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2. This drawing is to be read in conjunction with all relevant Drawings, Specifications, and Contract Documents.
3. This drawing must only be reproduced in colour.
4. All dimensions in millimetres (mm) and all levels are in metres (m).
5. All drawings shall be made to British Standards.
6. For Standard Notes used on CH/1/Architectural (Interface) Plans, refer to Drawing No. STD-PAD-1-10-50. For Standard Notes used on the Block/Interface (Workforce) drawings, refer to Drawing No. STD-EPI-1-10-51.
7. For Symbols and Abbreviations used on the CH/1/Architectural (Interface) Workforce drawings, refer to Drawing No. STD-PAD-1-10-52. For Symbols and Abbreviations used on the Block/Interface (Workforce) drawings, refer to Drawing No. STD-EPI-1-10-52.
8. This drawing has been produced without topographical or geotechnical survey data. It is the responsibility of the User to ensure the relative positions of existing structures, station furniture, fixtures, etc., are those that are not subject to Phase 3 ambulance works, are shown accurately.
9. It is the responsibility of the 'User' of this drawing to check and verify the accuracy of the information provided prior to its use.
10. It is acknowledged that such verification of the information is not likely to be accepted for claims, additional cost or extension of time resulting from any inaccuracies contained within the information provided.
11. All dimensions must be checked on site to ensure the proposed works can be installed correctly and in accordance with the design information.
12. It is a non-exhaustive list.
13. A. All materials and workmanship shall be in accordance with current and specified standards.
14. The systems equipment design which includes Closed Circuit Television Cameras (CCTV), Public Address Speakers (PA), Computer Monitors (CM), Public Address Screens (PAS), Next Train Indicator (NTI), Thin Film Transfer Display Screens (TFT), Closed Circuit Television Camera (live) with a keyless lockout controlled with the Information provided, and Induction Loops (IL) by a LORO's System Designer.
15. New CCTV cameras & PA speakers are shown in the general location shown on the system design. The system design is a schematic plan. The systems equipment location, where shown, is indicative and are provided for coordination purposes only.
16. The system designer shall ensure that the equipment for the systems equipment shall not be removed until the new systems equipment is installed and operational. No reliance should be placed upon any of the systems equipment until the new systems equipment is installed and operational. No reliance should be placed upon any of the systems equipment to be by LORO's System Designer.
17. The system equipment shall be installed in accordance with the system equipment to be by the System Designer.
18. Repair and reinstatement / replacement of any existing assets damaged by the 'User' of these documents works is the responsibility of the 'User' and the 'User' shall be responsible for the replacement with new to a standard no less than equal quality and to the satisfaction of the Engineer. Replacement materials shall be Network Rail approved. Repair and reinstatement of any existing assets shall be the responsibility of the Engineer. The 'User' shall be responsible for all direct and indirect costs associated with the replacement of any existing assets.
19. The 'User' of these documents shall be familiar with the 'Designer's Risk Assessment' prior to the commencement of any work on site, and shall take all appropriate measures necessary to ensure the health

Plant Colours - Traditional Station

 T1
  T2
  T3
  T4
  T5

All new pointwork to be carried out in accordance with the Specification. All finished pointwork colours are to be read in conjunction with the London Overground Station Colour Standard for the full Environment Insurance &

project no.
1036 - 029

THIS DRAWING DOES NOT TAKE ACCOUNT OF INFORMATION CONTAINED WITHIN THE SYSTEMS OPERATORS FINAL PROPOSAL AND WILL BE SUBJECT TO CHANGE ONCE THESE DETAILS HAVE BEEN RECEIVED.

