# Construction/Demolition Management Plan

## Pro-forma

Updated 02/06/2025 Version 3.1

Car Park Adj Harrington Square,

Camden

NW1 2JL

# Contents


| | |
|---|---|
| Revisions | 3 |
| Introduction | 4 |
| Contact | 5 |
| Site | 7 |
| Community liaison | 9 |
| Transport | 12 |
| Environment | 21 |
| Agreement | 30 |

# Revisions & additional material

Please list all iterations here:

| Date | Version | Produced by |
|---|---|---|
| 28/11/2025 | 1 | Forge UK Homes Construction Limited |
| 26/02/2026 | 2 | Caneparo Associates Ltd / Forge UK Homes Construction Ltd |

**Additional sheets**

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

| Date | Version | Produced by |
|---|---|---|
| 26/02/26 | 1 and 2 | Appendix A – Swept Path Analysis |
| 26/02/26 | 1 and 2 | Appendix B – Construction Site Arrangement Plan |
| 26/02/26 | 1 and 2 | Appendix C – Existing Highway Arrangement |
| 26/02/26 | 1 and 2 | Appendix D – Residents Letter |
| 26/02/26 | 2 | Appendix E – Air Quality Assessement / Information |
| 26/02/26 | 1 and 2 | Appendix F – Crane Dismantle Plan |
| 26/02/26 | 2 | Appendix G – Scaffolding / Gantry Plan |

# Introduction

The purpose of a Construction Management Plan (CMP) is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

Please complete the questions below with additional sheets, drawings and plans where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

# Contact

**1.** Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: Harrington Square, NW1 2JH, London Borough of Camden

Planning reference number to which the CMP applies: 2023/3824/P

**2.** Please provide contact details for the person responsible for submitting the CMP.

Name: James Millen

Address: Unit G5/G6, Wises Oats, Wises Lane, ME9 8LR

Email: james.millen@forgeukhomes.co.uk

Phone: 07852264501

**3.** Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints.

Name: Michael Scrivener

Address: Car Park Adj. Harrington Square, Camden, NW1 2JL

Email: michael.scrivener@forgeukhomes.co.uk

Phone: 07828 729501

**4.** Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Michael Scrivener

Address: Car Park Adj. Harrington Square, Camden, NW1 2JL

Email: michael.scrivener@forgeukhomes.co.uk

Phone: 07828 729501

**5.** Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Dan Harvey

Address: Unit G5/G6, Wises Oats, Wises Lane, ME9 8LR

Email: info@forgeukhomes.co.uk

Phone: 01795 501824

# Site

**6.** Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The application site is located on the eastern side of Harrington Square and comprises an area of hardstanding. The site will attach to a row of terrace housing to the north, back on to car parking to the east and is located next to Hurdwick House which is to the south of the site.

The proposals are for the development of 11 residential units (2 x 1-bed, 3 x 2-bed and 6 x 3- bed) on the car park site. The development will be car-free with the exception of one disabled parking space provided on-street. Vehicle access onto Harrington Square will be retained so that the parking spaces to the rear of the site are still accessible. A site location plan is shown below.




**7.** Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

This version of the CMP covers the installation of the section of gantry that is located on Camden highway land to allow the welfare units to be installed. An addendum to the CMP will be submitted for separate approval and discharge detailing the remaining gantry elements, crossing point, and pit lane, subject to TfL and HS2 agreement.

**8.** Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

A Construction programme has been finalised the programme and consideration has been given to timelines for the construction processes to occur as shown below.

- **Site Set up – 3-4 weeks (02/02/25 – 27/02/25)**
- **Piling – 2-3 weeks (02/03/26 – 13/03/26)**
- **Substructure – 6-8 weeks (16/03/26 – 29/04/26)**
- **Super-Structure – 16-18 weeks (30/04/26 – 07/08/26)**
- **Cladding – 21-23 weeks – (23/07/26 – 16/12/26)**
- **Fit-out & commissioning – 42-44 weeks (10/09/26 – 01/07/27)**

As such, based on the above, the proposed construction could be expected to take 18 months in length, upon commencement.

**9.** Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Camden's standards working hours will be adhered to as set out above.

# Community Liaison

**Consultation is an important part of the CMP process. Camden requires the process to:**

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

Contact has been made with TFL regarding the proposals for the temporary changes to the highway and Footpath and has been confirmed that this will fall under a council matter as the TFL network will not beimpacted.

**10. Consultation**

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable
- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)

- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

Letter drop to all surrounding residents & businesses as shown in **Appendix D**

Responses……

15/12/25 – Resident of Hurdwick House emailed regarding the working times over the christmas period

**11. Construction Working Group**

For particularly sensitive/contentious sites, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents. Please ensure that adjacent or neighbouring construction sites are included as part of this.

A construction working group will not be set-up for this scheme. Contact details of the Main Contractor will be provided at the site entrance on Harrington Square so that any local residents/businesses can get in contact to discuss any queries.

**12. Schemes**

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits for the full duration of your project. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

Please provide your site CCS registration number.

CCS Registration No - 518992

**13. Complaints**

Please agree to maintain a complaints log which must be made available for inspection.

This is acknowledged and agreed.

# Transport

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

## CLOCS Contractual Considerations

**14.** Name of Principal contractor:

| |
|---|
| Forge UK Homes Construction Ltd |

**15.** Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

The development has been registered on the 'Considerate Contractors Scheme' in order obtain the 'Exceptional' score. While FORS and CLOCS standards will also be adhered to.

Contracts

CLOCS Compliance will be included as a contractual requirement. The FORS Bronze accreditation will be the minimum contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

Desktop Checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlines in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site Checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors' own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

**16.** Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers, and that all drivers of vehicles over 3.5t will have undertaken

safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

The principal contractor will confirm that all contract orders for this project will include that all sub-contractors and suppliers will abide by the CLOCS Standard. Confirmation will also be provided for the formal sign up and registration for the CLOCS community.

Checks will be made throughout the procurement process and during the works on site to ensure that all drivers of vehicles over 3.5t that are servicing the site will have undertaken Safe Urban Driver training, and all vehicles over 3.5t that are servicing the site will be fitted with blindspot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.

It will be confirmed that all deliveries / vehicles will access the site via the A501 Euston Road onto A4200 Euston Square / Eversholt Street, Millbrook Place, Hurdwick Place and then stopping outside of the site on Harrington Square. Vehicles will exit the loading area running south and west along Harrington Square, turning left onto Hampstead Road and then onto the A501 Euston Road. This route is illustrated in Question 17.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

# Site Traffic

**17. Construction traffic routing**

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

**a**. Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

The proposed routing arrangement is illustrated in the image below.




**b.** Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

The Swept Path Analysis included at **Appendix A** shows the arrival manoeuvre for the largest anticipated vehicles expected to visit the site, routing along Hurdwick Place / Harrington Square. There is also tracking which demonstrates that bus access is retained along the route.

**18. Construction traffic vehicle types and delivery times**

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must be also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.30 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

**a.** Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

A number and breakdown of vehicles across the stages of construction are outlined below to provide an indicative understanding of the type and volume of traffic:

- Site Set up – 3-4 weeks (1-2 vehicles per day.)
- Piling – 2-3 weeks (Rig 2 days, 3-4 vehicles per day.)
- Substructure – 6-8 weeks (3-4 vehicles per day.)
- Super-Structure – 16-18 weeks (2-3 vehicles per day.)
- Cladding – 21-23 weeks – (1-2 vehicles per day.)
- Fit-out & commissioning – 42-44 weeks – (3-4 vehicles per day.)

Based on the above, it is expected that approximately 2-3 deliveries will be made to the site per day on average.

The anticipated size of vehicles that will attend the site will include the following:

- 10m large tipper
- 10m rigid
- Concrete mixer
- 7.5T Panel Van
- 3.5T Panel Van.

Artics will not be required to access the site.

Allocated time slots will be given 48 hours before planned delivery. All construction delivery

movements will be controlled via a Logistics Framework / 'Booking In' system.

b. 18 b: Please agree to restrict all HGV movements between 07.30 - 08.00, 09.30 - 4.30 where possible. If this isn't possible please provide a reason here. Please note that if the site is in the vicinity of a school then deliveries should also not be permitted during school pick-up times.

This is acknowledged and agreed

**c.** Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

It is apparent that there are no major works proposed nearby at present. Accordingly, coordination is not currently required. However, the planning portal will be regularly reviewed, prior to and throughout the program of works, in order for suitable mitigation measures to be implemented if / when necessary.

**d.** Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

Please refer to question 21 if any parking bay suspensions will be required to provide a holding area.

Most vehicle activity will take place on-street, with space for one construction vehicle to wait within the proposed loading area. Banksman will be available to assist with all manoeuvres to ensure that safety is maintained.

The use of off-site holding areas or waiting points will be reviewed prior to and during the

**e.** Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

The contractor will use their supply chain to identify the potential to use methods to reduce construction traffic on local roads, including the measures outlined above (e.g. consolidation centres, and/or delivery by water/rail if appropriate).

**19. Construction vehicle loading**

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

Traffic marshals, or site staff acting as traffic marshals, must hold the relevant qualifications required for directing large vehicles when reversing. This must be available for inspection during compliance monitoring visits. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required during vehicle banking/loading. Marshals should have radio contact with one another where necessary.

**a.** Please state whether vehicles will load from within the site boundary or from the public highway.

All vehicles will load/unload from the proposed pit lane on Harrington Square, immediately adjacent to the site via a tower crane.
A plan has been prepared and included within the appendices, which demonstrates the Pitlane and approach to the footway, which ensures that there is no impact on the TLRN (Transport for London Road Network).

**b.** Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

All vehicles will enter / exit the proposed pit lane on Harrington Square in forward gear under banksmen control. This arrangement allows vehicles to stop immediately adjacent to the site with all materials transferred in/out the site across the covered walkway.

The arrangement also requires the 'turn right' sign to be temporarily removed in order to allow for a covered walkway. To ensure that vehicles do not try and turn left onto Hurdwick Place, 'a tempory right turn sign will be provided to make this clear.

The site arrangement plan is included at **Appendix B.**

c. Where applicable, please provide tracking/swept path drawings either for vehicles entering/departing from the site/off-site loading area, or for general traffic passing the stationary vehicle whilst it is stopped in the designated loading area.

As outlined previously, swept paths of construction vehicles entering the site are included within **Appendix A**.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel

washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

It is envisaged that wheel washing facilities would be provided adjacent to the site by the loading area so that all vehicles leaving the loading area will be cleaned before doing so. This process will also be supported by continuous road sweeping to ensure that there is no impact on the local road network.

# Site set up

**20. Site set-up and temporary highways changes**

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the Safety at Street Works and Road Works Code of Practice.
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

**a.** Please list all relevant changes below and/or reference drawings in the appendix.

As outlined previously, a 14m stretch of single yellow line will need to be utilised in order to provide a pitlane. This ensures that there is no impact on the TLRN, whilst ensuring that access for buses and other larger vehicles can still be maintained along Harrington Square.

A gantry will cover the pavement in between the pitlane and the site.

A site hoarding is illustrated within the site Construction Arrangement Plan at **Appendix B**.

All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards. All necessary licences for hoarding will be applied for following appointment of the contractor.

A covered walkway is proposed between the site and the pitlane. This will be 14m in length and appropriate in width to ensure that pedestrian access is maintained along Harrington Square.

**Appendix G** includes the proposed Scaffolding / Gantry Plans

**b.** Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

A gantry will partially cover the pavement in between the pitlane and the site. This will maintain pedestrian access on the footway.

A site hoarding is illustrated within the site Construction Arrangement Plan at Appendix B.

All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards. All necessary licences for hoarding will be applied for

**21. Parking bay suspensions and temporary traffic orders**

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

We anticipate the following short term road closures may potentially be required for…

Dismantle and collection of Tower Crane (Drawing shown in **Appendix F**)

Mains utility connections

The drawings / swept path analysis provided in the Appendices illustrate that no kerbside restrictions / changes are required on the kerbside opposite the site.

**22. Motor vehicle/cyclist/pedestrian diversions**

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar alternative facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

A covered gantry will be installed above the public highway which will ensure that pedestrians walking along the eastern side of Harrington Square can continue to do so without disruption, this will be installed in 2 phases. The 1st phase will involve the erection of a 14m section on the south side of the site which will be used to accommodate the site welfare facilities above. A temporary diversion of the public will be required during the installation of the gantry (details can be found under Appendix B) Phase 2 will provide coverage over the footway to the remaining 18m under a separate licence.

**23. Services**

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility

services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

New utility connections will be required. These will include Electric (UKPN), Water (Thames Water), Communications (Openreach) Further information will be provided on the extent of the connection works following liaision with the above mentioned utility providers.

# Environment

**24.** Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

• 8.00am to 6pm on Monday to Friday
• 8.00am to 1.00pm on Saturdays subject to agreement with Camden
• No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

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| Standard site working hours will be as detailed below<br><br>8.00am to 6pm on Monday to Friday<br><br>8.00am to 1.00pm on Saturdays (if required) |

**25.** Please include a site plan detailing the location of the works and any nearby sensitive receptors



**26.** Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

360 Excavators
Dumpers
Piling Rig

**27.** Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

Noise and vibration monitoring will be undertaken by the main Contractor.

Fit compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles.

Dust monitoring will also be undertaken by the main Contractor.

**28.** Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

This is confirmed and agreed

**29.** For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

The need for robust and appropriate dust management and monitoring is acknowledged and understood.

Consideration will be given to the need for appropriate monitoring that will need to be agreed by LBC to ensure appropriate timing is allowed for in the construction programme.

**30.** For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

N/A

**31.** If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

**To establish if an AQA is required**, please refer to Camden's Air Quality Planning Guidance document (section 3) and the Council's 'Air quality assessments in planning applications' webpage.

**Please attach the AQA and/or DRA as an appendix to this proforma**.

Link to the AQA can be found under **Appendix E**

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's The Control of Dust and Emissions During Demolition and Construction SPG. This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the SPG.

**Please attach the AQA and DRA as an appendix to this proforma**.

Link to the AQA can be found under **Appendix E**

**32.** Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in the AQA have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

**33.** Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

| Description | Mitigation Measure |
|---|---|
| Site Management | - Display the name and contact details of person (s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site Manager<br>- Display the head or regional office contact information.<br>- Record and respond to all dust and air quality pollutant emissions complaints<br>- Make the complaints log available to the local authority when asked.<br>- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.<br>- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry windy conditions.<br>- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the logbook. |
| Preparing and maintaining the site | - Plan site layout so that machinery and dust causing activities are located away for receptors, as far as is possible.<br>- Erect solid screens or barriers around dusty activities or at the site boundary that are at least as high as any stockpiles on site.<br>- Avoid site runoff of water or mud. |
| Operating vehicle/machinery and sustainable travel | - Ensure all on-road vehicles comply with the requirements of the London Low Emissions Zone and the London NRMM standards, where applicable.<br>- Ensure all vehicles switch of engines when stationary – no idling vehicles.<br>- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.<br>- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car sharing). |
| Operations | - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, eg., suitable local exhaust ventilation systems.<br>- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non potable water where possible and appropriate.<br>- Use enclosed chutes and conveyors and covered skips.<br>- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. |
| Waste Management | - Reuse and recycle waste to reduce dust from waste materials.<br>- Avoid bonfires and burning of waste materials. |

**34.** Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Measures for dust suppression will done as required including water spray techniques and best practice, including regular road sweeping.

**35. Air quality monitoring requirements.**

**Real-time dust ($PM_{10}$) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment**. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the GLA's SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

**A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site.** A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, monitoring data coverage, graphs of measured dust ($PM_{10}$) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to the mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

**Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management, and will lead to enforcement action.**

**Using the above information, please provide details on the air quality monitoring strategy for the proposed development**

The site will comply with the above dust monitoring requirements with monitoring beginning on site in February 2026. Appendix E illustrates the location of the monitors and the monitors that will be used.

**36.** All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at:

https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V6):

https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf

**Current requirements (as of 01/01/2025):**

**(i) All development sites in Greater London required to meet Stage IV** - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.
**(ii) NRMM register** - The site and all in-scope machinery (37-560kW) must be registered on the GLA's NRMM Website.

**(iii) Generators** - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period: **(01/26 - 07/27)**

b) Is the development within the CAZ? (Y/N): **Y**

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **Y**

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **Confirmed**

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **Confirmed**

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Confirmed**

**37.** Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/resources-1

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

Instructions will be issued to all contractors and subcontractors setting out the requirements they must abide by throughout their contract. This will include instructions to ensure that vehicles are not idling for any material length of time i.e. engines must be switched off when vehicles are stationary.

**38.** Please confirm when an asbestos survey was carried out at the site and include the key findings.

There are no buildings currently on-site and therefore it has been assumed that there is no asbestos present. Notwithstanding this, a contamination survey will be undertaken of the existing ground where appropriate as part of the post-permission works and will be included as part of the CMP prepared accordingly.

**39.** Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

In the event of a complaint from a neighbour, a member of the public or Camden Pollution Control Team in relation to any site activity, it will be recorded in a designated logbook, stating
the nature of the complaint, the cause and, where appropriate, the remedial action taken. Sub-contractors shall immediately notify the Main Contractor should they receive any complaints.

Should complaints about odour, noise, dust or vibration be received, they will be addressed directly by the Main Contractor to enable results at the time of the complaint to be reviewed, and where appropriate immediate actions employed to rectify the problem.

All complainants will be contacted by the Main Contractor or their representative for further discussion and identification of a mutually acceptable resolution if the problem persists. Where a valid grievance is raised, measures will be put in place where practicable to avoid recurrence of the complaint.

The Main Contractor will provide regular updates to the Project Manager with regard to complaints received and subsequent resolutions.

**40.** The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

Understood and agreed

# Mental Health Training

**41.** Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

| |
|---|
| Forge UK Homes Construction Ltd has signed up to the Building Mental Health charter. |

# Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Print name.** J.Millen

**Position**. Project Manager

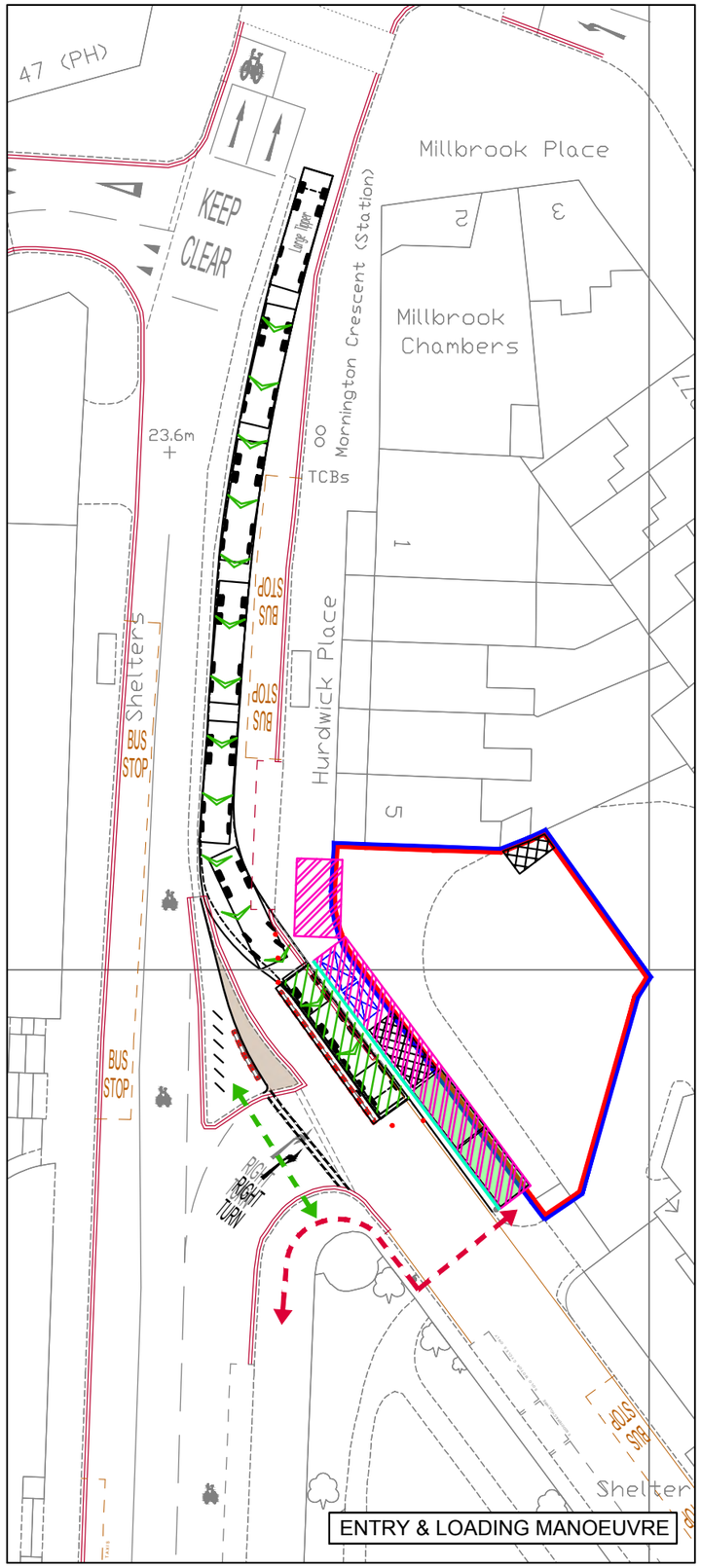
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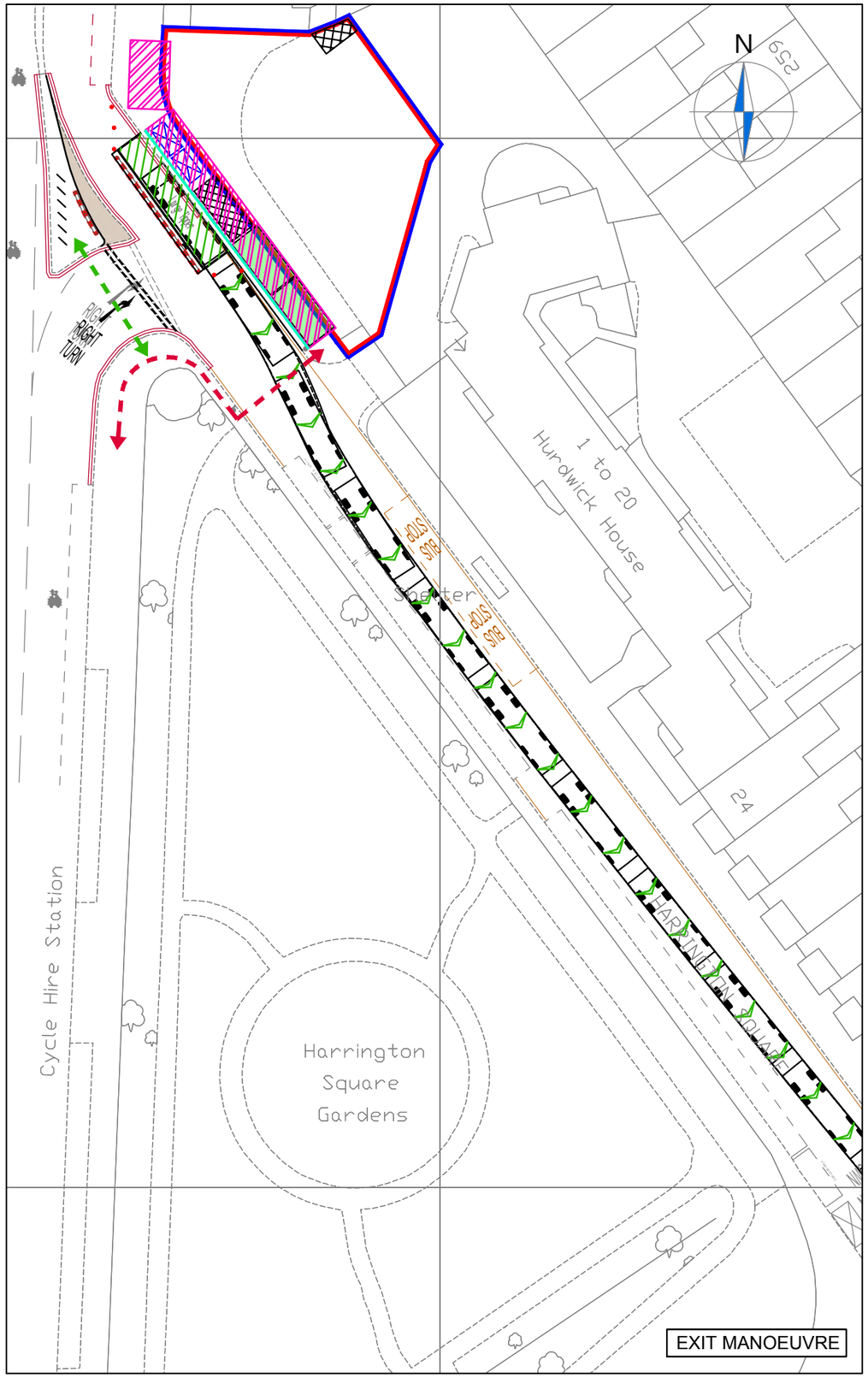
**Please submit to:** planningobligations@camden.gov.uk

