mm width per double bike space with 300mm space to each side wall - **total for 10 double racks 4.2m. The plan shows 4.3m.**
- A level concrete base is required without screed. This racking system is then installed by experienced specialist installers.
- These racks are usually supplied in a galvanised finish. The framework can also be powder coated.
- A security bar allows the cyclist to lock the bike frame and wheels with their own chain or D-lock.
- Reflective 'Mind your head' stickers: For added security, reflective 'mind your head' stickers can be provided for the racks.

Josta style 2-tier provided

20

residential

14

A1

1

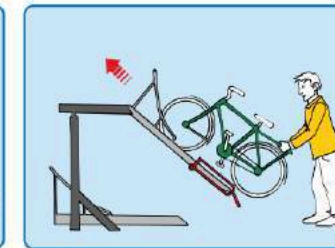
B1

5

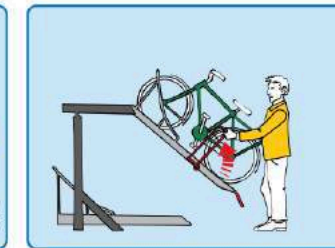
Loading your bike on to the upper racks



1. Pull down the upper rack.



2. Lift the front wheel onto the lowered rack and push forwards.



3. Raise the locking bar and lock the bike to it.

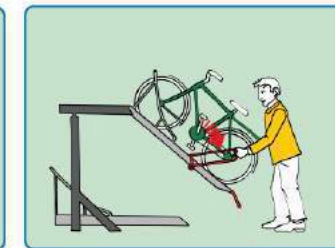


4. Lift the rack back into the horizontal position

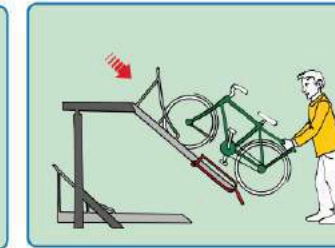
Unloading your bike from the upper racks



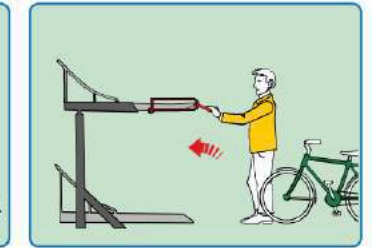
1. Pull down the upper rack, the bike will lower slowly towards you



2. Unlock the bike and lower the locking bar



3. Hold the bike and guide backwards towards you



4. Return the upper rack to its original position