00	Issued for Pre-Construction Approval	IK	23.03.10	A
00	Systems Equipment added for System Design purpose	IK	25.02.10	A

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partnership

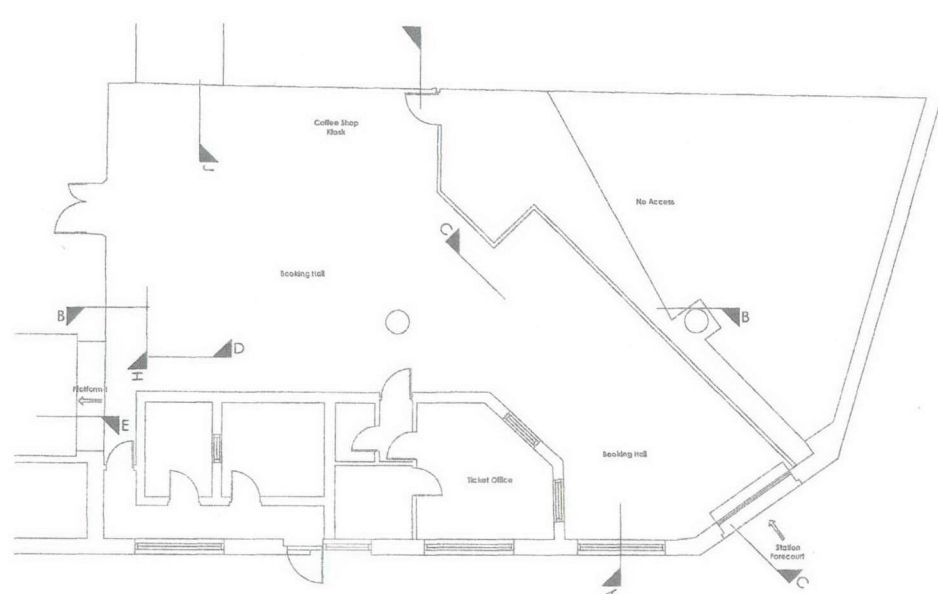
drawing status

PRE-CONSTRUCTION APPROVAL

project
client
project title
LOROL
London Overground
Camden Road Station

drawing title			
Proposed Station Booking Hall - Plan Sheet 1 of 2			
scale (A1)	date	drawn	checked
1:50	14.01.10	JK	MT

reference		
drawing no.	CMD-PAD-P-30-1-01	revision
		0



Proposed Booking Hall Key Plan
N.T.S.

Existing ceiling surfaces within the Booking Hall are to be prepared and re-painted in T4 colour

Existing painted brickwork and rendered surfaces within the Booking Hall are to be prepared and re-painted in twin colours, T1 at low level and T3 at upper level; no anti-graffiti is to be applied

Existing metal roof fascia to Ticket Office in red painted finish is to be retained

Existing rendered wall faces to Ticket Office are to be prepared and re-painted in twin colours, T1 at low level and T3 at upper level

Station Forecourt

New CIS (refer to note 9) wall mounted at high level

Platform 1

Booking Hall

CIS

PHP

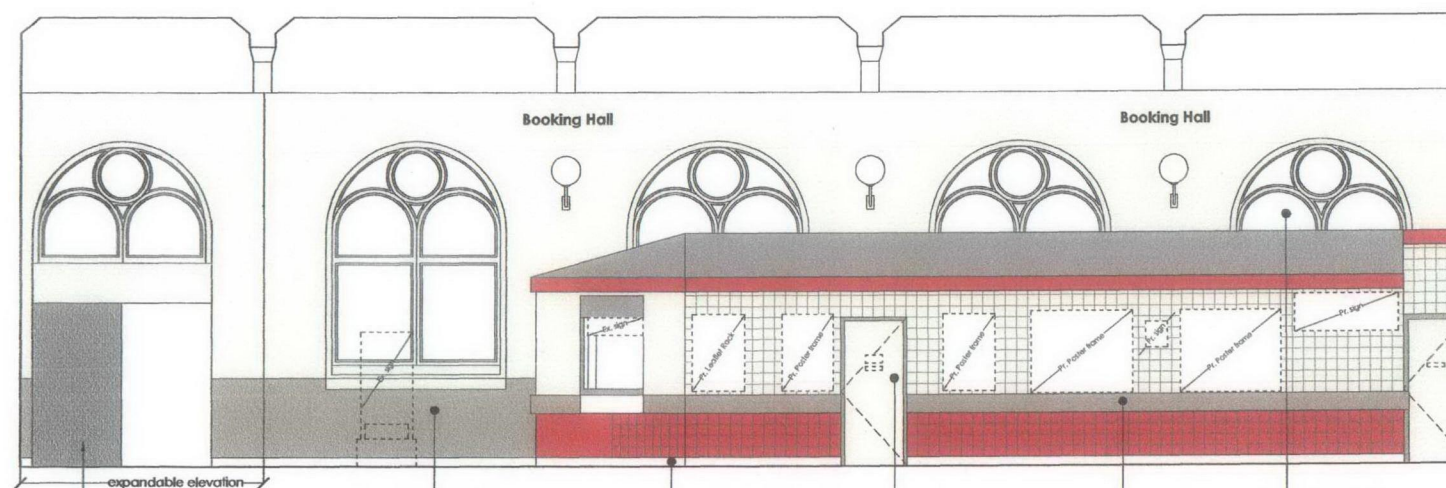
Existing shutter box and frame to Ticket Office are to be prepared and re-painted in T2 colour