**End of form.**

Updated 02/06/2025 V3.1

# APPENDIX A

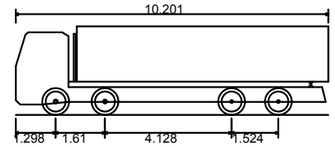



## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

## LARGE TIPPER




| | |
|---|---|
| Overall Length | 10.201m |
| Overall Width | 2.495m |
| Overall Body Height | 2.890m |
| Min Body Ground Clearance | 0.341m |
| Track Width | 2.471m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 11.550m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Forge UK Homes Ltd

Project: Land Adjacent to Harrington Square Camden

Drawing Title: Swept Path Analysis using a 10.2m Large Tipper Alternative Site Mobilisation - Phase 1

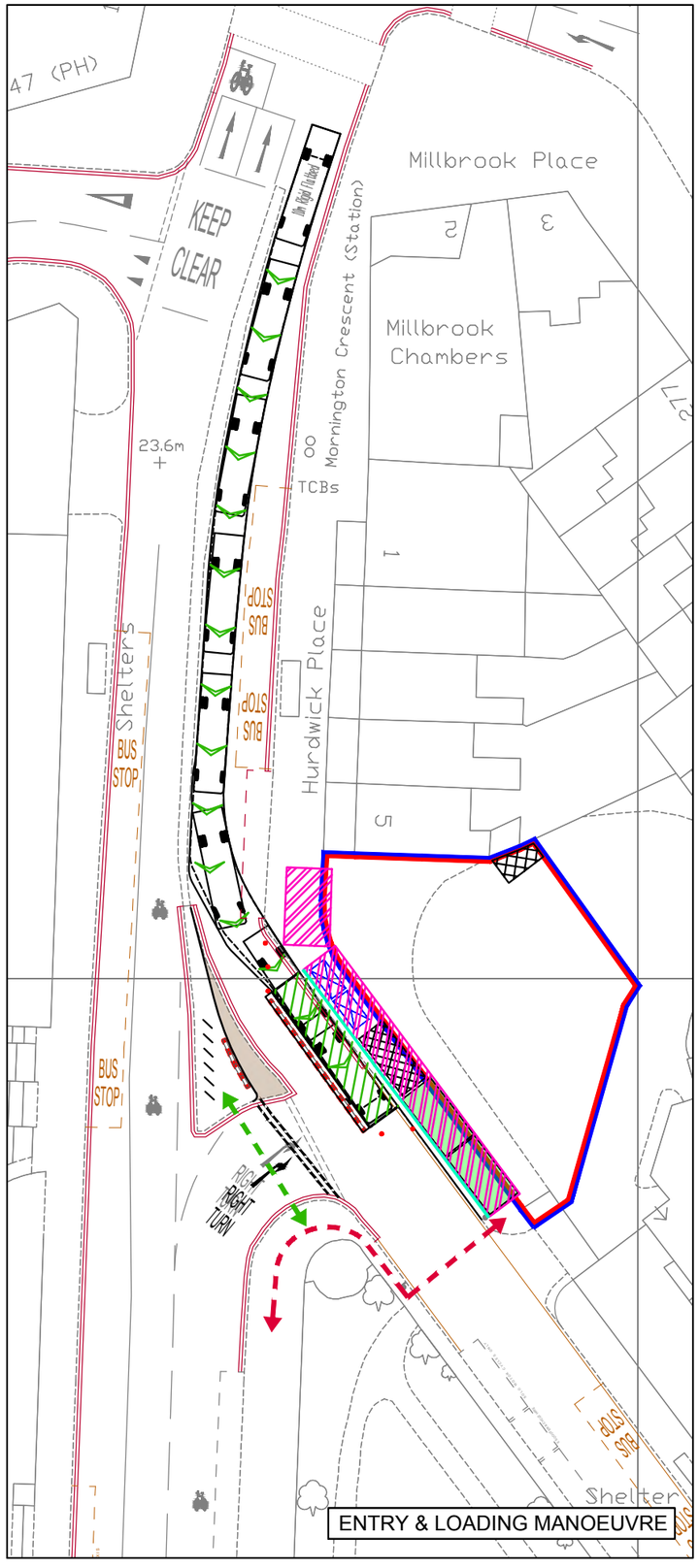
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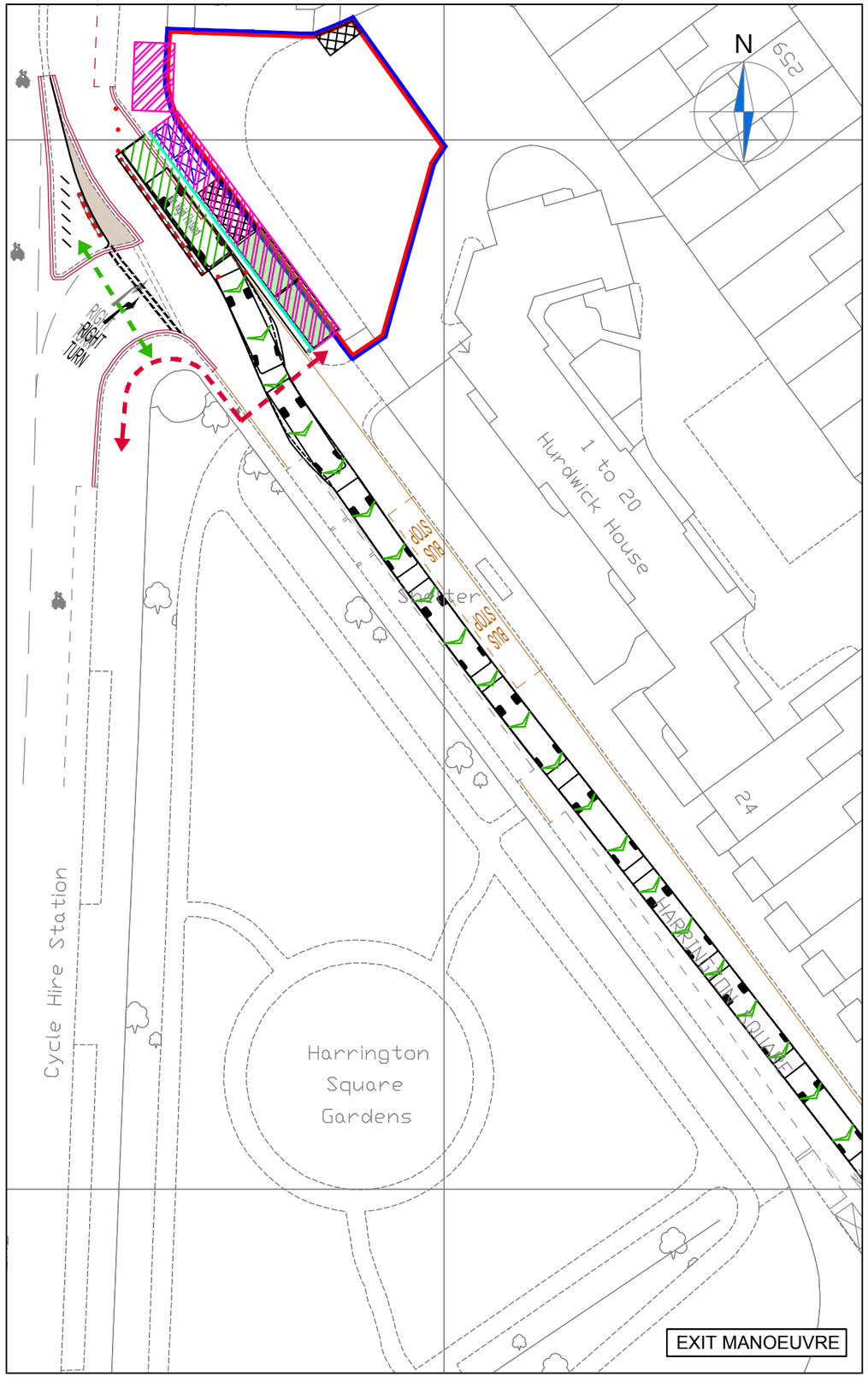
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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT009 | 1 of 2 | . |

CA6416_CT009 - SWEPT PATH ANALYSIS - ALTERNATIVE SITE MOBILISATION PHASE 1.DWG

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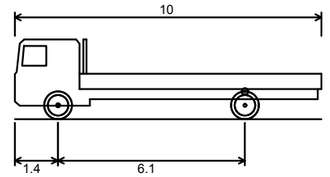



## NOTES

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3. This drawing is for illustrative purposes only.

## RIGID FLATBED




| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 2.602m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to Lock Time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- [ ] Preliminary
- [ ] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Swept Path Analysis using a
10m Rigid Flatbed
Alternative Site Mobilisation - Phase 1

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

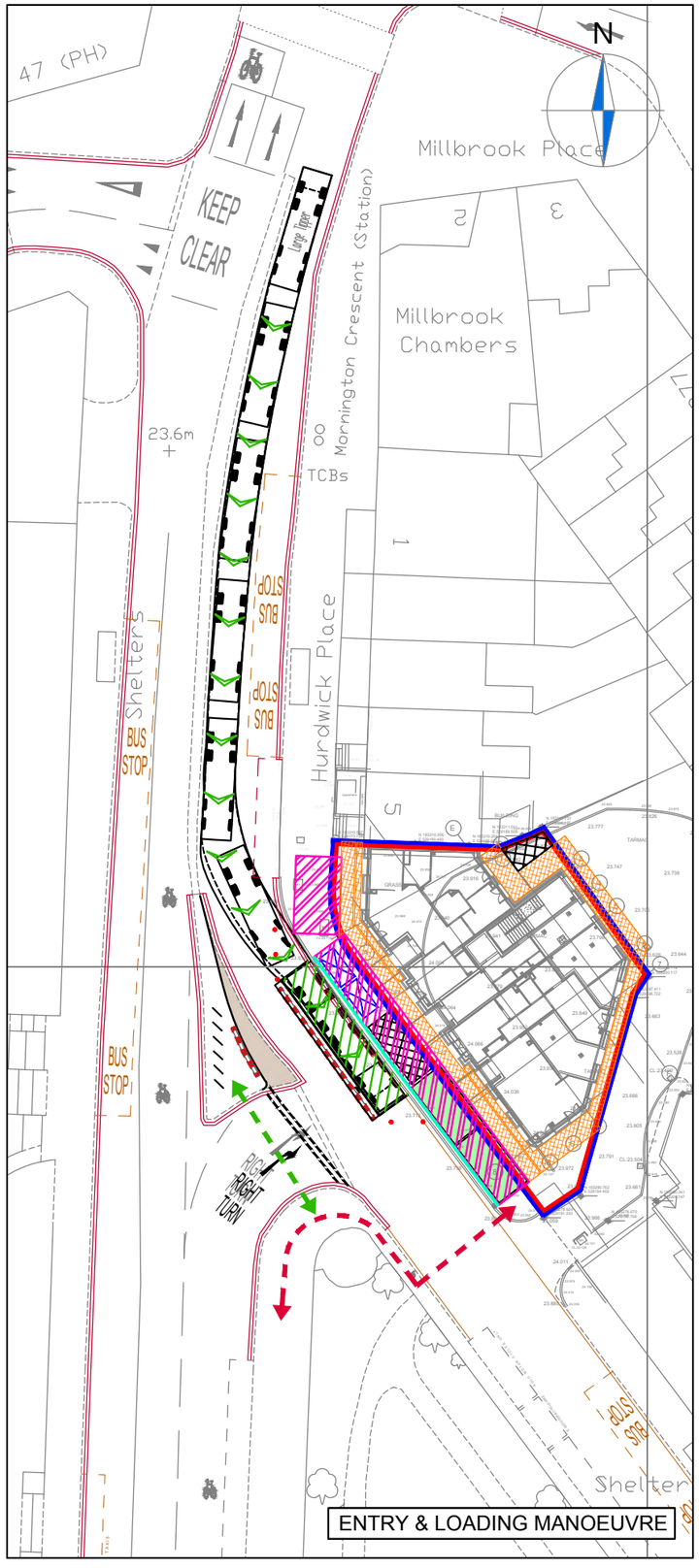
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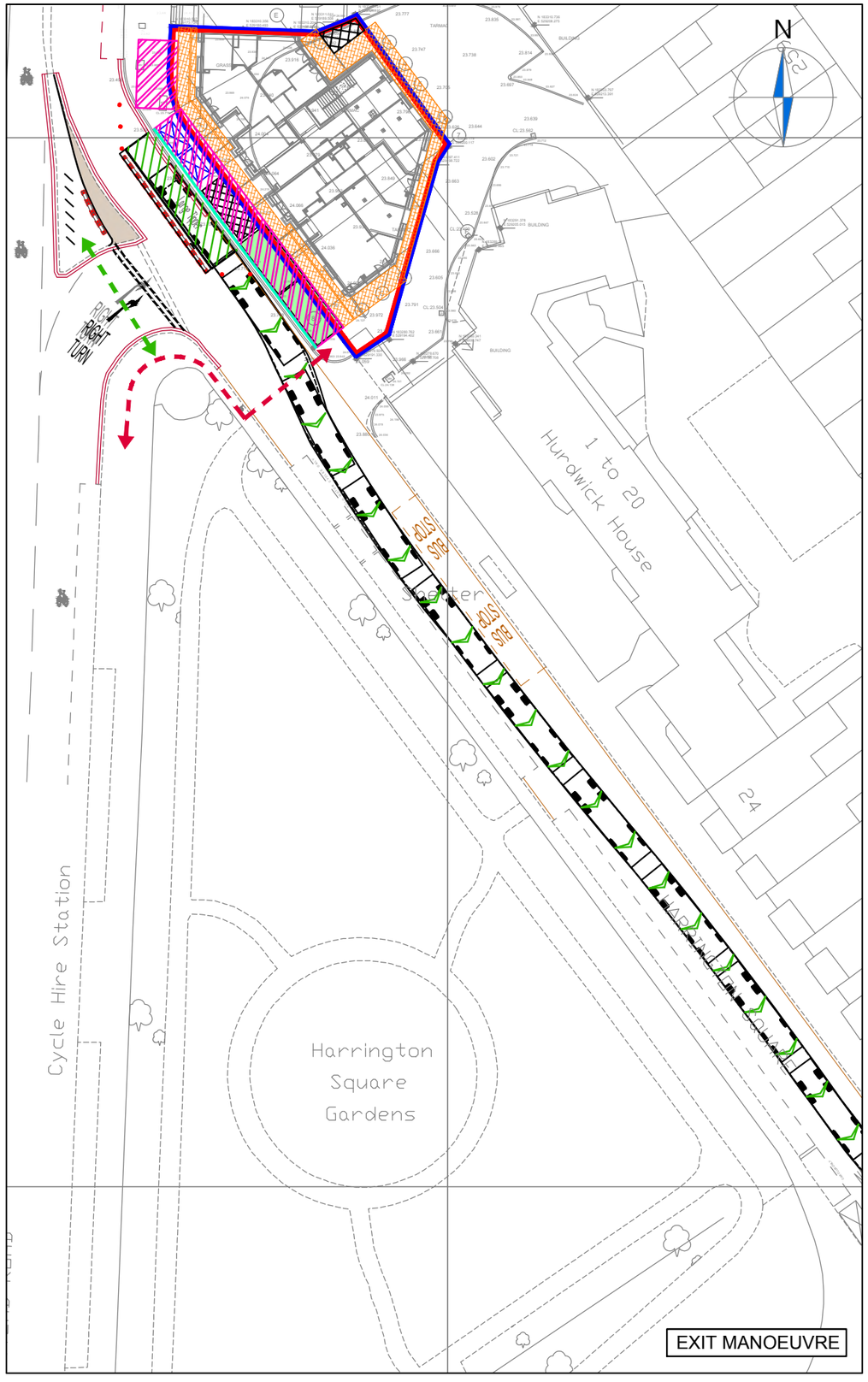
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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
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| CA6416 | CT009 | 2 of 2 | . |

CA6416_CT009 - SWEPT PATH ANALYSIS - ALTERNATIVE SITE MOBILISATION PHASE 1.DWG

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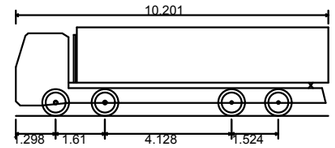



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## LARGE TIPPER




| | |
|---|---|
| Overall Length | 10.201m |
| Overall Width | 2.495m |
| Overall Body Height | 2.890m |
| Min Body Ground Clearance | 0.341m |
| Track Width | 2.471m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 11.550m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square Camden

Drawing Title:

Swept Path Analysis using a 10.2m Large Tipper Alternative Construction Phase 2

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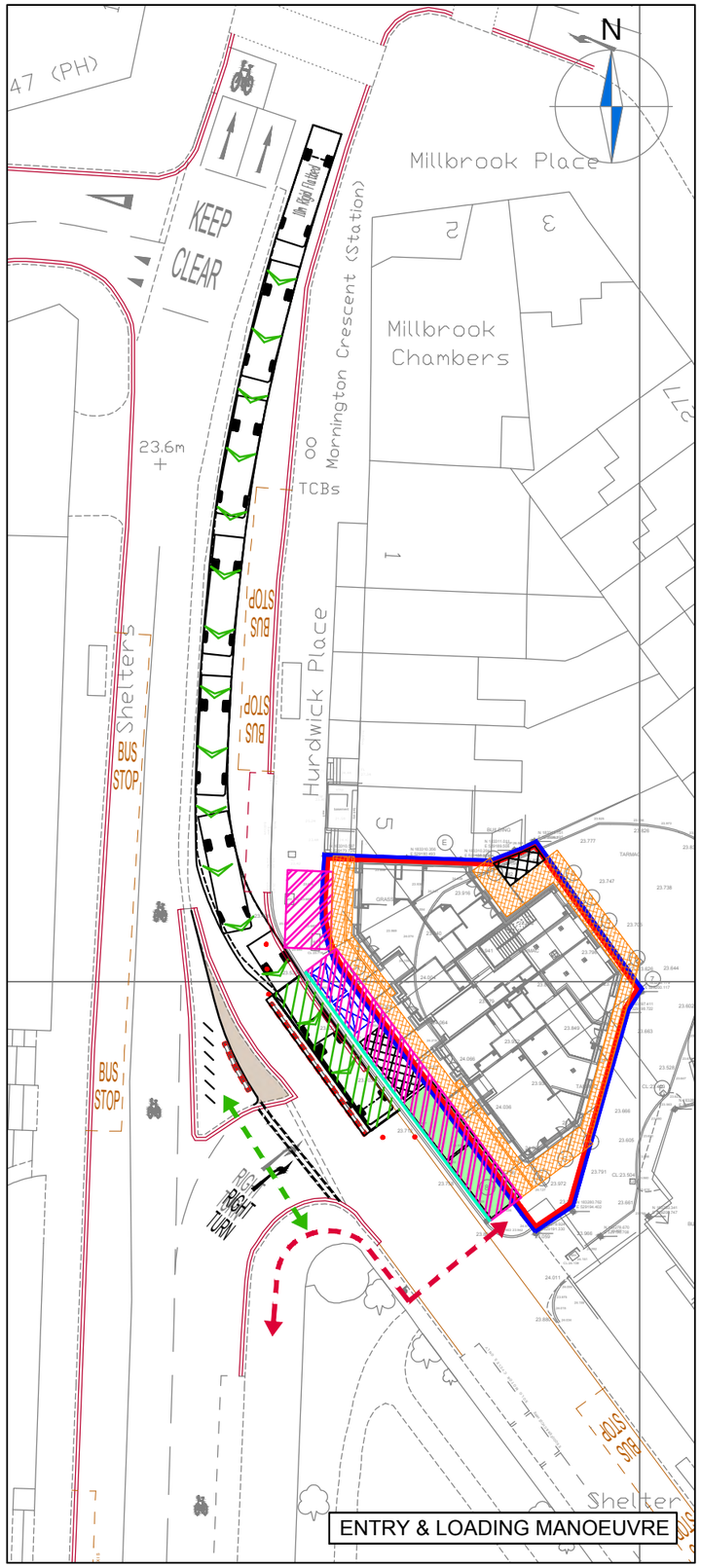
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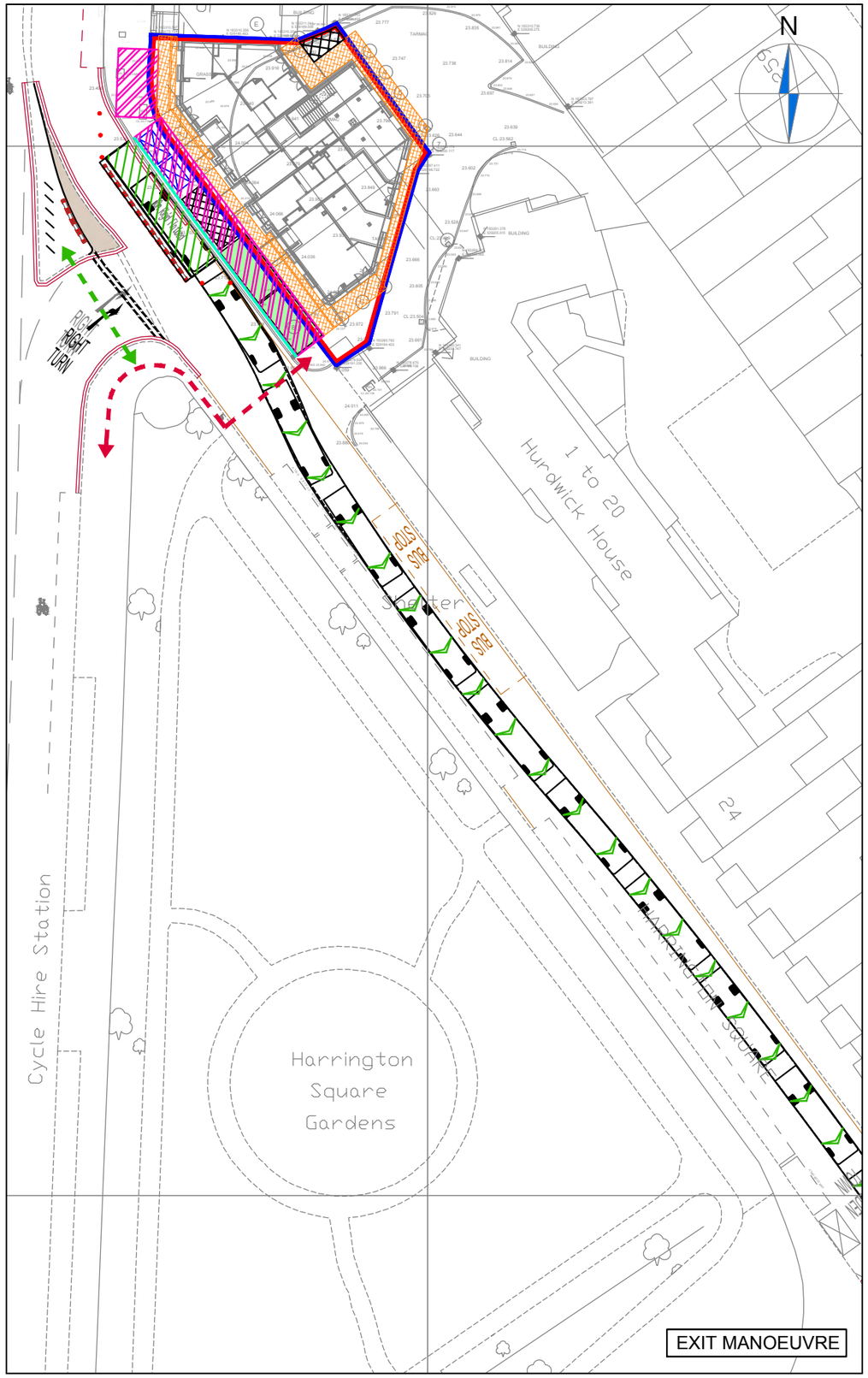
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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT011 | 1 of 4 | . |

CA6416_CT011 - SWEPT PATH ANALYSIS - ALTERNATIVE CONSTRUCTION PHASE 2.DWG

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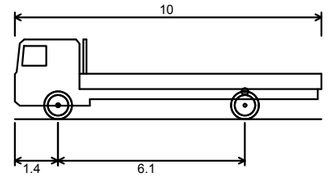



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## RIGID FLATBED




| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 2.602m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to Lock Time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Swept Path Analysis using a
10m Rigid Flatbed
Alternative Construction Phase 2

| Scale: | Size: |
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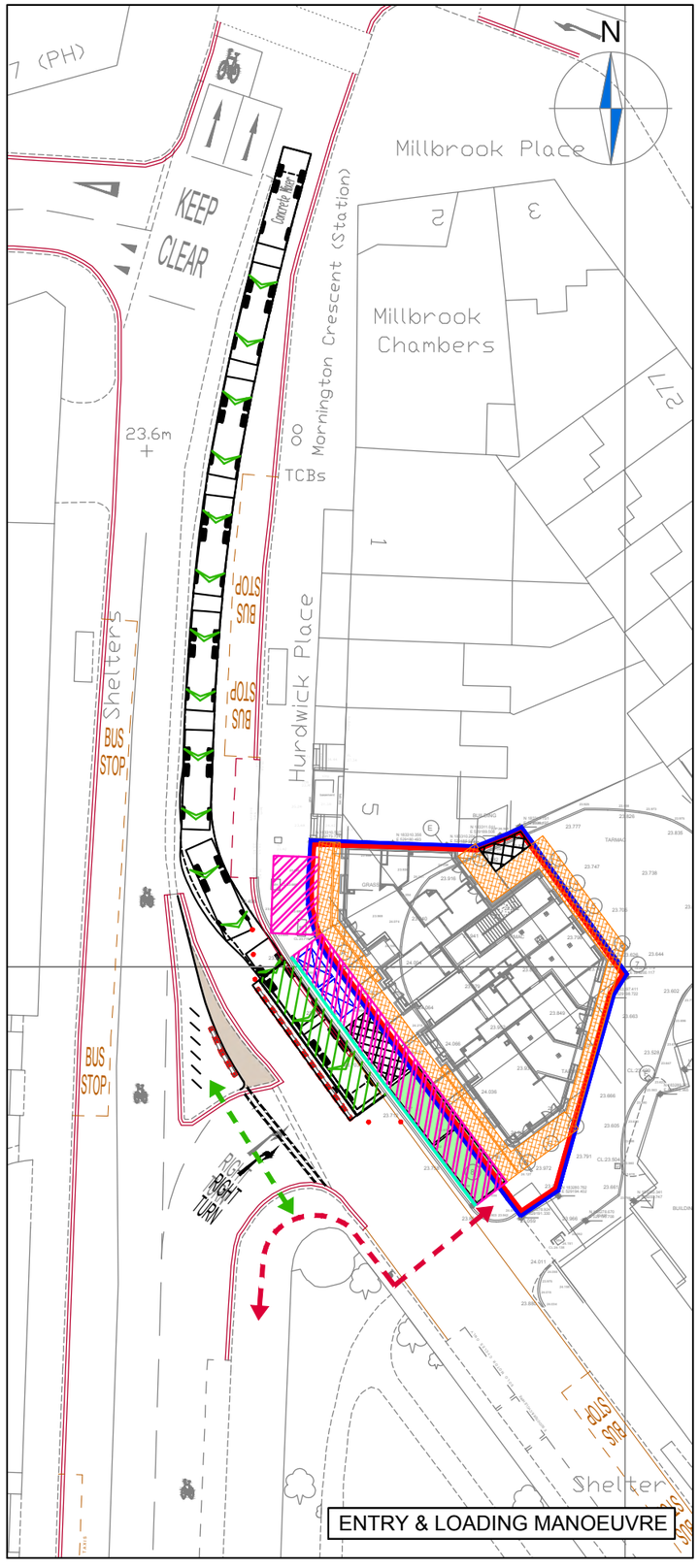
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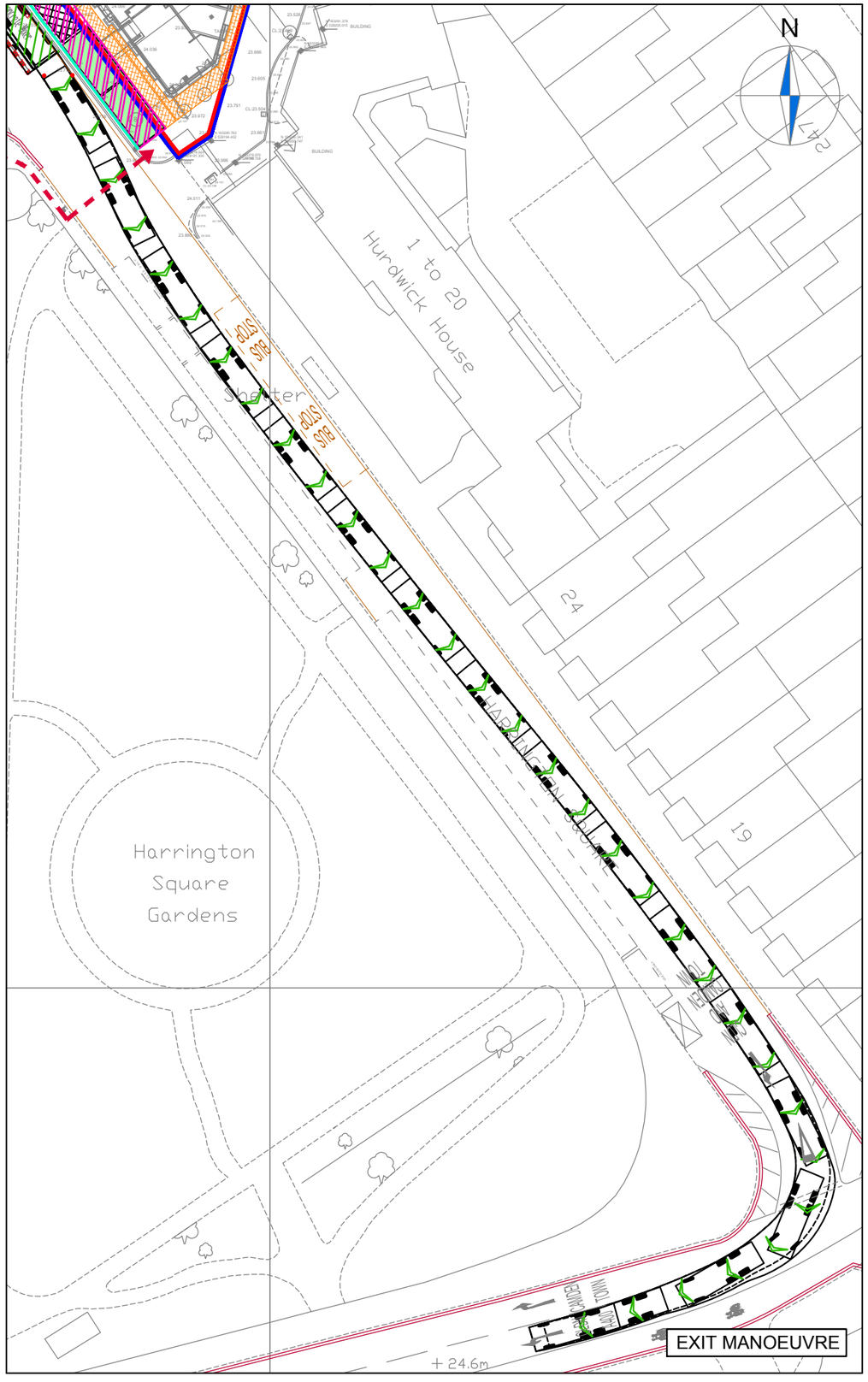
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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT011 | 2 of 4 | . |

CA6416_CT011 - SWEPT PATH ANALYSIS - ALTERNATIVE CONSTRUCTION PHASE 2.DWG

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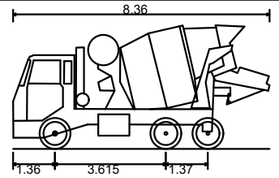



## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

## CONCRETE MIXER




| | |
|---|---|
| Overall Length | 8.360m |
| Overall Width | 2.390m |
| Overall Body Height | 4.027m |
| Min Body Ground Clearance | 0.358m |
| Max Track Width | 2.413m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 8.210m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Forge UK Homes Ltd

Project: Land Adjacent to Harrington Square Camden

Drawing Title: Swept Path Analysis using an 8.36m Concrete Mixer Alternative Construction Phase 2

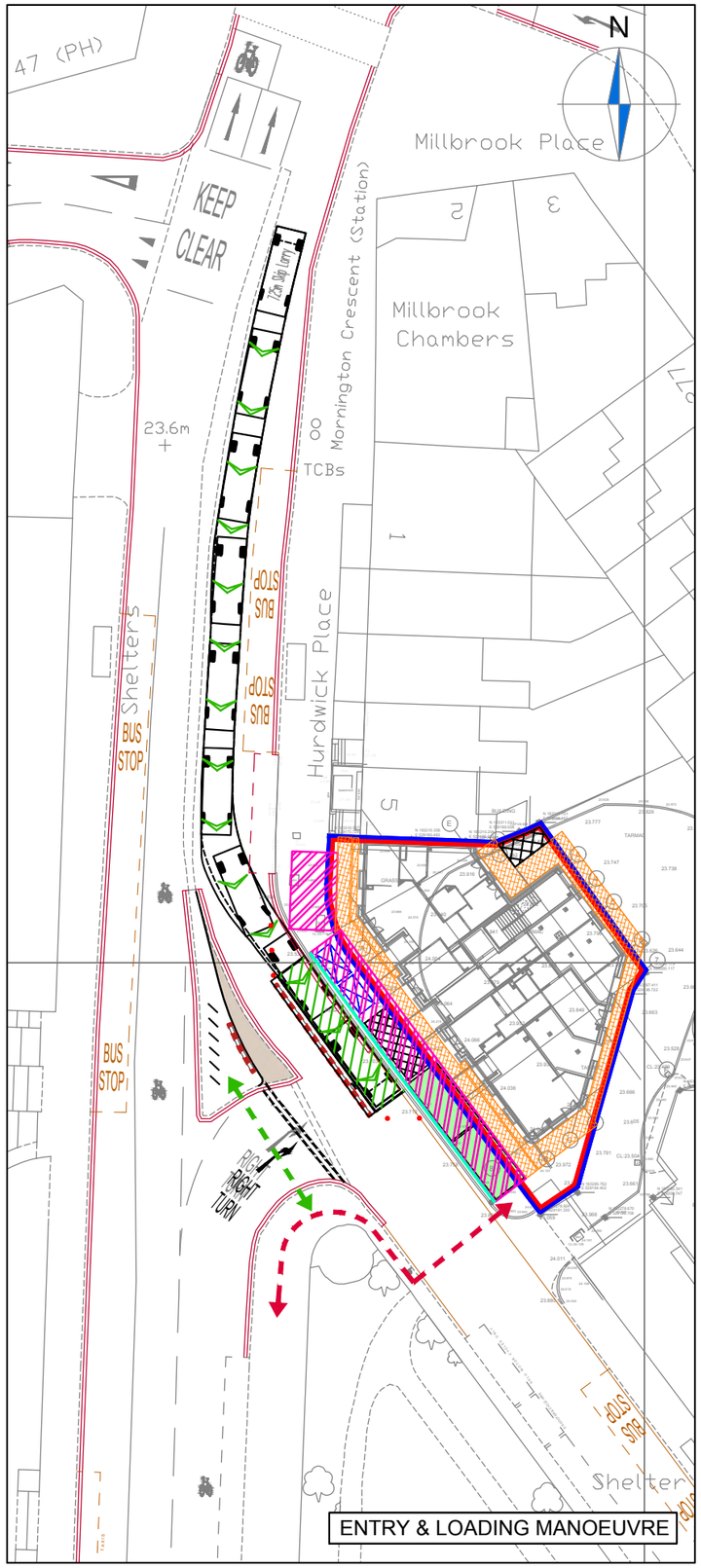
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|---|---|---|---|---|
| 1:500 | A3 | HE | MT | 13.03.2026 |

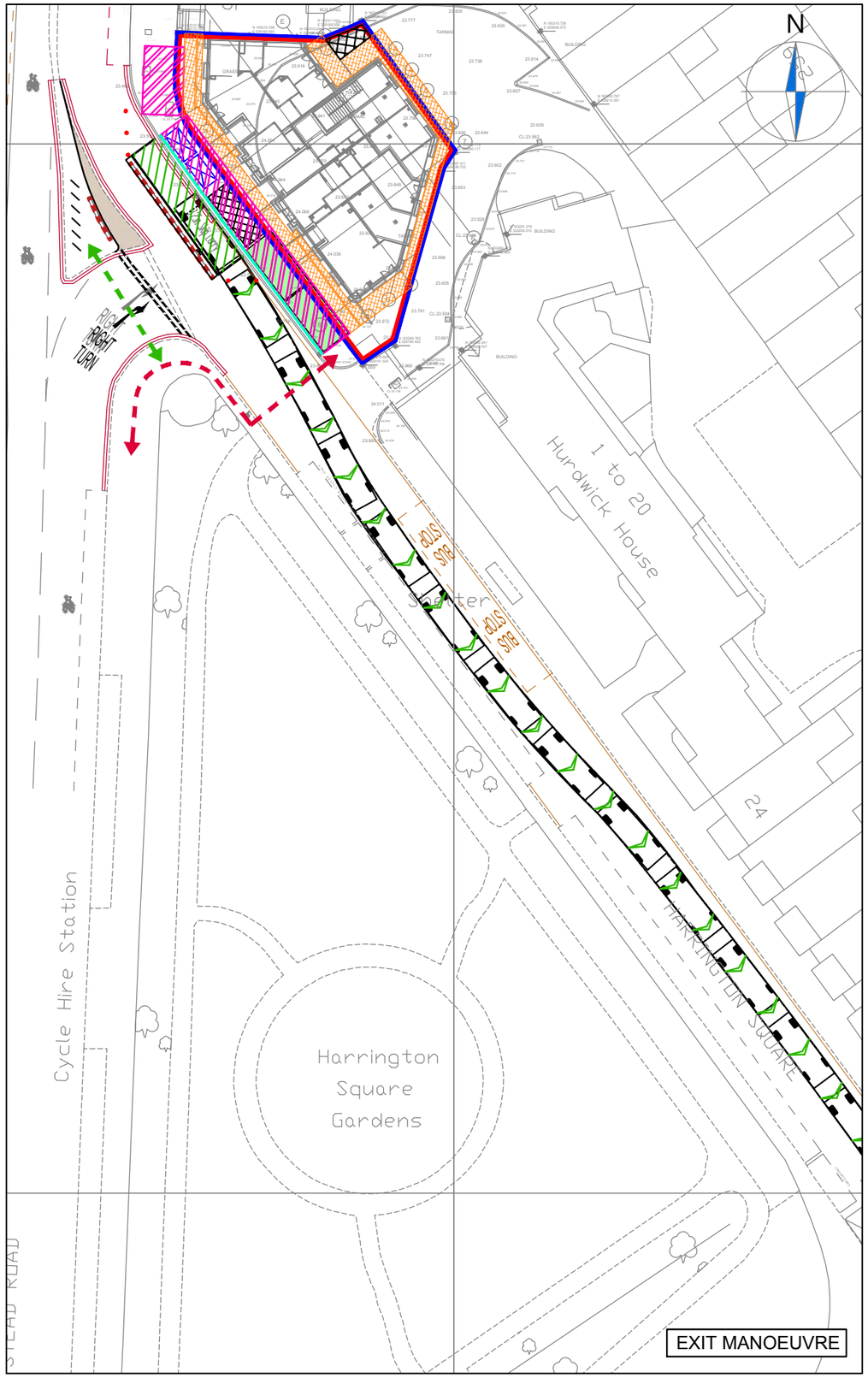
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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT011 | 3 of 4 | . |

CA6416_CT011 - SWEPT PATH ANALYSIS - ALTERNATIVE CONSTRUCTION PHASE 2.DWG

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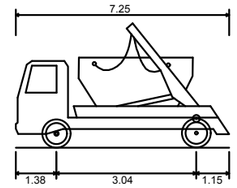



## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

## 7.25m MEDIUM SKIP LORRY




| | |
|---|---|
| Overall Length | 7.25m |
| Overall Width | 2.48m |
| Overall Body Height | 3.65m |
| Min Body Ground Clearance | 0.396m |
| Max Track Width | 2.48m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square Camden

Drawing Title:

Swept Path Analysis using a 7.25m Medium Skip Lorry Alternative Construction Phase 2