Existing Ticket Office counter and window frame are to be cleaned only; no further works are proposed

Existing metal columns are to be prepared and re-painted in twin colours, T1 at low level plinth and T3 at upper level

New Passenger Help Point (refer to note 9) wall mounted

Section A-A



Existing lattice gate is to be prepared and re-painted in T2 colour

Existing painted brickwork and rendered surfaces within the Booking Hall are to be prepared and re-painted in twin colours, T1 at low level and T3 at upper level; no anti-graffiti is to be applied

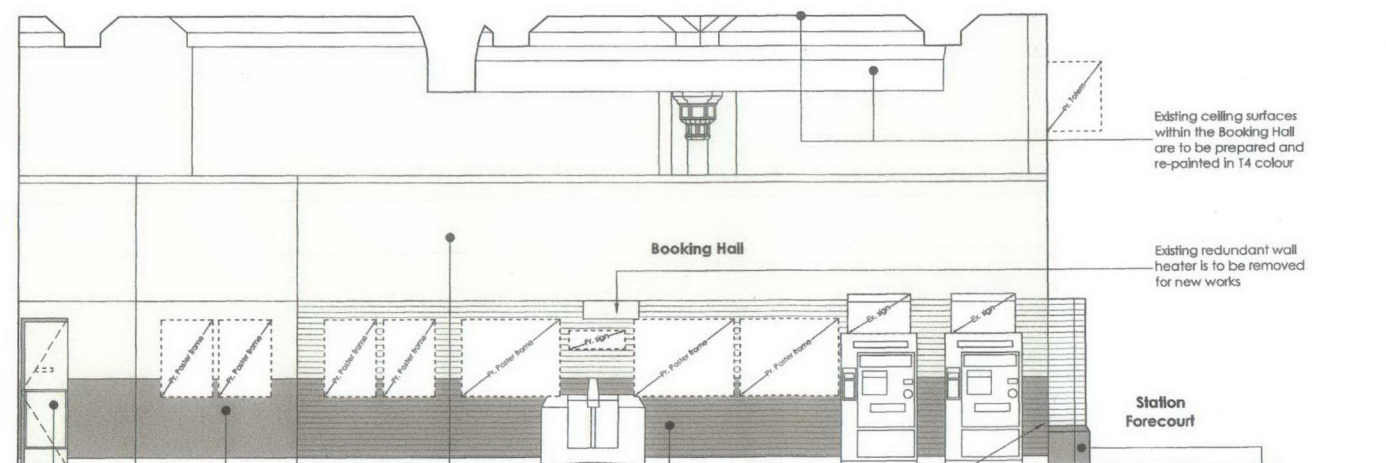
Existing ceramic tiled skirting to the perimeter of Booking Hall, Ticket Office and Subway are to be prepared and re-painted externally in T3 colour; door frames in T1 colour

Existing metal/timber framed doors within the Booking Hall, Ticket Office and Subway are to be prepared and re-painted externally in T3 colour; door frames in T1 colour

Existing timber/plastic band panelling to Ticket Office is to be prepared and re-painted in T1 colour

Existing timber framed windows within Booking Hall are to be prepared and re-painted in T3 colour

Section B-B



Existing ceiling surfaces within the Booking Hall are to be prepared and re-painted in T4 colour

Existing redundant wall heater is to be removed for new works

Station Forecourt

Existing metal/timber framed doors within the Booking Hall and Ticket Office are to be prepared and re-painted externally in T3 colour; door frames in T1 colour

Existing timber framed stud work separating the Booking Hall with adjacent premise, is to be prepared and re-painted in twin colours, T1 at low level and T3 at upper level

Existing painted brickwork and rendered surfaces within the Booking Hall are to be prepared and re-painted in twin colours, T1 at low level and T3 at upper level; no anti-graffiti is to be applied

Existing lattice gate is to be prepared and re-painted in T2 colour

Existing painted plinth to the perimeter of Station Forecourt is to be prepared and re-painted in T1 colour; no anti-graffiti is to be applied

Section C-C

General Notes

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5. For Standard Notes used on Civil/Architectural (Ambience Works) drawings, refer to Drawing No. STD-PAD-P-110-S-01. For Standard Notes used on the Electrical (Ambience Works) drawings, refer to Drawing No. STD-ELE-P-110-S-01.
6. For Symbols and Abbreviations used on the Civil/Architectural (Ambience Works) drawings, refer to Drawing No. STD-PAD-P-110-S-02. For Symbols and Abbreviations used on the Electrical (Ambience Works) drawings, refer to Drawing No. STD-ELE-P-110-S-02.
7. This drawing has been produced without topographical or geometrical survey data. The relative positions of existing structures, station furniture, fixtures, etc., which are not subject to Phase 3 Ambience Works, are shown in the drawing. It is the responsibility of the User of this drawing to check and verify the accuracy of the information provided prior to its use. In the event that such verification is not undertaken no liability will be accepted for claims, additional cost or extension of time resulting from any inaccuracies contained within the information provided. All dimensions must be checked on site to ensure the proposed works can be installed correctly and in accordance with the design intent prior to commencing work.
8. All materials and workmanship shall be in accordance with current and specified standards.
9. The systems equipment design which includes Closed Circuit Television Cameras (CCTV), Public Address Speakers (PA), Customer Information Screens (CIS), Next Train Indicators (NTI), Thin Film Transistor Display Screens (TFT), Closed Circuit Television Camera Live Monitor Display Screens (CCTV DS), Public Help Points (PHP) and Induction Loops (IL) is by LOROL's System Designer. New CCTV cameras & PA speakers are shown in the general location indicated on the System Designer's CCTV Desktop Survey drawings. The systems equipment locations, where shown, are indicative and are provided for coordination and information purposes only. Lighting columns that support existing operational systems equipment shall not be removed until the new systems equipment is installed and operational. No reliance should be placed upon the accuracy of the systems information provided. Final connections to Systems Equipment to be by LOROL's System Designer. Structural assessment of new or existing structures supporting Systems equipment is by the Systems Designer.
10. Repair and reinstatement / replacement of any existing assets damaged by the User of these documents works is the responsibility of the User. The User shall replace the damaged area / materials with new to a standard no less than equal quality and to the satisfaction of the Engineer. Replacement materials shall be Network Rail compliant. Repair will only be acceptable with prior written approval of the Engineer. The User shall be responsible for all direct and indirect costs associated with such damage.
11. The User of these documents shall be familiar with the Designer's Risk Assessment prior to commencement of any work and shall take all appropriate measures necessary to minimise health & safety risks associated with the works.

Paint Colours - Traditional Station

T1 T2 T3 T4 T5
All new paintwork to be carried out in accordance with the Specifications. All finished paintwork colours are to be used in conjunction with the London Overground Station Colour Standard for the Built Environment, Issues 4.

project no.
1036 - 029

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Issued for Pre-Construction Approval
10/03/10