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

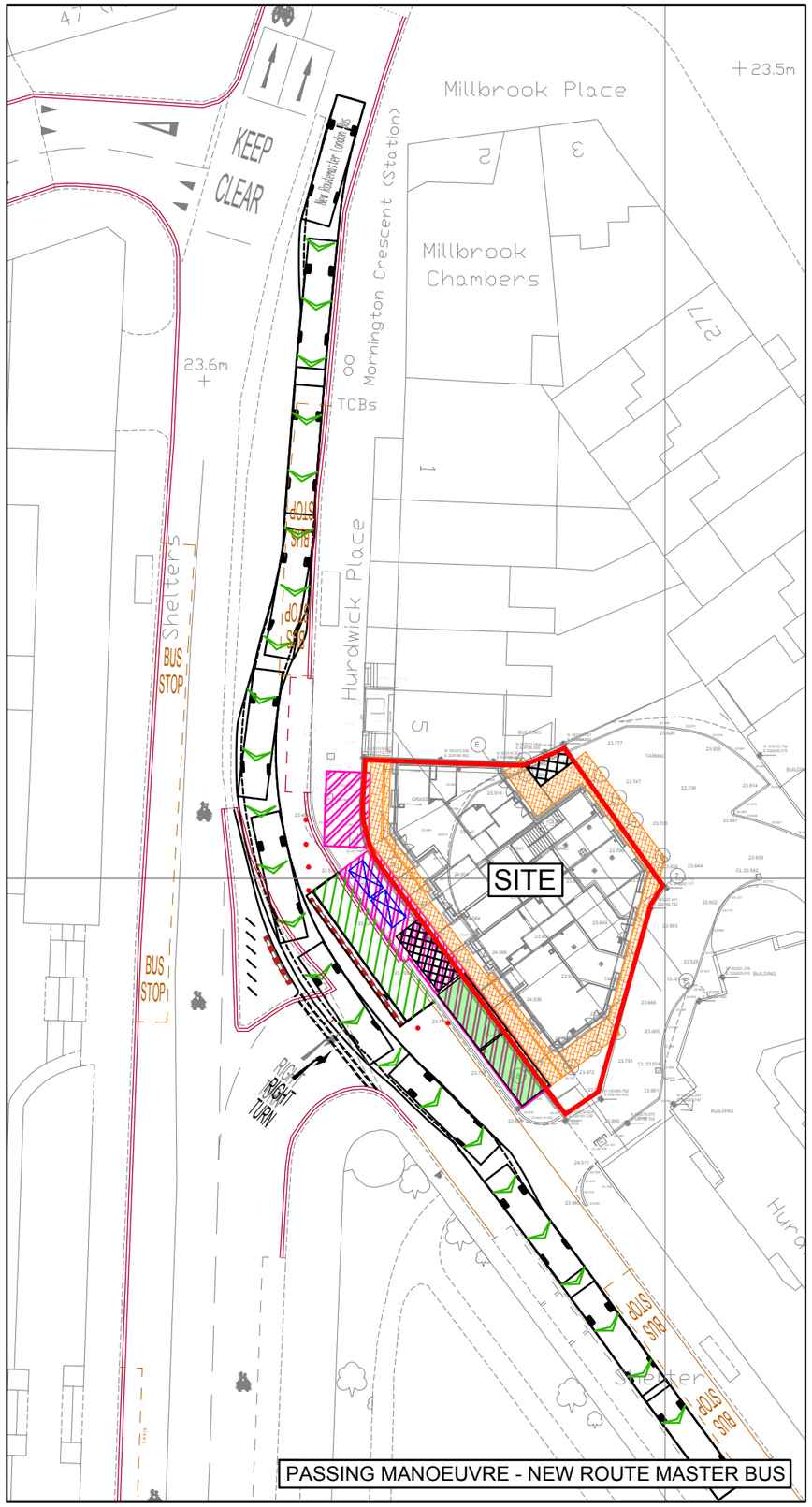
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 13.03.2026 |

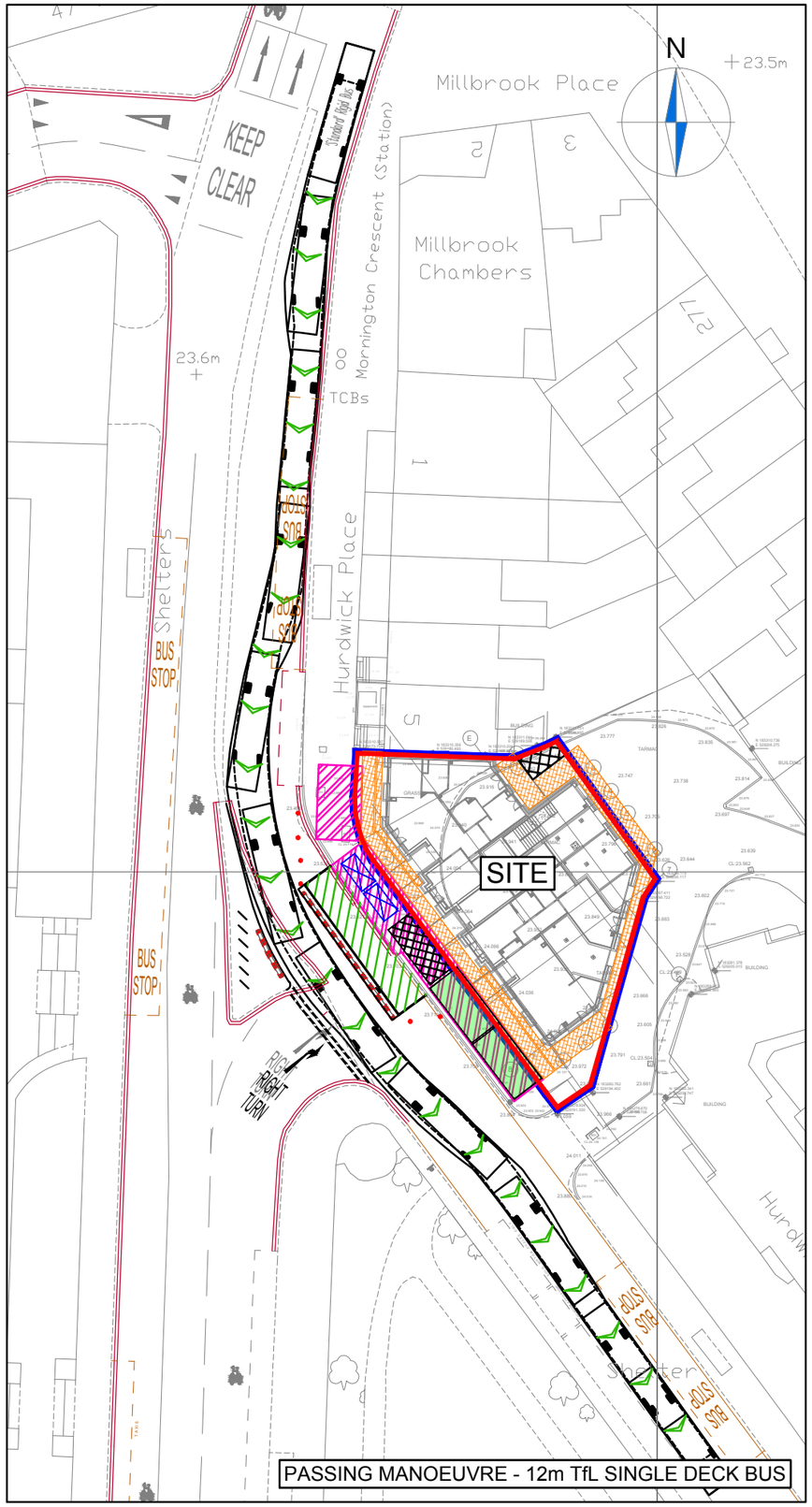
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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT011 | 4 of 4 | . |

CA6416_CT011 - SWEPT PATH ANALYSIS - ALTERNATIVE CONSTRUCTION PHASE 2.DWG

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## NOTES

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2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

| New Routemaster London Bus | | TfL 'STANDARD' RIGID BUS | |
|---|---|---|---|
| Overall Length | 11.232m | Overall Length | 12.000m |
| Overall Width | 2.520m | Overall Width | 2.550m |
| Overall Body Height | 4.422m | Overall Body Height | 3.069m |
| Min Body Ground Clearance | 0.297m | Min Body Ground Clearance | 0.309m |
| Track Width | 2.520m | Track Width | 2.350m |
| Lock to lock time | 6.00s | Lock to Lock Time | 4.00s |
| Wall to Wall Turning Radius | 10.326m | Wall to Wall Turning Radius | 10.771m |
| FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)* | | FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)* | |
| REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)* | | REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)* | |

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | 18m Low Loader swept path added. | HE | MT | 21.04.2026 |

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square Camden

Drawing Title:

Swept Path Analysis using a New Route Master Bus and a 12m TfL Single Deck Bus

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

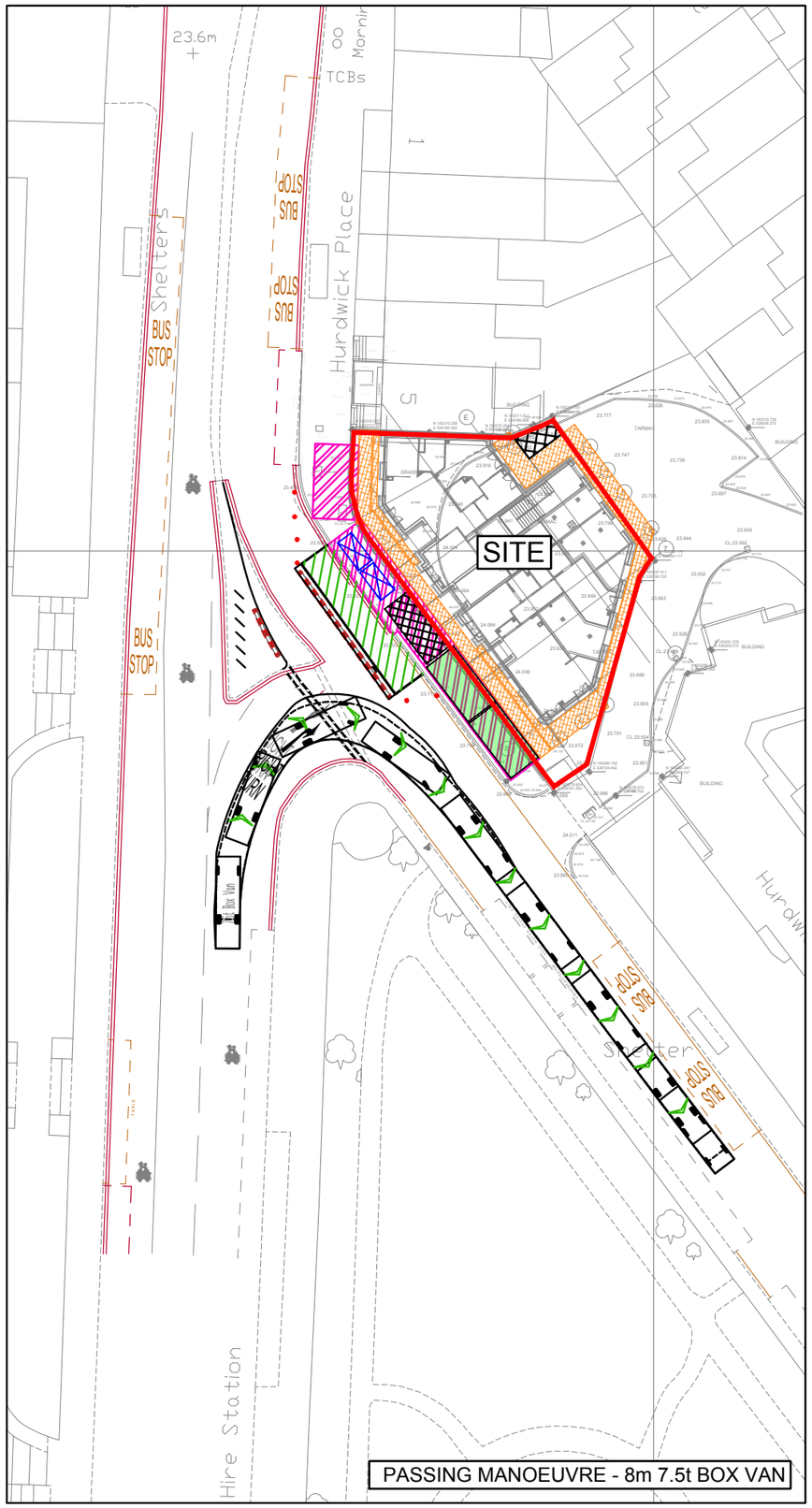
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 13.03.2026 |

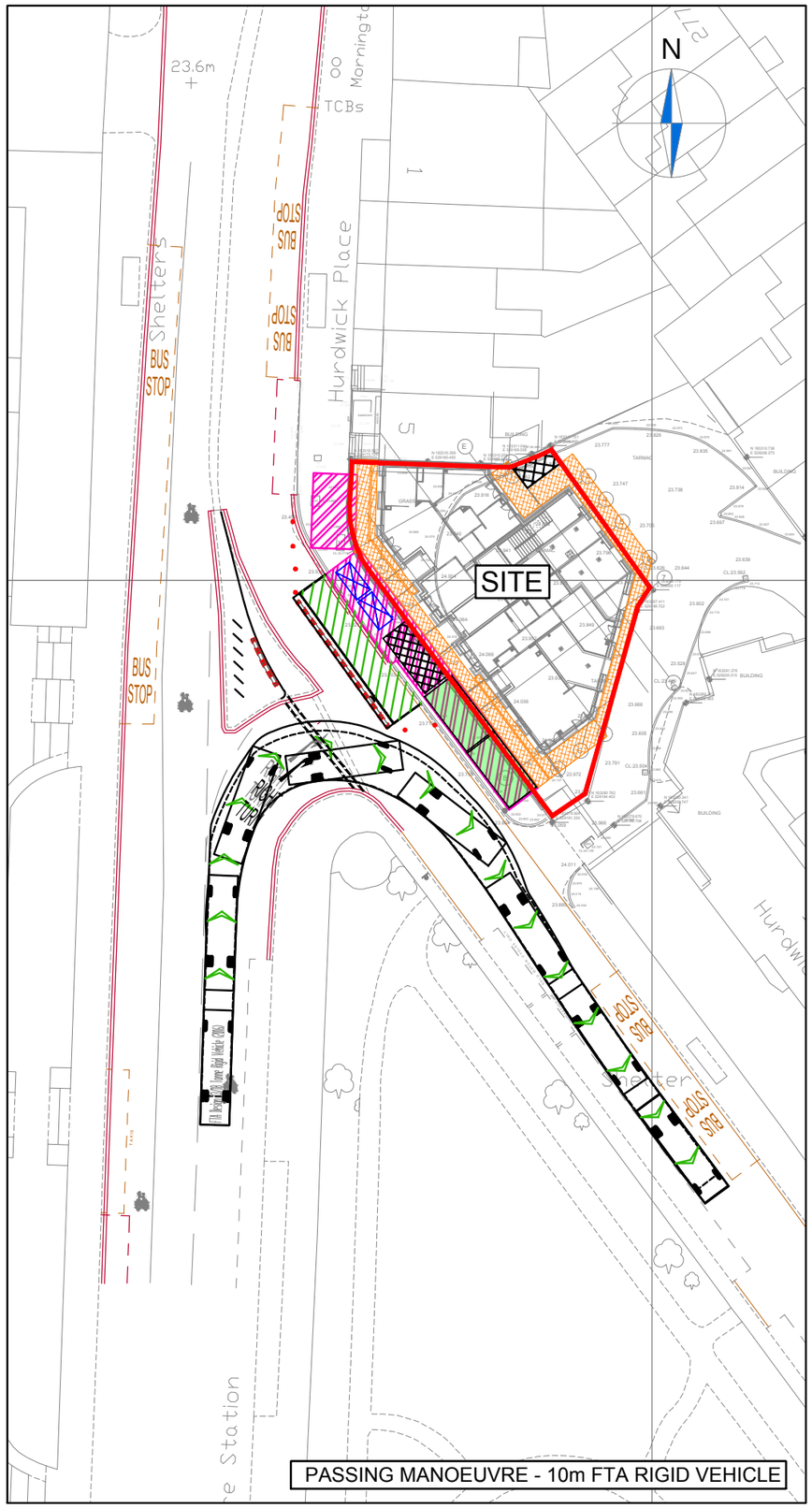
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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT007 | 1 of 4 | A |

CA6416_CT007 A - SWEPT PATH ANALYSIS - ALTERNATIVE BUSES & DELIVERY THROUGH TRAFFIC.DWG

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## NOTES

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2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

| 7.5T BOX VAN | | FTA Design 13/18 Tonne Rigid Vehicle (2016) | |
|---|---|---|---|
| Overall Length | 8.010m | Overall Length | 10.000m |
| Overall Width | 2.100m | Overall Width | 2.550m |
| Overall Body Height | 3.556m | Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.351m | Min Body Ground Clearance | 0.440m |
| Track Width | 2.064m | Track Width | 2.470m |
| Lock to Lock Time | 4.00s | Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 7.400m | Kerb to Kerb Turning Radius | 11.000m |
| FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)* | | FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)* | |
| REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)* | | REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)* | |

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | 18m Low Loader swept path added. | HE | MT | 21.04.2026 |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Swept Path Analysis using an
8m 7.5t Box Van and a
10m FTA Design Rigid Vehicle

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

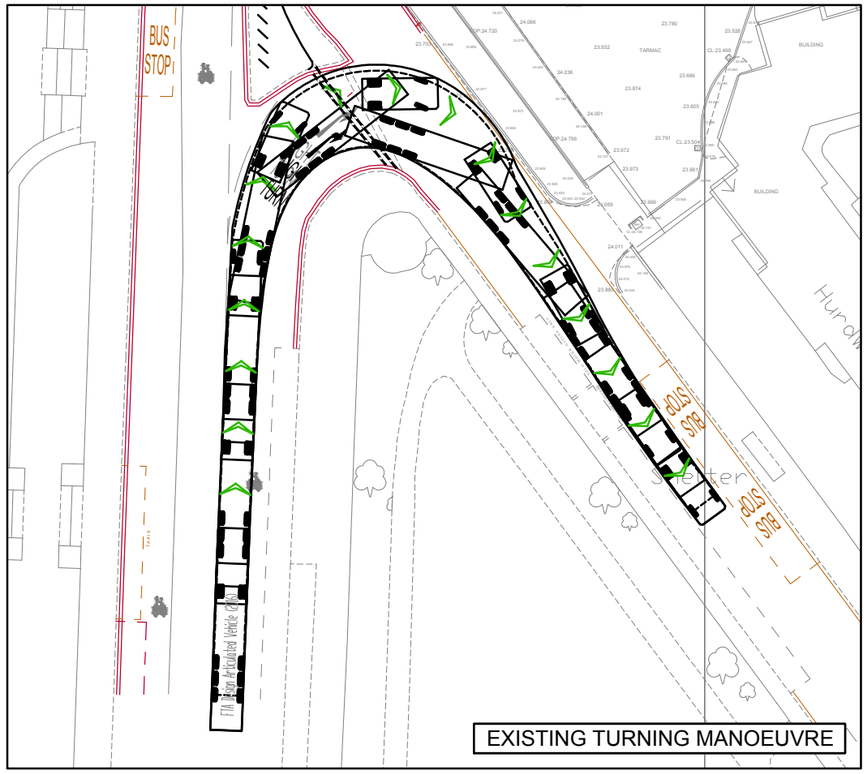
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 13.03.2026 |

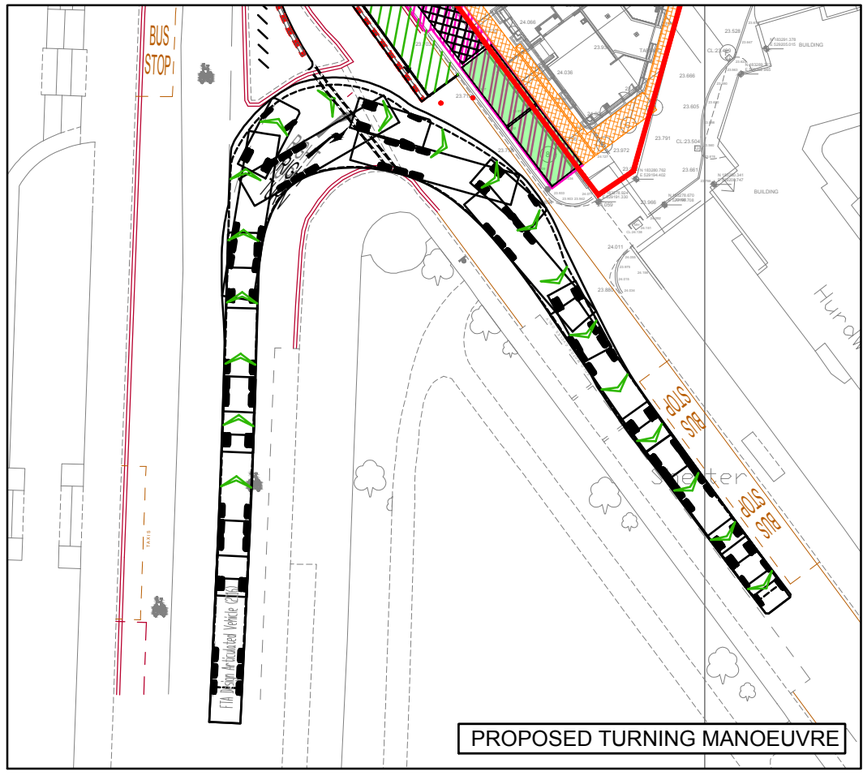
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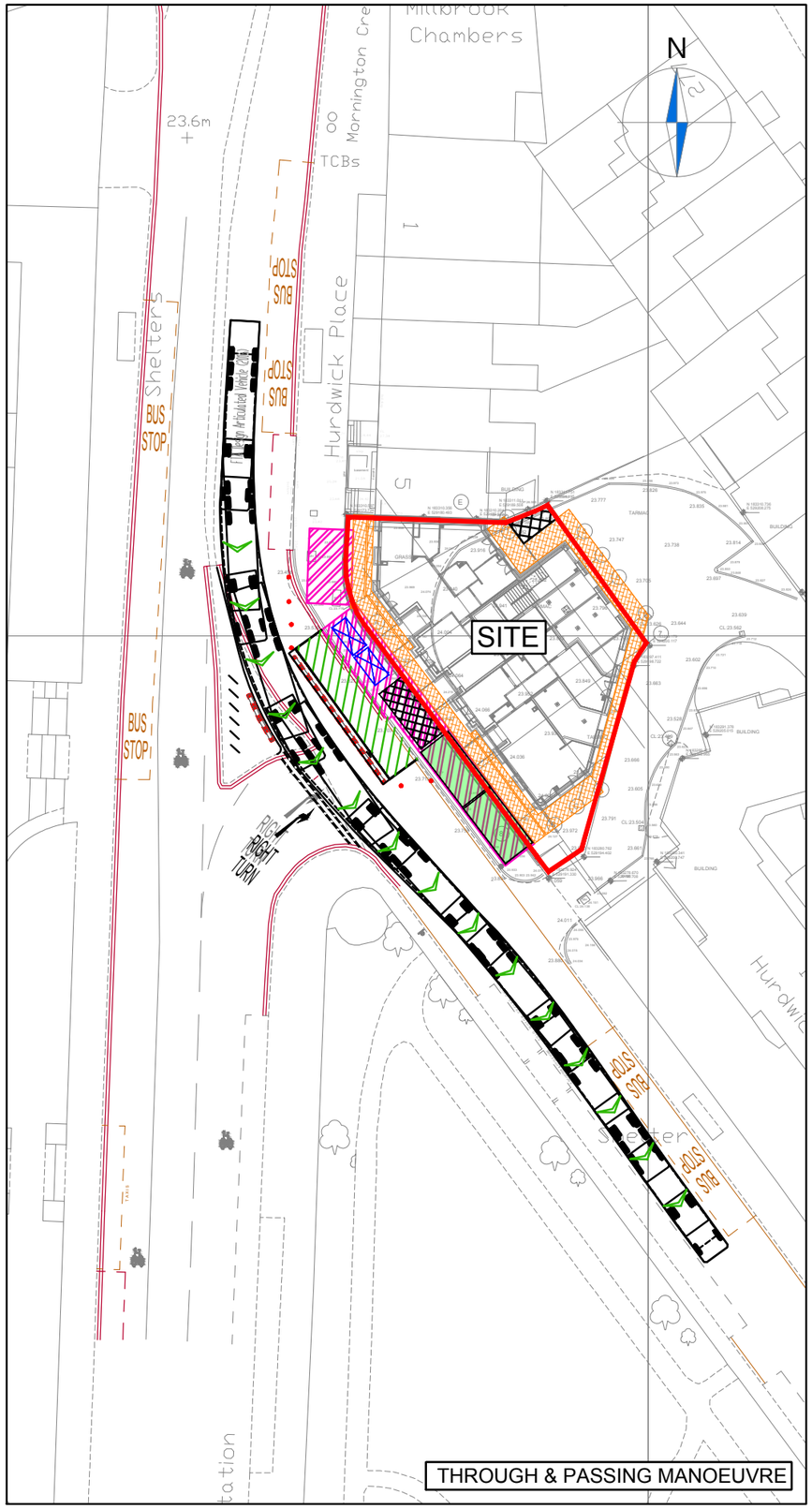
| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT007 | 2 of 4 | A |

CA6416_CT007 A - SWEPT PATH ANALYSIS - ALTERNATIVE BUSES & DELIVERY THROUGH TRAFFIC.DWG

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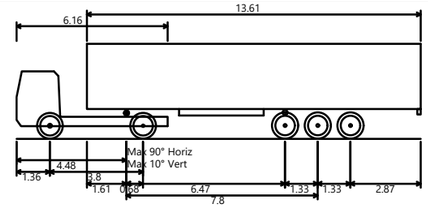




## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

### FTA Design Articulated Vehicle (2016)




| | |
|---|---|
| Overall Length | 16.480m |
| Overall Width | 2.550m |
| Overall Body Height | 3.870m |
| Min Body Ground Clearance | 0.515m |
| Max Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 6.600m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | 18m Low Loader swept path added. | HE | MT | 21.04.2026 |

**REVISION HISTORY**

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square Camden

Drawing Title:

Swept Path Analysis using a 16.5m FTA Design Articulated Vehicle (2016)

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

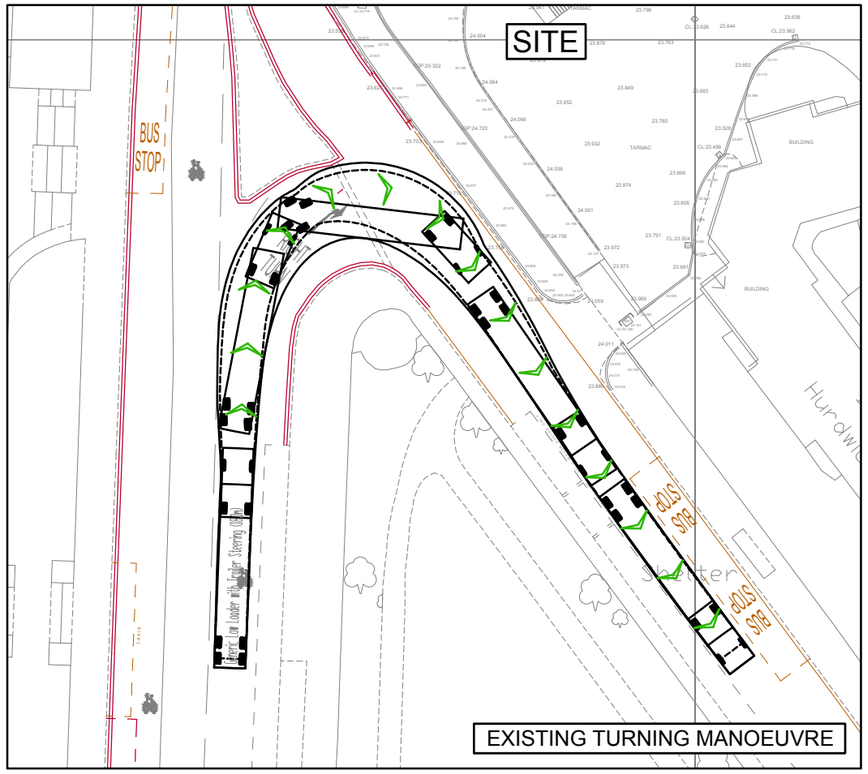
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | JT | 13.03.2026 |

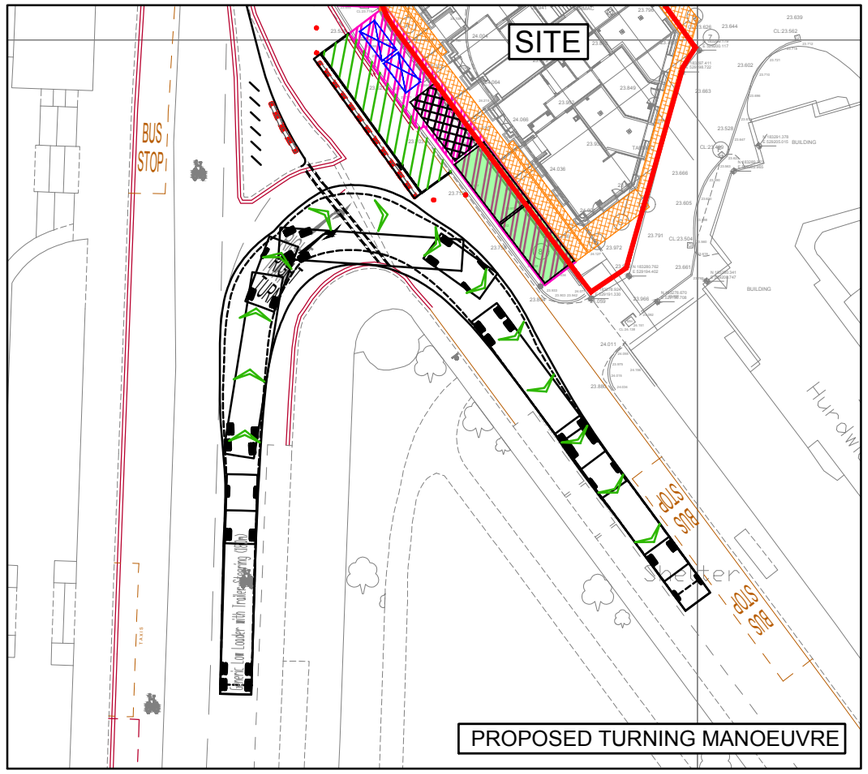
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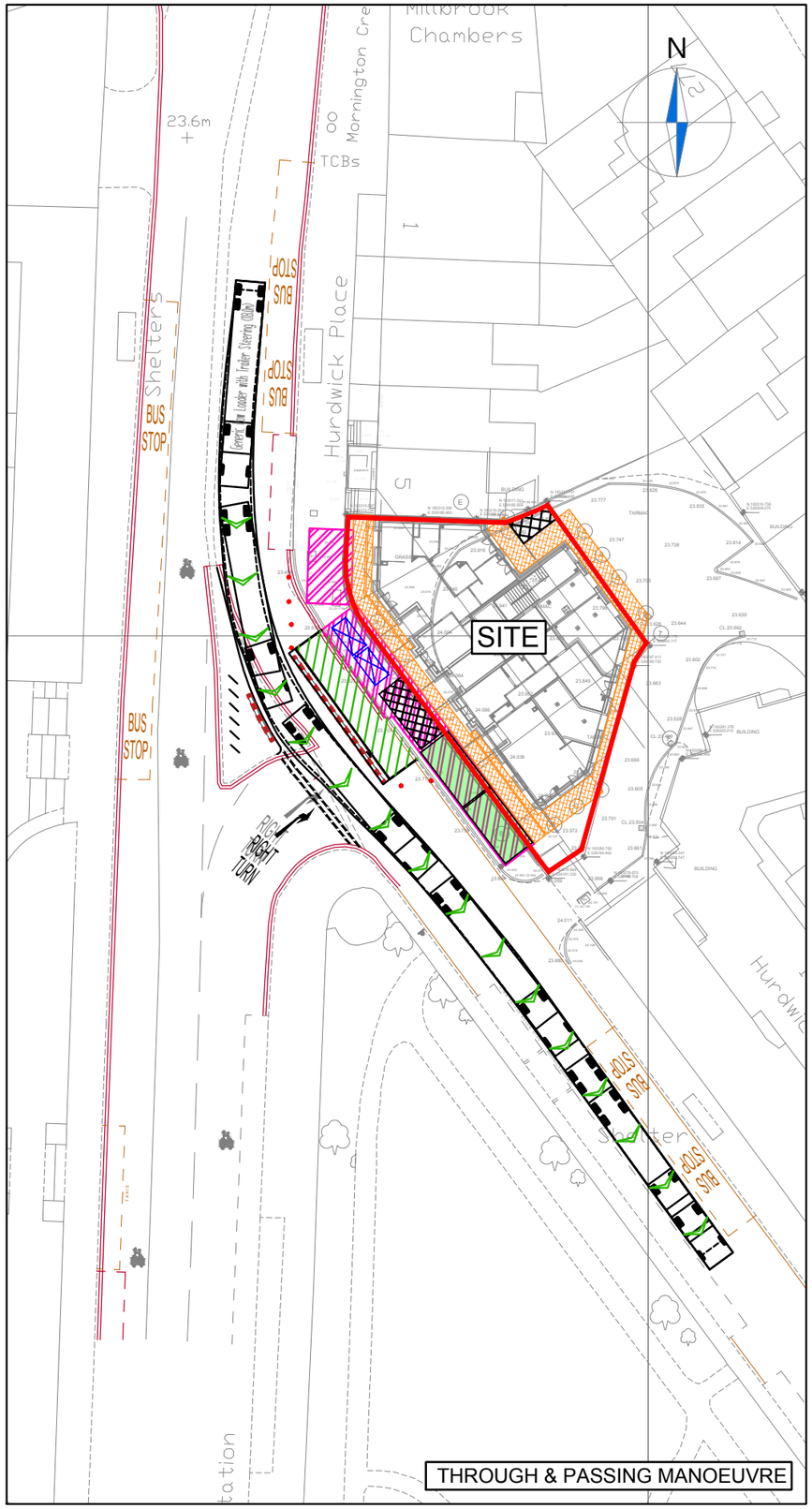
| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT007 | 3 of 4 | A |

CA6416_CT007 A - SWEPT PATH ANALYSIS - ALTERNATIVE BUSES & DELIVERY THROUGH TRAFFIC.DWG

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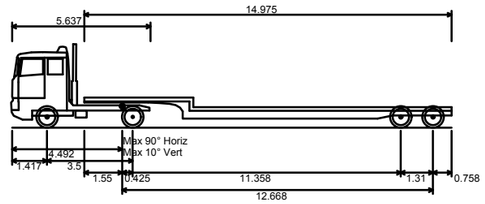




## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**Generic Low Loader with Trailer Steering (18.0m)**




| | |
|---|---|
| Overall Length | 17.918m |
| Overall Width | 2.540m |
| Overall Body Height | 3.408m |
| Min Body Ground Clearance | 0.332m |
| Max Track Width | 2.520m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.350m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | 18m Low Loader swept path added. | HE | MT | 21.04.2026 |

**REVISION HISTORY**

Status:
- [ ] Preliminary
- [ ] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square Camden

Drawing Title:

Swept Path Analysis using an 18m Generic Low Loader with Trailer Steering

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | JT | 13.03.2026 |

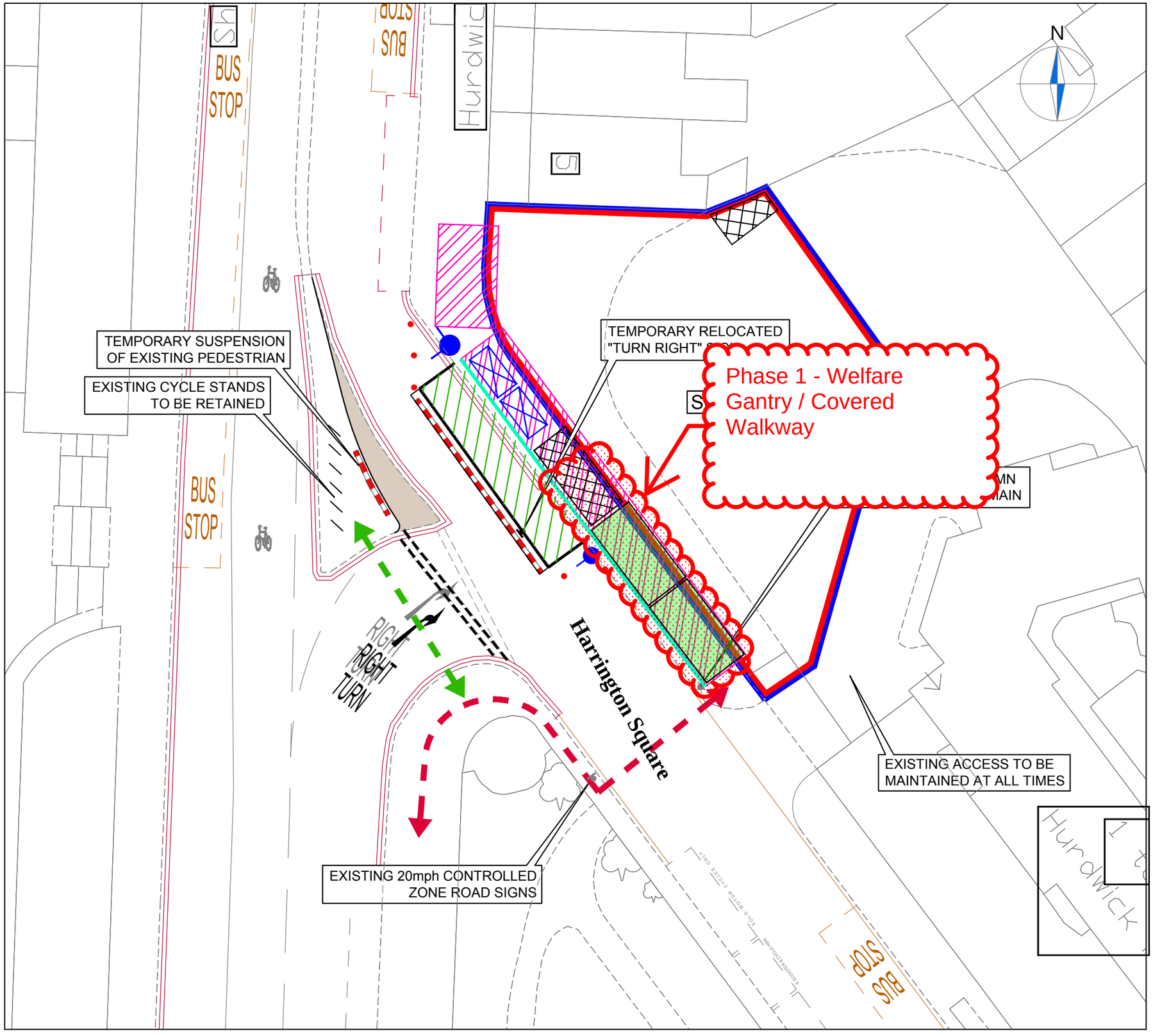
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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT007 | 4 of 4 | A |

CA6416_CT007 A - SWEPT PATH ANALYSIS - ALTERNATIVE BUSES & DELIVERY THROUGH TRAFFIC.DWG

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# APPENDIX B




## NOTES

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2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

- SITE BOUNDARY
- SITE HOARDING
- NO PEDESTRIAN ACCESS
- BOLLARDS
- PEDESTRIAN DIVERSION
- PIT LANE
- EXISTING CROSSING RETAINED
- GANTRY/COVERED WALKWAY
- SCAFFOLDING ENVELOPE
- STORAGE AREAS
- 2 No. OFFICE/STAFF WELFARE OFFICE
- SKIPS
- BANKSMAN
- TEMPORARY CARRIAGEWAY WIDENING TO BE REINSTATED

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client: Forge UK Homes Ltd

Project: Land Adjacent to Harrington Square Camden

Drawing Title: Alternative Proposed Temporary Construction Highway Arrangement Site Mobilisation - Phase 1 Enlargement

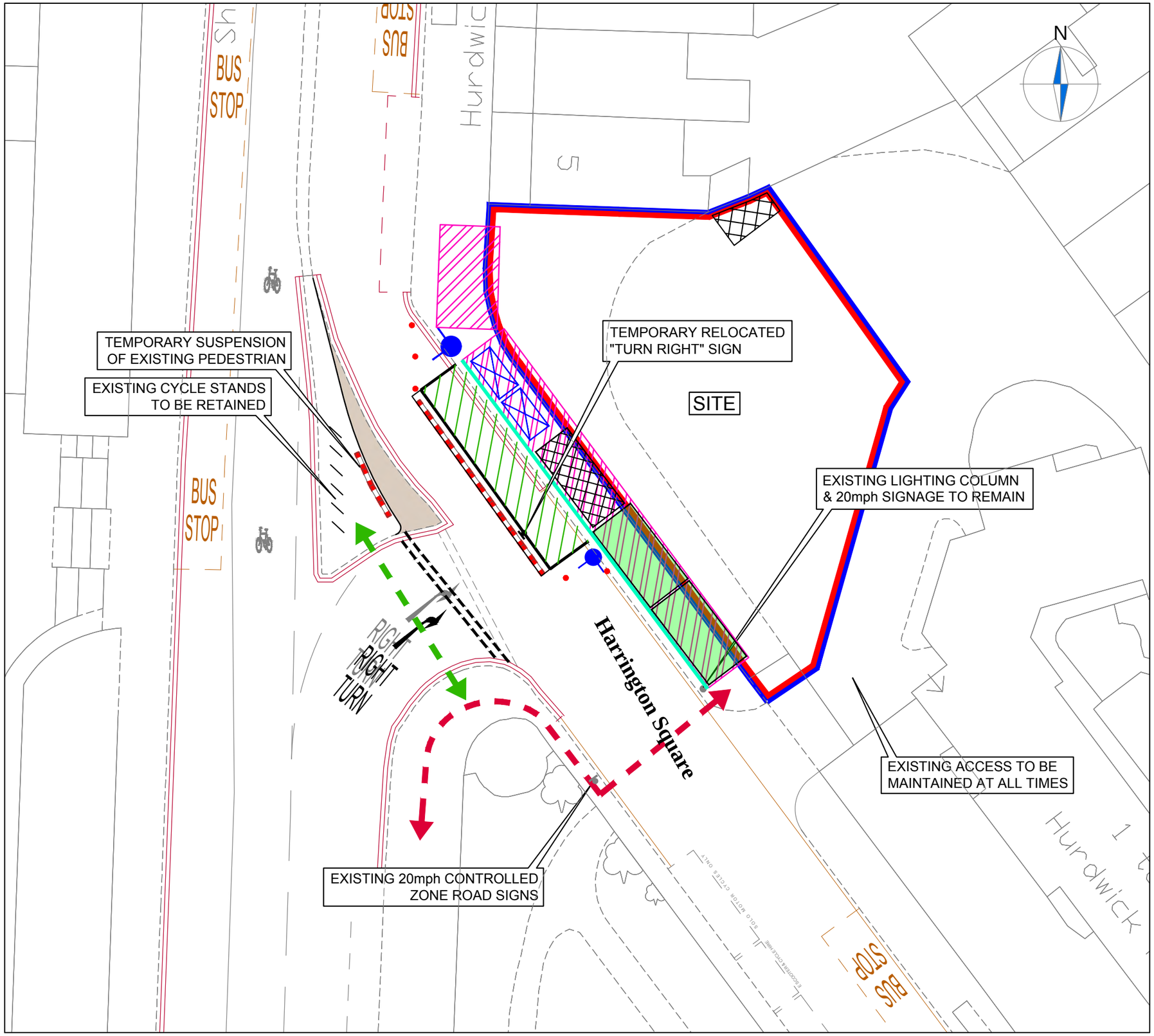
| Scale: | Size: | Drawn by: | Checked by: | Date: |
|---|---|---|---|---|
| 1:250 | A3 | HE | MT | 13.03.2026 |

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Transport Planning & Highway Design
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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT008 | 1 of 1 | . |

CA6416_CT008 - ALTERNATIVE HIGHWAY ARRANGEMENT - SITE MOBILISATION PHASE 1.DWG

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## NOTES

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3. This drawing is for illustrative purposes only.