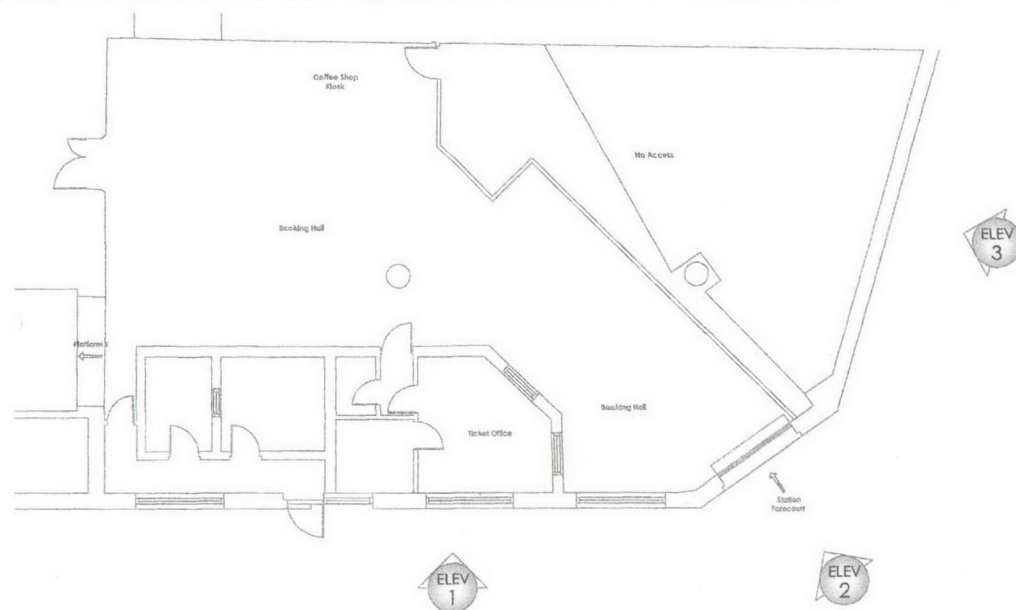
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gcp partnership

drawing title
PRE-CONSTRUCTION APPROVAL

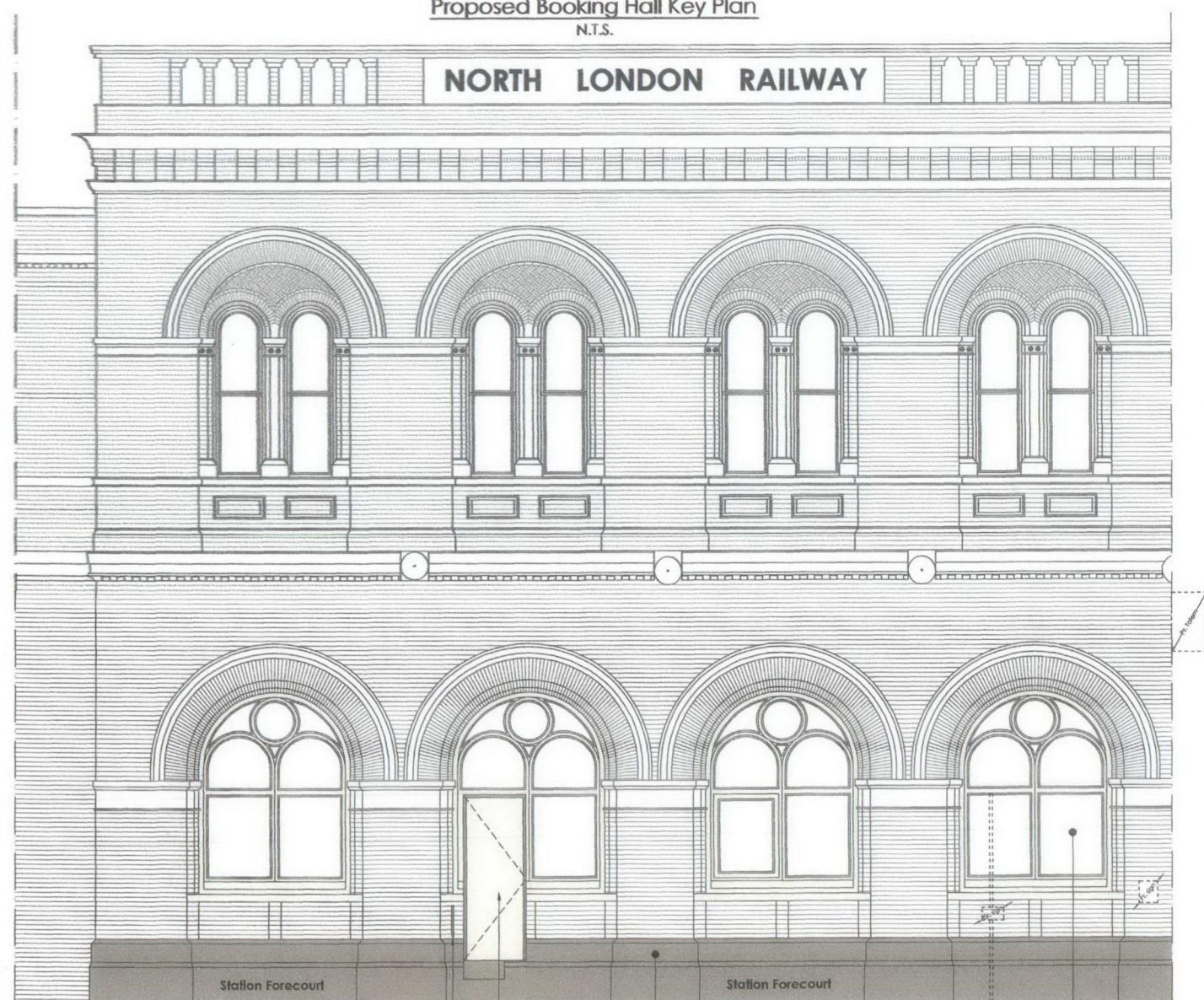
project
client
project title
LOROL
London Overground
Camden Road Station