KEY:

- SITE BOUNDARY
- SITE HOARDING
- NO PEDESTRIAN ACCESS
- BOLLARDS
- PEDESTRIAN DIVERSION
- PIT LANE
- EXISTING CROSSING RETAINED
- GANTRY/COVERED WALKWAY
- SCAFFOLDING ENVELOPE
- STORAGE AREAS
- 2 No. OFFICE/STAFF WELFARE OFFICE
- SKIPS
- BANKSMAN
- TEMPORARY CARRIAGEWAY WIDENING TO BE REINSTATED

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client: Forge UK Homes Ltd

Project: Land Adjacent to Harrington Square Camden

Drawing Title: Alternative Proposed Temporary Construction Highway Arrangement Site Mobilisation - Phase 1 Enlargement

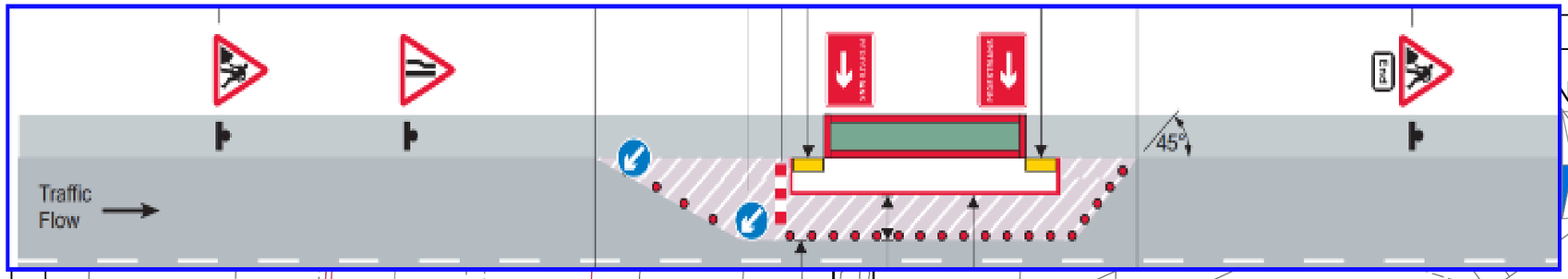
| Scale: | Size: | Drawn by: | Checked by: | Date: |
|---|---|---|---|---|
| 1:250 | A3 | HE | MT | 13.03.2026 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT008 | 1 of 1 | . |

CA6416_CT008 - ALTERNATIVE HIGHWAY ARRANGEMENT – SITE MOBILISATION PHASE 1.DWG

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Barriers installed as per the 'Safety at Streetworks Codes of Practice' guidance.

Phase 1a - Protected pedestrian diversion during construction of gantry as Camden Guidance

TEMPORAR
"TURN RIGH

OLUMN
REMAIN

Harrington Square

EXISTING ACCESS TO BE MAINTAINED AT ALL TIMES

TING 20mph CONTROLLED ZONE ROAD SIGNS

BUS STOP

Hurdwick

## NOTES

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2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

- SITE BOUNDARY
- SITE HOARDING
- NO PEDESTRIAN ACCESS
- BOLLARDS
- PEDESTRIAN DIVERSION
- PIT LANE
- EXISTING CROSSING RETAINED
- GANTRY/COVERED WALKWAY
- SCAFFOLDING ENVELOPE
- STORAGE AREAS
- 2 No. OFFICE/STAFF WELFARE OFFICE
- SKIPS
- BANKSMAN
- TEMPORARY CARRIAGEWAY WIDENING TO BE REINSTATED

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Forge UK Homes Ltd

Project: Land Adjacent to Harrington Square Camden

Drawing Title: Alternative Proposed Temporary Construction Highway Arrangement Site Mobilisation - Phase 1 Enlargement

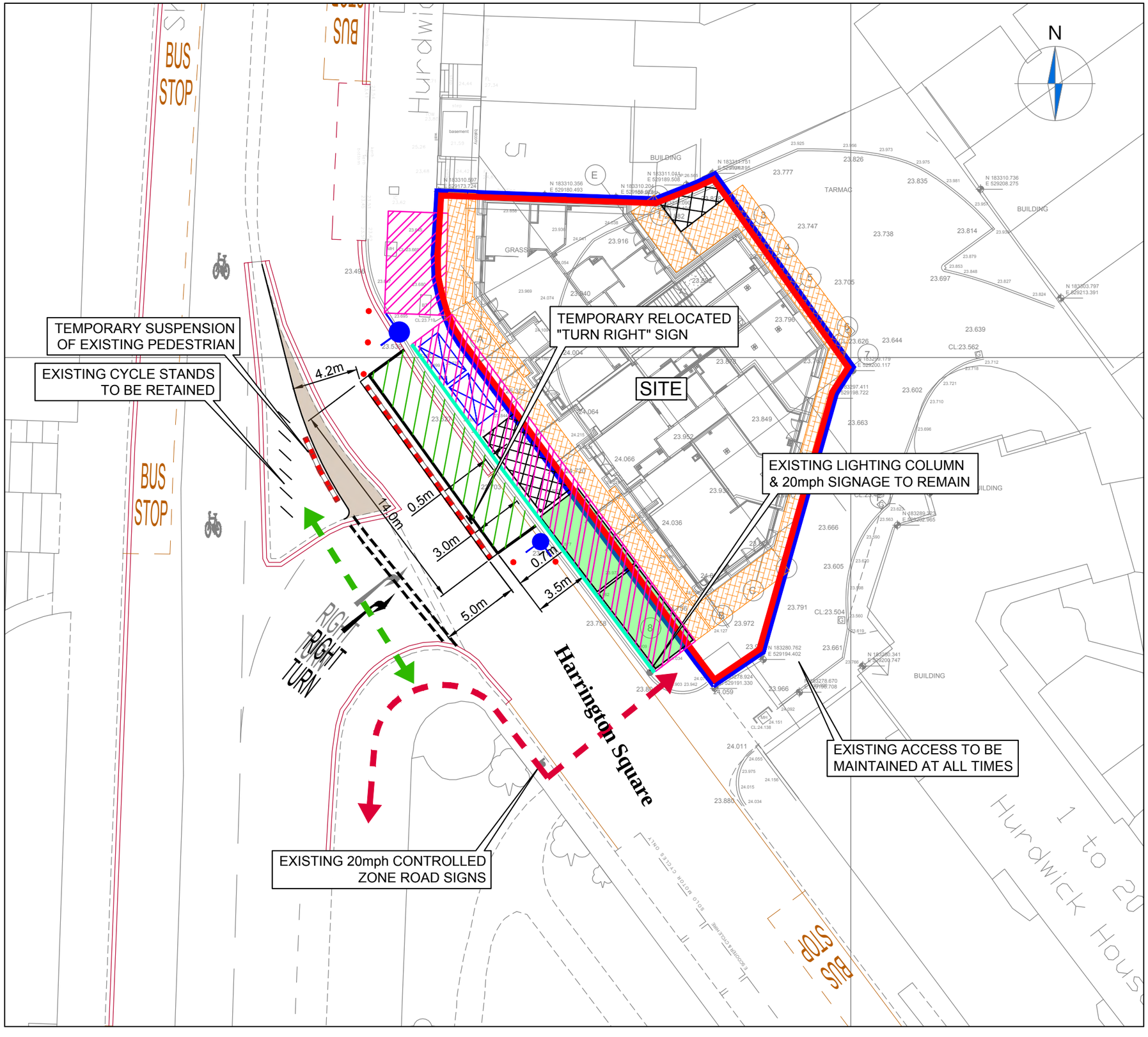
| Scale: | Size: | Drawn by: | Checked by: | Date: |
|---|---|---|---|---|
| 1:250 | A3 | HE | MT | 13.03.2026 |

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT008 | 1 of 1 | . |

CA6416_CT008 - ALTERNATIVE HIGHWAY ARRANGEMENT - SITE MOBILISATION PHASE 1.DWG

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## NOTES

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KEY:

- SITE BOUNDARY
- SITE HOARDING
- NO PEDESTRIAN ACCESS
- BOLLARDS
- PEDESTRIAN DIVERSION
- PIT LANE
- EXISTING CROSSING RETAINED
- GANTRY/COVERED WALKWAY
- SCAFFOLDING ENVELOPE
- STORAGE AREAS
- 2 No. OFFICE/STAFF WELFARE OFFICE
- SKIPS
- BANKSMAN
- TEMPORARY CARRIAGEWAY WIDENING TO BE REINSTATED

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:
Forge UK Homes Ltd

Project:
Land Adjacent to Harrington Square Camden

Drawing Title:
Alternative Construction Highway Arrangement Phase 2

| Scale: | Size: |
|---|---|
| 1:250 | A3 |

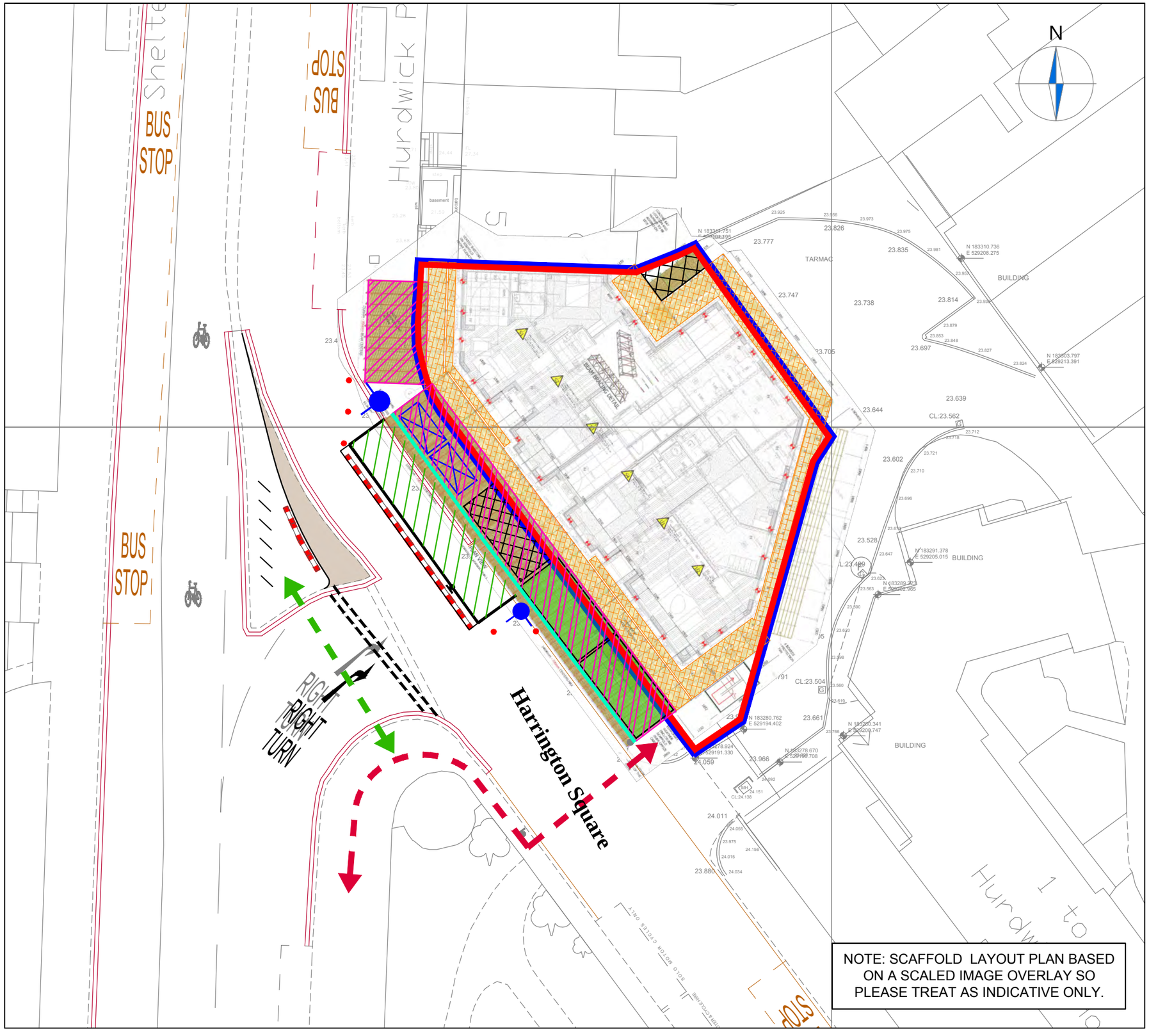
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 13.03.2026 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT010 | 1 of 3 | . |

CA6416_CT010 - ALTERNATIVE HIGHWAY ARRANGEMENT - CONSTRUCTION PHASE 2.DWG

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## NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

- SITE BOUNDARY
- SITE HOARDING
- NO PEDESTRIAN ACCESS
- BOLLARDS
- PEDESTRIAN DIVERSION
- PIT LANE
- EXISTING CROSSING RETAINED
- GANTRY/COVERED WALKWAY
- SCAFFOLDING ENVELOPE
- STORAGE AREAS
- 2 No. OFFICE/STAFF WELFARE OFFICE
- SKIPS
- BANKSMAN
- TEMPORARY CARRIAGEWAY WIDENING TO BE REINSTATED

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Alternative Construction
Highway Arrangement
Scaffold & Gantry Image Overlay
Post Locations - Phase 2

| Scale: | Size: |
|---|---|
| 1:250 | A3 |

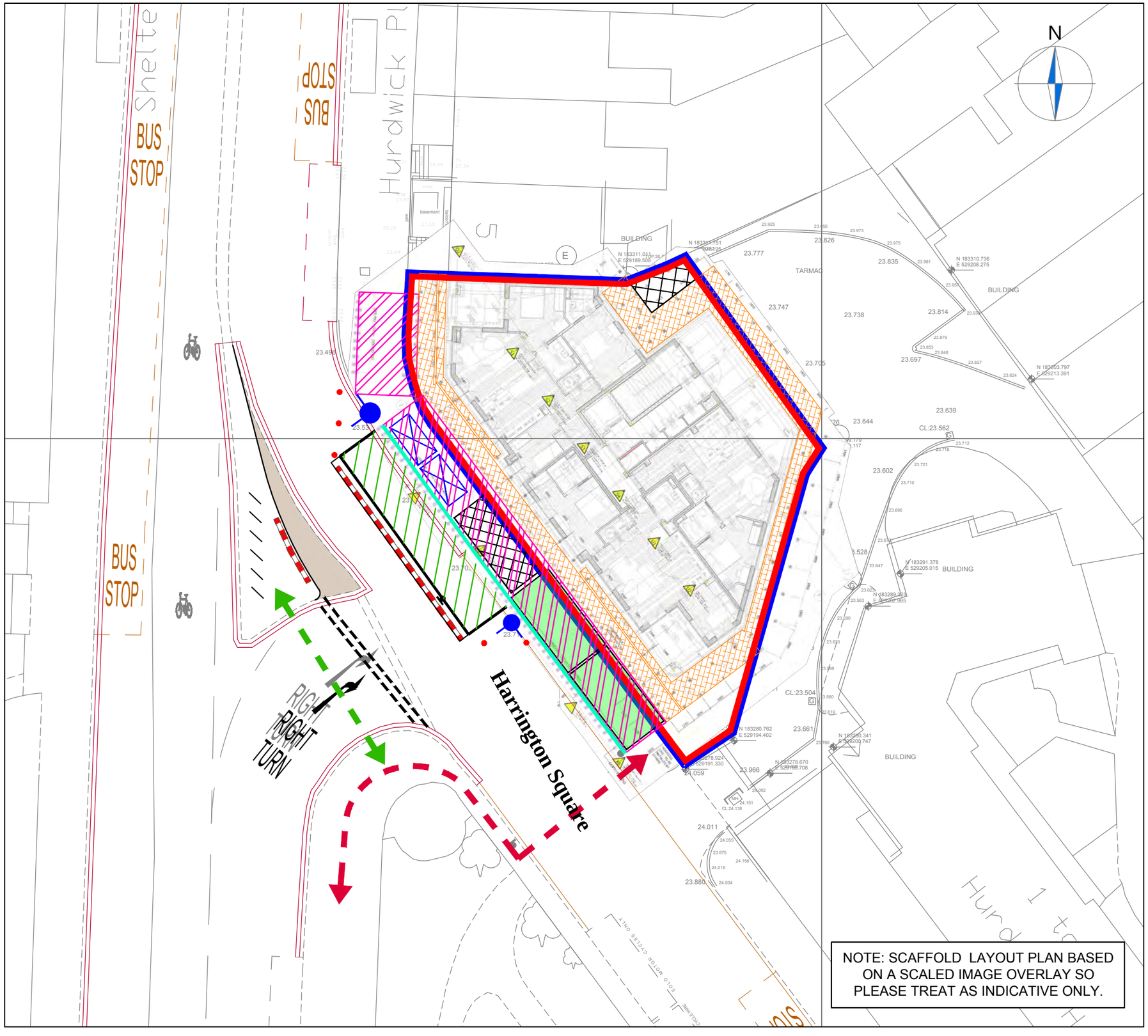
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 13.03.2026 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT010 | 2 of 3 | . |

CA6416_CT010 - ALTERNATIVE HIGHWAY ARRANGEMENT - CONSTRUCTION PHASE 2.DWG

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KEY:

- SITE BOUNDARY
- SITE HOARDING
- NO PEDESTRIAN ACCESS
- BOLLARDS
- PEDESTRIAN DIVERSION
- PIT LANE
- EXISTING CROSSING RETAINED
- GANTRY/COVERED WALKWAY
- SCAFFOLDING ENVELOPE
- STORAGE AREAS
- 2 No. OFFICE/STAFF WELFARE OFFICE
- SKIPS
- BANKSMAN
- TEMPORARY CARRIAGEWAY WIDENING TO BE REINSTATED

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| . | . | .. | .. | .. .. .... |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Alternative Construction
Highway Arrangement
Scaffold & Gantry Image Overlay
Post Locations - Construction Phase 2

| Scale: | Size: |
|---|---|
| 1:250 | A3 |

| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 13.03.2026 |

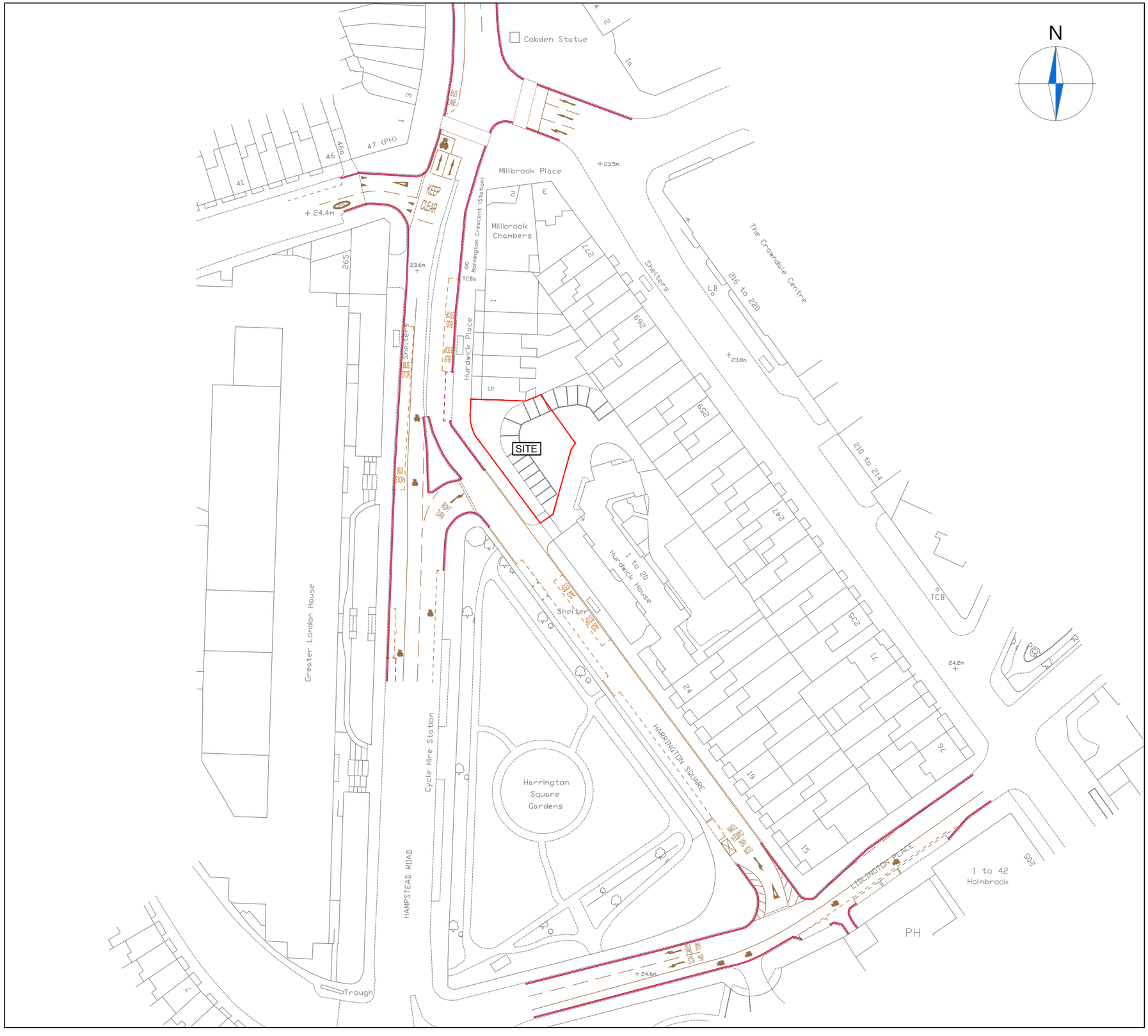
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT010 | 3 of 3 | . |

CA6416_CT010 - ALTERNATIVE HIGHWAY ARRANGEMENT - CONSTRUCTION PHASE 2.DWG

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# APPENDIX C




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## NOTES

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KEY:

SITE BOUNDARY

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | Minor revisions to the proposed arrangement. | HE | MT | 19.02.2026 |

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Forge UK Homes Ltd

Project:

Land Adjacent to Harrington Square Camden

Drawing Title:

Existing Highway Layout

| Scale: | Size: |
|---|---|
| 1:1000 | A3 |

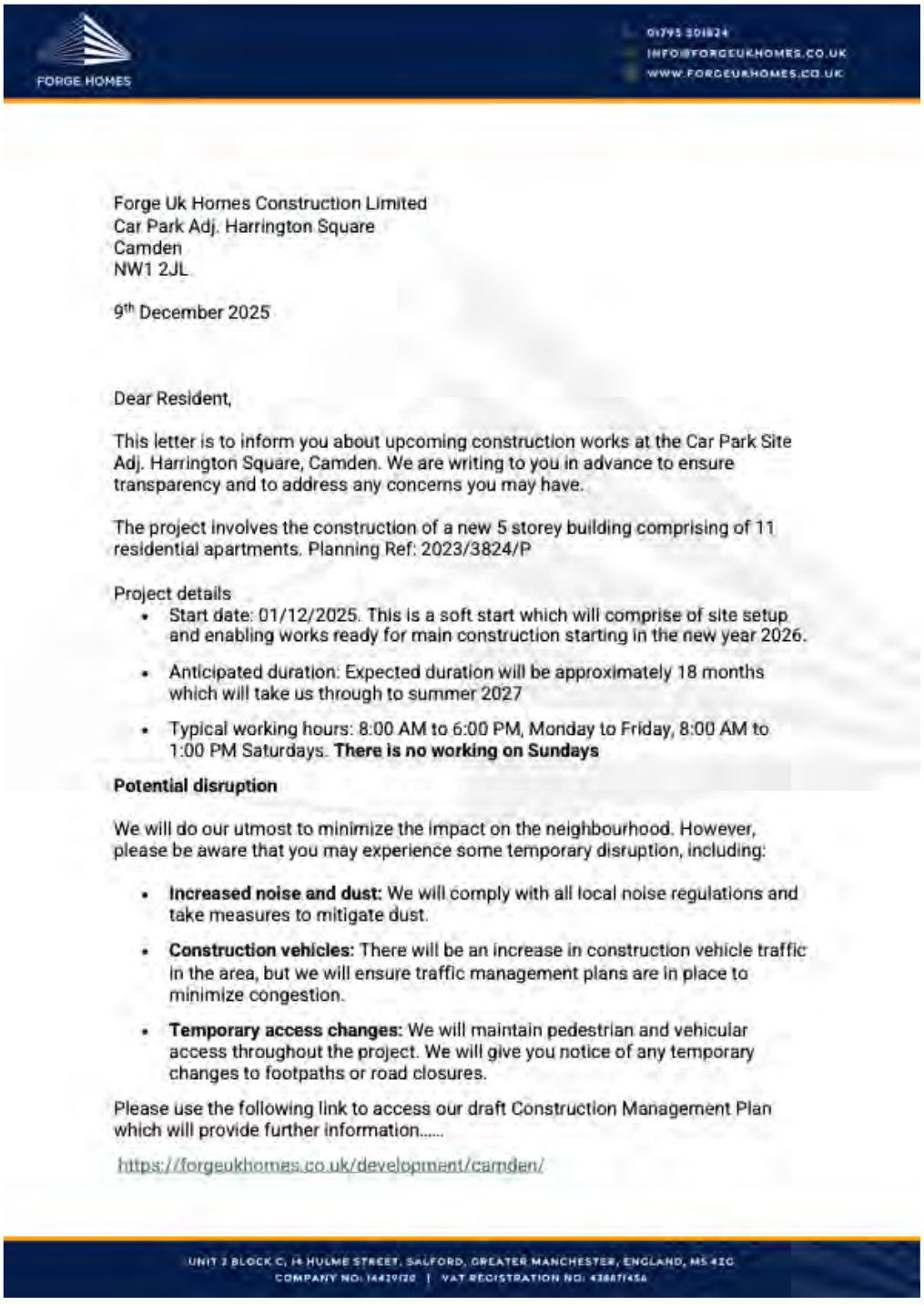
| Drawn by: | Checked by: | Date: |
|---|---|---|
| HE | MT | 17.02.2026 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| CA6416 | CT001 | 1 of 1 | A |

CA6416_CT001 A - EXISTING HIGHWAY LAYOUT.DWG

# APPENDIX D



FORGE HOMES

01795 591824
INFO@FORGEUKHOMES.CO.UK
WWW.FORGEUKHOMES.CO.UK

Forge Uk Homes Construction Limited
Car Park Adj. Harrington Square
Camden
NW1 2JL

9th December 2025

Dear Resident,

This letter is to inform you about upcoming construction works at the Car Park Site Adj. Harrington Square, Camden. We are writing to you in advance to ensure transparency and to address any concerns you may have.

The project involves the construction of a new 5 storey building comprising of 11 residential apartments. Planning Ref: 2023/3824/P

Project details

- Start date: 01/12/2025. This is a soft start which will comprise of site setup and enabling works ready for main construction starting in the new year 2026.
- Anticipated duration: Expected duration will be approximately 18 months which will take us through to summer 2027
- Typical working hours: 8:00 AM to 6:00 PM, Monday to Friday, 8:00 AM to 1:00 PM Saturdays. **There is no working on Sundays**

**Potential disruption**

We will do our utmost to minimize the impact on the neighbourhood. However, please be aware that you may experience some temporary disruption, including:

- **Increased noise and dust:** We will comply with all local noise regulations and take measures to mitigate dust.
- **Construction vehicles:** There will be an increase in construction vehicle traffic in the area, but we will ensure traffic management plans are in place to minimize congestion.
- **Temporary access changes:** We will maintain pedestrian and vehicular access throughout the project. We will give you notice of any temporary changes to footpaths or road closures.

Please use the following link to access our draft Construction Management Plan which will provide further information.....

https://forgeukhomes.co.uk/development/camden/

UNIT 2 BLOCK C, 14 HULME STREET, SALFORD, GREATER MANCHESTER, ENGLAND, M5 4EG
COMPANY NO: 14429120 | VAT REGISTRATION NO: 438871456

Letter Drop Address List…..

Underground Ltd, Mornington Crescent Station, Eversholt St, London NW1 2JA

Keystone Developments PVT Limited
1 Hurdwick Place London, NW1 2JE
1A, Hurdwick Place London, NW1 2JE
2 Hurdwick Place London, NW1 2JE
3A, Hurdwick Place London, NW1 2JE
4A, Hurdwick Place London, NW1 2JE
5A, Hurdwick Place London, NW1 2JE

3 Hurdwick Place London, NW1 2JE
Third Floor Flat, 3 Hurdwick Place London, NW1 2JE
Second Floor Flat, 3 Hurdwick Place London, NW1 2JE
First Floor Flat, 3 Hurdwick Place London, NW1 2JE
Ground Floor Flat, 3 Hurdwick Place London, NW1 2JE
Basement Flat, 3 Hurdwick Place London, NW1 2JE

4 Hurdwick Place London, NW1 2JE
Flats 1-8, 4 Hurdwick Place London, NW1 2JE

5 Hurdwick Place London, NW1 2JE
Flats 1-9, 5 Hurdwick Place London, NW1 2JE

Flat 1-20, Hurdwick House, Harrington Square London, NW1 2JH

15-21, Harrington Square London, NW1 2JJ
22A-C, Harrington Square London, NW1 2JJ
23, Harrington Square London, NW1 2JJ
24, Harrington Square London, NW1 2JJ

Costa
3 Millbrook Pl, Mornington Cres, London NW1 2JA

Capitol News, 277 Eversholt Street London, NW1 1BA
First Floor Flat, 277 Eversholt Street London, NW1 1BA
Second Floor Flat, 277 Eversholt Street London, NW1 1BA
Third & Fourth Floor Flat, 277 Eversholt Street London, NW1 1BA

Green Light Pharmacy, 275 Eversholt Street London, NW1 1BA
Basement Flat, 275 Eversholt Street London, NW1 1BA
First Floor Flat, 275 Eversholt Street London, NW1 1BA
Second Floor Flat, 275 Eversholt Street London, NW1 1BA
Third & Fourth Floor Flat, 275 Eversholt Street London, NW1 1BA

HB Clinic
273 Eversholt St, London NW1 1BA
Flats A-C, 273 Eversholt Street London, NW1 1BA

Homeclean, 271 Eversholt Street London, NW1 1BA
Basement Flat, 271 Eversholt Street London, NW1 1BA
Flat 1-3, 271 Eversholt Street London, NW1 1BA

Sandwiches Etc
269 Eversholt Street London, NW1 1BA
Flat 1-3, 269 Eversholt Street London, NW1 1BA

Citymax Property Managment
267 Eversholt St, London NW1 1BA
Flats 1-2, 267 Eversholt Street London, NW1 1BA

265 Eversholt Street London, NW1 1BA
Flats 1-3, 265 Eversholt Street London, NW1 1BA

263 Eversholt Street London, NW1 1BA
Flats 1-4, 263 Eversholt Street London, NW1 1BA
Flat 5, 263 Eversholt Street London, NW1 1BA

Flat 6, 263 Eversholt Street London, NW1 1BA

Mayling, 261 Eversholt Street London, NW1 1BA
Flats 1-4, 261 Eversholt Street London, NW1 1BA

259 Eversholt Street London, NW1 1BA
First Floor Flat, 259 Eversholt Street London, NW1 1BA
Second Floor Flat, 259 Eversholt Street London, NW1 1BA
Third Floor Flat, 259 Eversholt Street London, NW1 1BA

257 Eversholt Street London, NW1 1BA
Flats 1-3 257 Eversholt Street London, NW1 1BA

255 Eversholt Street London, NW1 1BA
Flats 1-3, 255 Eversholt Street London, NW1 1BA

253 Eversholt Street London, NW1 1BA
Flats 1,2 253 Eversholt Street London, NW1 1BA

Basement Flat, 251 Eversholt Street London, NW1 1BA
Ground Floor Flat, 251 Eversholt Street London, NW1 1BA
First Floor Flat, 251 Eversholt Street London, NW1 1BA
Second Floor Flat, 251 Eversholt Street London, NW1 1BA
Top Floor Flat, 251 Eversholt Street London, NW1 1BA

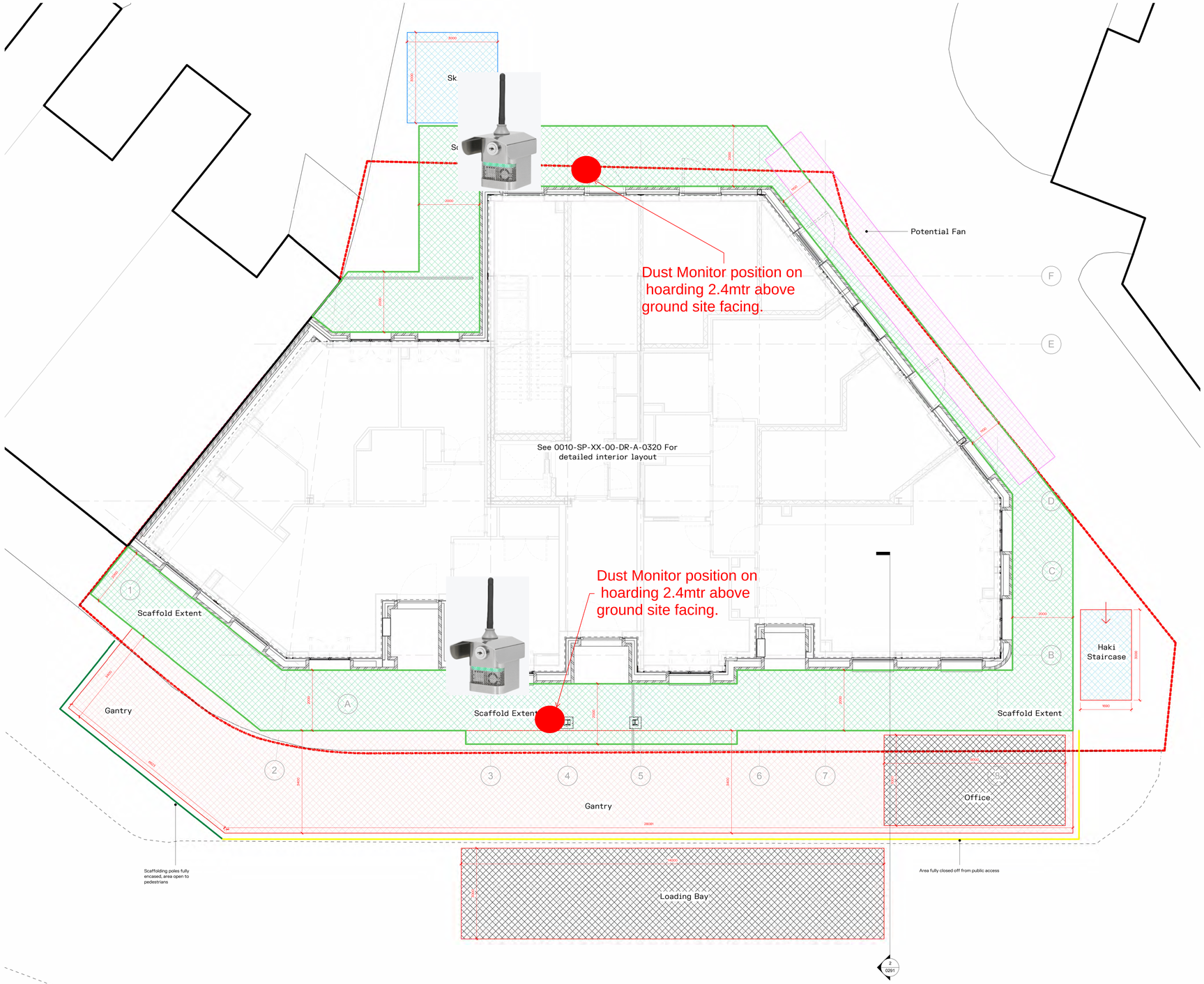
249 Eversholt Street London, NW1 1BA
Basement Flat, 249 Eversholt Street London, NW1 1BA
Flats 1-3, 249 Eversholt Street London, NW1 1BA



# APPENDIX E

Air Quality Assessement Link:

https://camdocs.camden.gov.uk/CMWebDrawer/Record/10221151/file/document?inline




1 Construction Management Plan
1 : 50

0.5m 1m 2m 3m

| REV | DESCRIPTION | DATE | BY |
|---|---|---|---|
| T1 | Issued for Contractor Review | 22.12.25 | SB |

CLIENT
Forge UK Homes

PROJECT
Harrington Square

DRAWING STATUS
STAGE 4

DRAWING TITLE
Construction Management Plan

PROJECT NO.
0010

DATE
December 2025

DRAWN BY
SB

CHECK BY
JR

SCALE
1 : 50@A0

REVISION
T1

DRAWING NO.
0010-FH-XX-00-DR-A-0290

# Airly Pure

## Airly Pure is an advanced air quality sensor designed to measure:

particulate matter concentrations (PM1, PM2.5, PM10)

atmospheric pressure

humidity

temperature



The device uses 2G (GPRS) communication technology for data transmission and enables remote management and configuration. It is equipped with an LED strip that visualizes air quality levels using Air Quality Index colors (default: CAQI).

## Measurement Parameters

### Particulate Matter (MCERTS-Certified)

| | |
|---|---|
| **Measurement range** | PM1: 0.3~1.0 µm; PM2.5: 1.0~2.5 µm; PM10: 2.5~10.0 µm |
| **Effective measurement range (PM2.5)** | 0~500 µg/m$^3$ |
| **Maximum measurement range (PM2.5)** | ≤1000 µg/m$^3$ |
| **Resolution** | 1 µg/m$^3$ |
| **Accuracy** | ±10% for 100-500 µg/m$^3$; ±10 µg/m$^3$ for 0-100 µg/m$^3$ |
| **Response time** | <1s single, <10s overall |
| **Operating temperature** | -40 to +60 °C |
| **Operating humidity** | 0-99% RH |
| **Lifetime** | >= 3 years |
| **Typical accuracy (R2)** | PM1: >0.8; PM2.5: >0.8; PM10: >0.6 |
| **Typical Relative Expanded Uncertainty (REU)** | PM2.5: < 50% (Class 1 according to CEN Technical Specification (TS 17660-2:2024))<br>PM10: < 50% (Class 1 according to CEN Technical Specification (TS 17660-2:2024)) |

Meteorological Measurements

| Humidity | |
|---|---|
| Range | 0-100%RH |
| Accuracy | ±2%RH (max. ±5%) |
| Hysteresis | +- 0.3%RH |
| Long-term stability | +- 0.5%RH / year |
| Resolution | 0.1%RH |
| Sampling period | 2 seconds |

| Temperature | |
|---|---|
| Range | -40 to +80 °C |
| Accuracy | <±0.5°C |
| Resolution | 0.1°C |

Pressure Sensor

| | |
|---|---|
| **Range** | 300-1100 hPa |
| **Resolution** | 0.1 hPa |
| **Accuracy** | +- 0.12 hPa |

## Data Acquisition Mechanism

The device can operate in two modes:

**Continuous**

samples are collected every 1–2 seconds.

**Energy-saving**

measurements are performed at defined intervals, with duty cycle between 10% and 50%.

Collected data is averaged over **5–20 minutes** (depending on configuration). After each cycle, results are automatically transmitted to the server.

To optimize energy use and reduce electromagnetic interference from the GSM module, data may be buffered and uploaded in batches.

The device communicates with the Airly endpoint using GPRS (2G) over a TCP/IP connection.

In case of network failure or congestion, the device can buffer data for up to 1 hour. Additional samples overwrite the oldest buffered records.

## Wireless Communication

Data transmission via 2G (GPRS) mobile network. Device must be within operator coverage; minimum signal strength: -90 dBm. Equipped with an integrated omnidirectional antenna with 2.15 dB gain. Equipped with a SIM card ensuring connectivity across countries supporting 2G.

## Power Supply and Energy Consumption

| | |
|---|---|
| **Supply voltage** | 5 V via included 110/230 V adapter |
| **Minimum current capacity** | 2.1 A |
| **Average consumption** | 1.2 W |
| **Maximum consumption** | 2 W |
| **Power cable** | 2.9 m, extendable with 24 AWG USB extension (max. 1.8 m) |
| **Power consumption** | 0.5–1.5 W (depending on mode) |

| **Low Power Mode** | |
|---|---|
| LED brightness | 0-50% |
| Duty cycle | 10–50% (6–30 seconds per minute) |
| Averaging interval | 5 minutes |
| Transmission interval | 15 minutes – 1 hour |

## LED Status and Diagnostics

### Startup sequence

1.




2. White: attempting server connection (up to 60 seconds)

3. Status indications:

- No connection attempt → Flashing red
- Connecting → Flashing yellow
- Connection established → Flashing blue

4. After successful connection, the sensor begins normal operation. Air quality indicator color appears after the first data transmission.

## OFFLINE MODE

- If disconnected for >30 minutes, LEDs display PM2.5 levels per CAQI thresholds.
- Once reconnected, LED indicators return to normal CAQI-based air quality display **https://airly.org/map/en/**.

## Diagnostics and Error Handling

The device includes an advanced exception logging system to monitor and store error information. This system includes:

### Error Types

The device distinguishes between different types of errors:

- **GSM communication error** – network connectivity issues.
- **Sensor error** –sensor malfunction or abnormal readings.
- **Memory error**– device memory problems.

### Reset Counter

The device records reset causes, enabling precise diagnostics. Possible causes:

- **No response from server** – no communication with the server.
- **Memory error** – reset caused by memory issues.
- **Server-initiated reset** – reset initiated by an external server.

## Embedded Software

The sensor is delivered with dedicated firmware enabling:

- Remote management (reset, memory bank switching, APN configuration, LED control).
- OTAU firmware upgrades with dual-bank technology.
- Automatic air pollution and meteorological data acquisition.
- Remote diagnostics and error logging.

Supported protocol functions:

- Measurement transmission
- Static sensor information upload
- Device status reports
- Remote reset
- Firmware download
- Configuration update
- LED color change

## PM2.5 and PM10 MCERTS Certification

The Airly Pure sensor is MCERTS-certified. MCERTS certification is available at the **CSA Group website**.

The user should verify with the manufacturer that the monitoring system is suitable for the intended application.

The device may operate under the certificate in one of the two following ways:

| **Qualitative measurement** |
| --- |
| Provides indicative data for pollution trend analysis and source identification. |
| Such an application may rely on factory calibration only. |

| **Quantitative measurement** |
| --- |
| Providing measurement data with an Relative Extended Uncertainty (REU) specified for indicative instruments (<+/- 50%). |
| Requires local co-location calibration against a reference method for two weeks, with slope and offset applied. |
| Calibration must be repeated at least annually or after relocation. |

## Safety Information

**CE Declaration of Conformity:** The device meets all requirements set out in European Union directives, which means it is safe to use in EU countries. It bears the required CE marking, confirming that the device has been designed and manufactured in accordance with standards related to health, safety, and environmental protection.

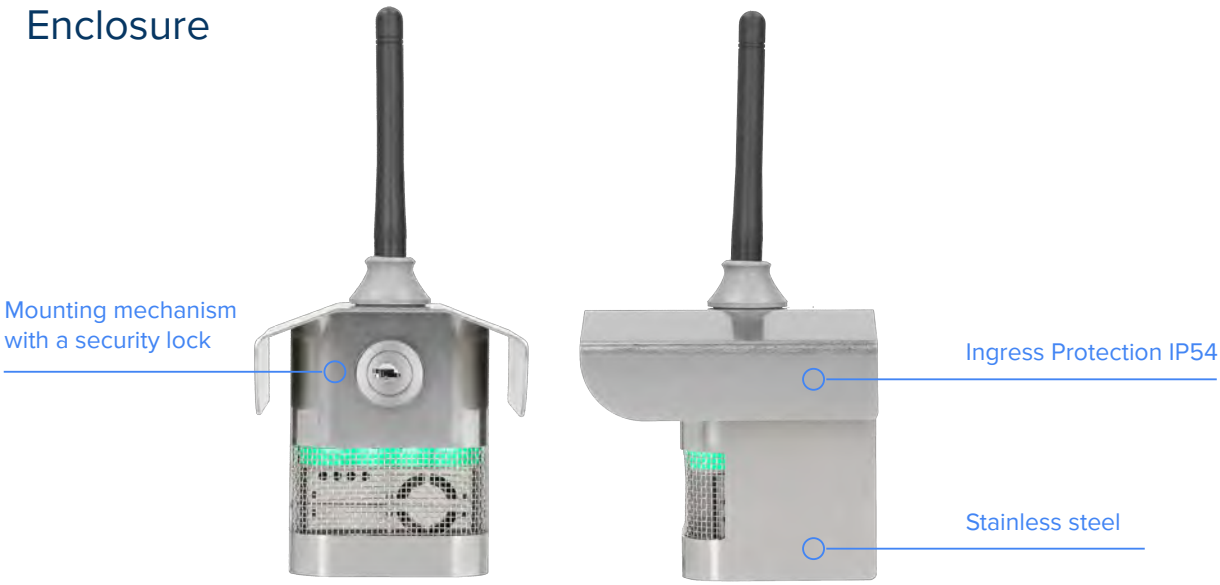
**CE Declaration of Conformity:** The device meets all requirements set out in European Union directives, which means it is safe to use in EU countries. It bears the required CE marking, confirming that the device has been designed and manufactured in accordance with standards related to health, safety, and environmental protection.