drawing title
Proposed Station
Booking Hall - Sections AA-CC
Sheet 1 of 1
scale (A1)
1:50
date
18.01.10
drawn
IK
checked
MT

reference
drawing no.
CMD-PAD-P-30-2-01
revision
00



Proposed Booking Hall Key Plan
N.T.S.

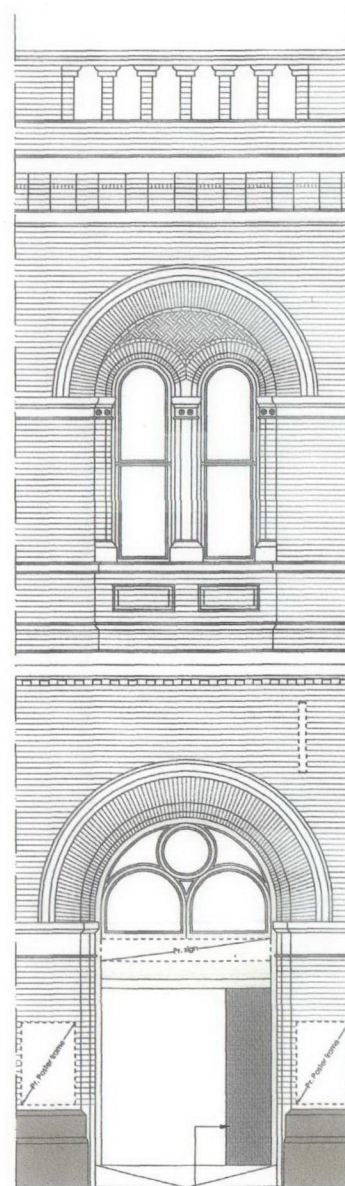


Existing balustrade in white painted finish is to be prepared and re-painted in T2 colour
Existing metal door to cash collection room is to be prepared and re-painted externally in T3 colour; door frame in T1 colour

Existing painted plinth to the perimeter of Station Forecourt is to be prepared and re-painted in T1 colour; no anti-graffiti is to be applied

Existing timber framed windows within Booking Hall are to be prepared and re-painted in T3 colour

South Elevation 1



Existing lattice gate is to be prepared and re-painted in T2 colour

South Elevation 2



Existing painted plinth to the perimeter of Station Forecourt is to be prepared and re-painted in T1 colour; no anti-graffiti is to be applied

East Elevation 3

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Paint Colours - Traditional Station

T1	T2	T3	T4	T5

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drawing status
PRE-CONSTRUCTION APPROVAL

project
client
project title
LOROL
London Overground
Camden Road Station

drawing
drawing title
Proposed Station
Booking Hall - Elevations
Sheet 1 of 1
scale (A1)
1:50
date
22.01.10
drawn
IK
checked
MT

reference
drawing no.
CMD-PAD-P-30-3-01
revision
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