**RoHS Compliance:** The device complies with the RoHS directive (Restriction of Hazardous Substances), which restricts the use of hazardous substances in electronic and electrical equipment.

**DIN EN 60825-1 Class 1:** The device complies with safety standards related to optical radiation emissions (e.g., lasers). Class 1 means that the device is safe for the eyes during normal use and does not pose a health risk to the user.

Airly Pure is designed to withstand dust and water ingress, ensuring durability in harsh outdoor conditions.

- Enclosure




### Case material

The device's enclosure is made of acid-resistant stainless steel, ensuring high resistance to corrosion, moisture, chemicals, and high temperatures. Acid-resistant stainless steel and aluminum provide durability and an aesthetic appearance, even in harsh industrial or environmental conditions.

### Dimensions

The device measures 76mm x 74 mm x 83 mm (without antenna; antenna 170–200 mm), making its design compact and convenient. Its size allows for easy installation and enables mounting in various locations, saving space while maintaining full functionality.

*without antenna, with antenna 165 mm

## Mounting mechanism with a security lock

The device is equipped with a key-lock mounting system, providing additional protection against unauthorized access. This type of solution is especially useful in applications requiring protection against theft or accidental disassembly. It ensures that the device remains securely in place and operates as intended.

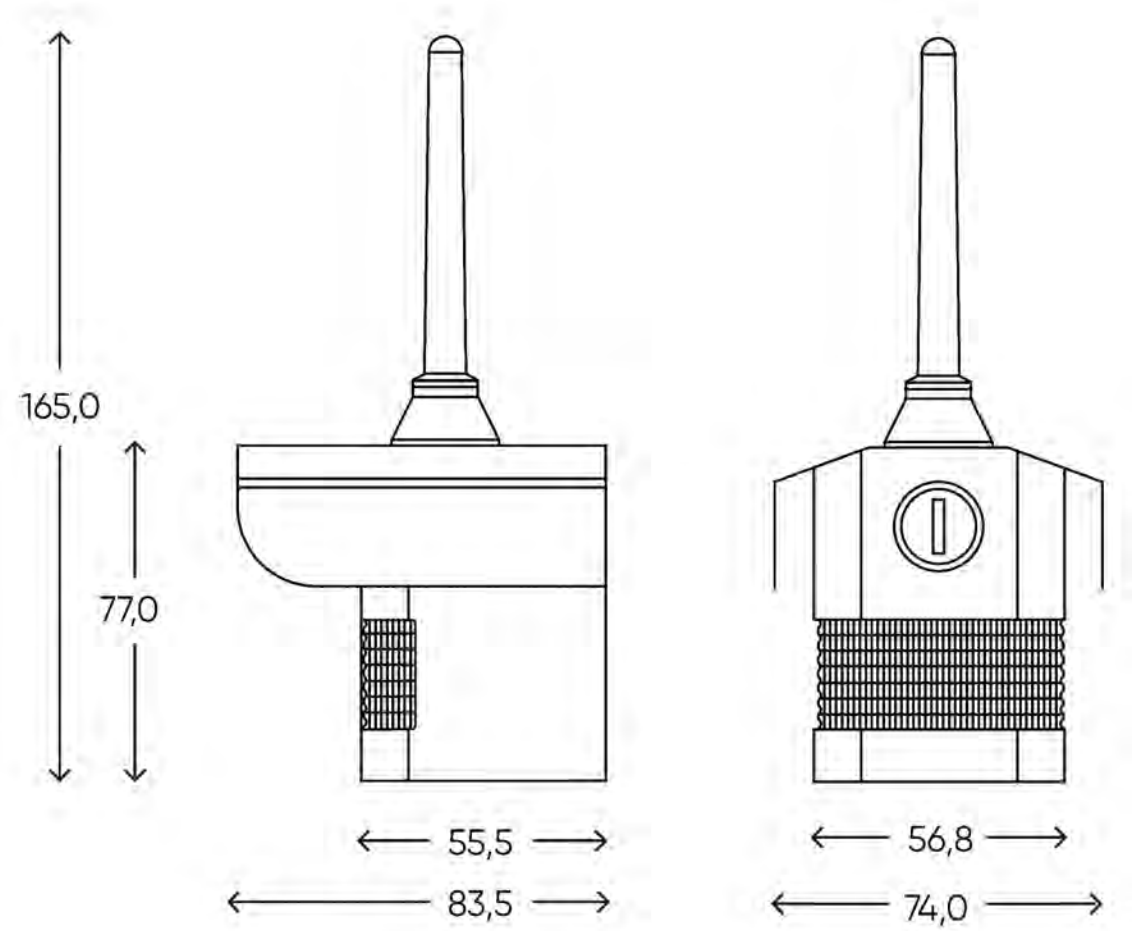
## Weather resistance

The enclosure has been designed for operation in various weather conditions, meaning the device is fully adapted for outdoor use. The use of appropriate materials and construction allows the device to function reliably in different climates and weather scenarios, from rain to intense sunlight.

## Ingress Protection IP54

The device's enclosure provides an IP54 protection rating, meaning it is resistant to dust ingress in quantities that do not interfere with its operation and to water splashes from any direction. This rating ensures the device can be used in challenging conditions, such as in the presence of dust, rain, or other adverse weather factors, while maintaining reliability and operational safety.

*The IP54 rating applies to the data acquisition electronics; the ingress protection does not apply to the measurement sensors, which must be in direct contact with the air to ensure accurate pollutant measurement



## Data Access

Measurement data is available via:



**Airly Map**



**API**



**Mobile Apps**



**Airly Data Platform**

Data is stored in secure cloud infrastructure with retention mechanisms ensuring:

- Long-term durability,
- Storage security.

## Storage Conditions

Before installation and during storage, the device should be kept under appropriate conditions to maintain the performance and accuracy of its sensors.

| | |
|---|---|
| **Storage temperature** | 10°C to +40°C |
| **Relative humidity** | 15–85% RH (non-condensing) |

Keep in original packaging, in a dry, ventilated area free from direct sunlight and chemical vapors.

Avoid proximity to heat sources, electromagnetic fields, and vibration.

## Operating Conditions

The Airly Pure sensor has been designed to operate in demanding outdoor conditions. To ensure proper and long-term sensor performance, the following recommendations should be followed:

| | |
|---|---|
| **Ambient temperature** | -40 to +60 °C (recommended -30 to +50°C) |
| **Humidity** | 0–100% RH (recommended 15–85%) |
| **Pressure** | 700 hPa to 1100 hPa |

Avoid exposure to excessive dust. Continuous operation of the device in high-dust conditions (concentration above 1000 µg/m$^3$ for 24 hours) may shorten the effective lifespan of the measurement components.

Exposure to weather conditions: The enclosure protects the device from rain, dust, and UV radiation. However, direct contact with pressurized water (e.g., pressure washers) should be avoided. Compressed air must not be used to clean the dust sensor, as high pressure may damage internal measurement components.

# Installation

To ensure proper operation and high measurement accuracy, the following installation guidelines should be followed, in accordance with Directive 2008/50/EC and the PAS 4023:2023 Code of Practice **(link)**

### Height

- The recommended installation height for the device is **1.5 to 4 meters above ground level**, in accordance with European Parliament Directive 2008/50/EC.
- In justified cases (e.g., intentional measurement of exposure at higher altitudes or lack of possibility to install at a lower height), installation **up to a height of 8 meters is permitted**.

### Location

**Free airflow** – The device should be installed in a location free from obstacles that could interfere with the airflow around it.

**Avoid electromagnetic interference** – Do not install the device closer than 3 meters from transformer stations, high-voltage electrical boxes, or other sources of variable electromagnetic fields.

**Avoid the influence of local sources of heat or humidity** – Such as air conditioners, heaters, or humidifiers. Minimum recommended distance: 5-10 meters.

**Protection from pollution sources** – The device should be placed at least 15 meters away from chimneys, exhaust outlets, and other sources of particulate matter Detailed installation guide. It is also recommended to avoid installing the device near dust-emitting plants, which may contribute to elevated levels of measured particulate pollution.

### Mounting and power supply

- The device should be mounted in a vertical position to ensure:
  - unobstructed airflow through the sensors
  - minimized impact of air turbulence and mechanical contaminants.
- The device should be mounted on a stable surface, resistant to vibrations and impacts.
- Power supply: **110/230V AC, 50/60Hz** (using the factory-supplied power adapter: 5V, min. 2.1A). The power adapter must be protected from rain, water, and dust – it is not intended for outdoor use without proper protection.

### Non-compliance may cause

- Reduced measurement accuracy
- Shortened sensor lifetime
- Device damage.

**Detailed installation guide**

## Warranty and Service

Warranty conditions:

- The warranty covers repair or replacement of the device in case of material or manufacturing defects.
- Warranty and post-warranty service is provided through authorized Airly service centers.
- The warranty does not cover mechanical damage resulting from improper use, installation not in accordance with the user manual, or interference with the device's software.
- To request service, please contact the support team at: **support@airly.org**

Detailed warranty conditions are available in the **General Warranty Terms (GWT)**, accessible at **www.airly.org/warranty-terms**.

The GWT may vary depending on the region, type of customer, or the terms of the agreement concluded within a specific project.

## Calibration Validity / Recalibration Procedure

**Airly Pure** devices are factory-calibrated and ready for use immediately after installation.

For applications requiring high measurement precision (e.g., research projects, validation against reference methods), **local calibration against a reference station is recommended**:

- every **12 months**
- or after each **change of device location**.

The local calibration process includes:

- **a two-week of colocation measurements** with a reference station
- adjustment of calibration parameters such as **slope and offset**.

Airly offers support for local calibration upon customer request.

Additional information and calibration tools are available on demand, please contact: **support@airly.org**.

## Maintenance

At least **once every 6 months**, it is recommended to check the condition of the device and its power supply to ensure there are no mechanical damages that could affect its functionality. It is also important to verify that the device has not been exposed to excessive moisture or extreme weather conditions, which may lead to damage.

## Disposal

The device must not be disposed of with household waste. In accordance with the WEEE Directive (2012/19/EU) on waste electrical and electronic equipment, the device should be taken to a designated collection point responsible for the reception and processing of such equipment. These collection points are commonly found in electronics stores, service centers, and specialized recycling facilities.

Steel enclosure: The device's steel enclosure can be recycled as scrap metal, allowing for the recovery of materials that can be reused in the production of new products.

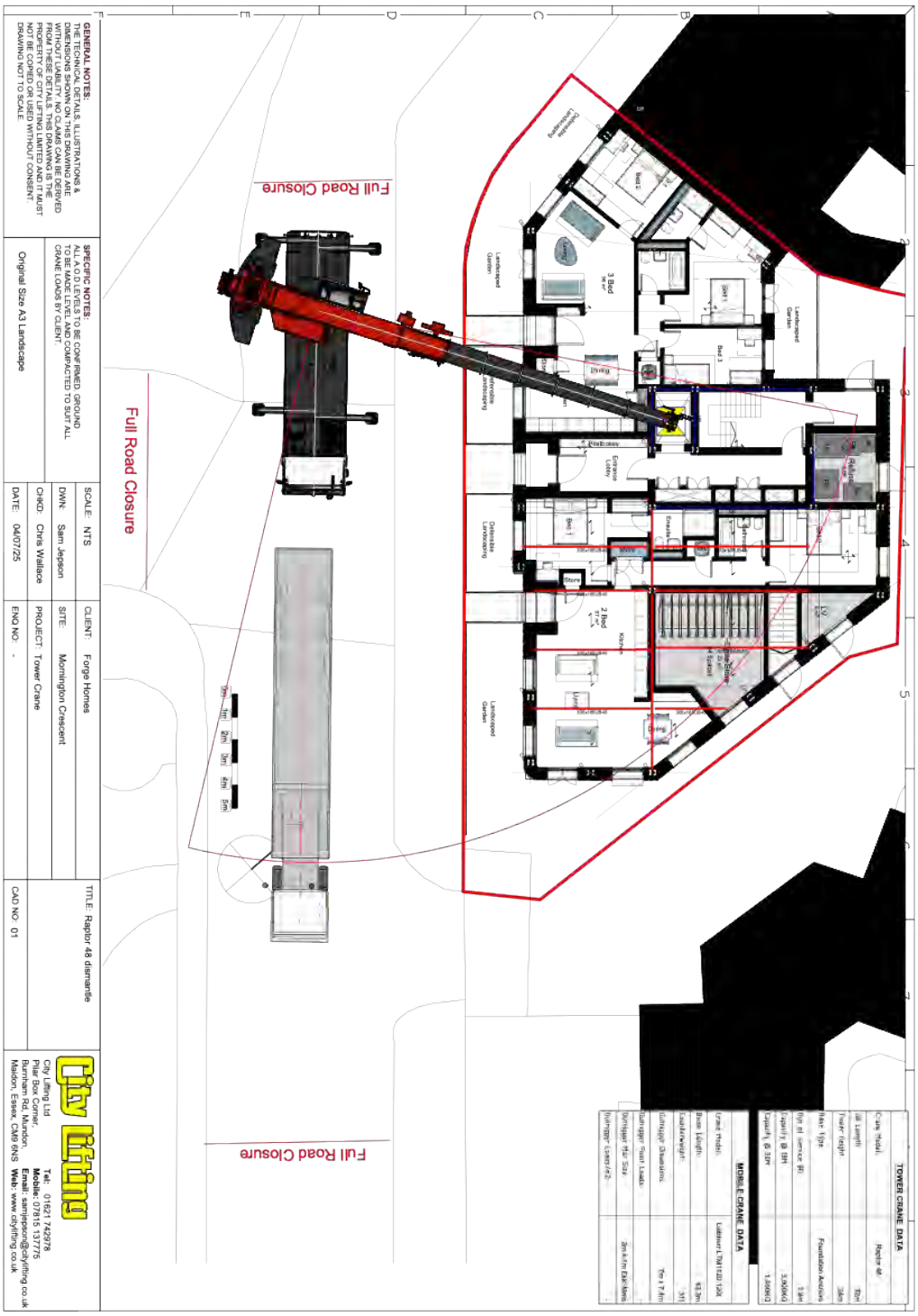
Electronic components: All electronic parts, batteries, and accumulators contained in the device require specialized processing to recover valuable raw materials and eliminate hazardous chemical substances.

Recommendations: Users are required to comply with local regulations regarding the disposal of electrical and electronic equipment and to use collection points equipped for the safe handling of such waste.

The device may also be sent to Airly's headquarters for disposal.

# APPENDIX F

Crane Dismantle Drawing



# APPENDIX G

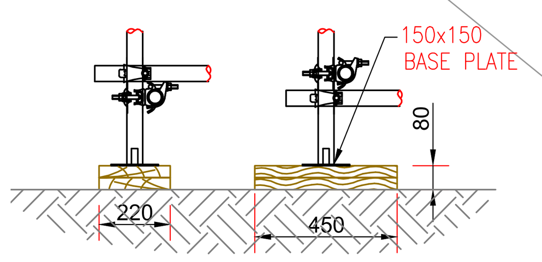
# NOTES

## FOOTINGS
USE STANDARD BASE PLATE. TO BE BASED ON SOUND AND LEVEL FOOTINGS. USE 450mm X 225mm SOLE PADS UNDER.

## TRANSOMS
TRANSOMS CENTRES OF 1200mm MUST NOT BE EXCEEDED WITH ADDITIONAL TRANSOMS AT BOARD JOINTS.
BOARDS SHORTER THAN 1200mm TO HAVE A MINIMUM OF 3 TRANSOM.

## TRANSOMS (LOADING BAY)
TRANSOMS CENTRES OF 700mm NOT BE EXCEEDED. FIX ALL TRANSOMS AT STANDARD NODE, WITH ADDITIONAL TRANSOMS AT BOARD JOINTS.

## EDGE PROTECTION
ENSURE THAT DOUBLE GUARDRAILS AND TOE BOARDS ARE FIXED TO ALL WORKING PLATFORMS AND SINGLE GUARDRAIL ON ALL INTERMEDIATE PLATFORMS. SCAFFOLD ERECTION IN ACCORDANCE WITH THE LATEST CURRENT SG 4.




DETAIL '1'
SOLE BOARD DETAIL
(SCALE 1:20)

## DOUBLE BOARDS
USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

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## LEDGERS
MAXIMUM LEDGER SPAN 1800mm.

## DEBRIS NETTING
SECURE DEBRIS NETTING TO INSIDE OF THE EXTERNAL PERIMETER OF SCAFFOLD USING CABLE TIES.

## BRACING
BRACES FIXED TO BAYS INDICATED USING LOAD BEARING COUPLERS.

## SPUR BRACING
SPUR BRACE FIXED TO UNDER SLUNG TRANSOM USING LOAD BEARING COUPLERS. FIX SUPPLEMENTARY COUPLERS AS INDICATED.

## USE 305 STEEL LADDER BEAMS
TOP CHORD RESTRAINT @ 1.0M C/C MAX.
BOTTOM CHORD RESTRAINT @ 2.0M C/C MAX.
LATERAL BRACING AT @ 2.0M C/C MAX.
PLAN BRACE FULL LENGTH UNDER TOP CHORD.
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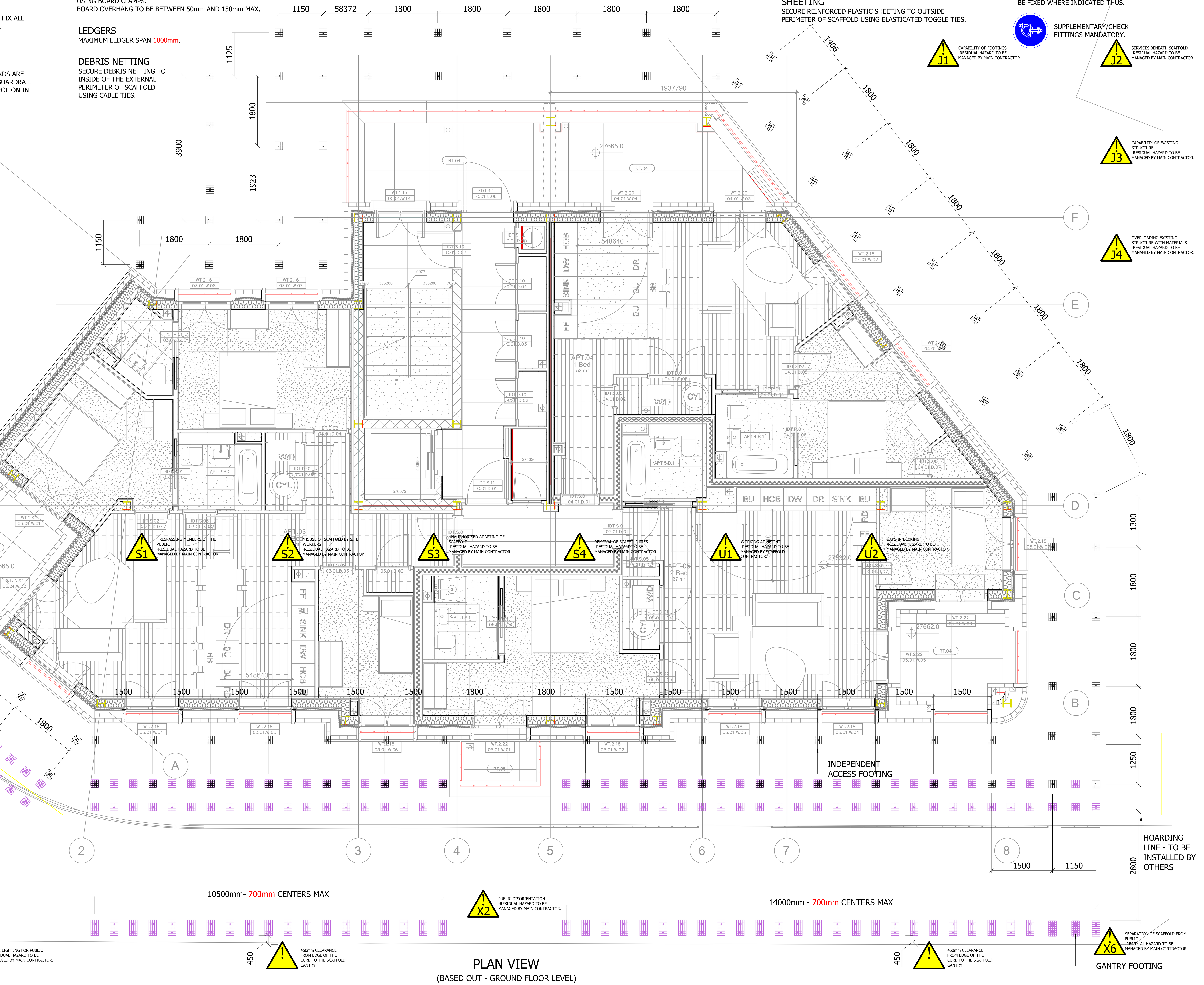
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SECURE REINFORCED PLASTIC SHEETING TO OUTSIDE PERIMETER OF SCAFFOLD USING ELASTICATED TOGGLE TIES.

## PROTECTION FAN
PROTECTION FAN TO BE ERECTED ON LIFT SHOWN.
8 BOARDS WIDE , DOUBLE BOARDED WITH MEMBRANE BETWEEN.

## PUNCHEONS
PUNCHEONS INDICATED THUS.
FIX TO BOTH CHORDS OF BEAMS USING LOAD BEARING COUPLERS.

## SUPPLEMENTARY COUPLERS
LOAD BEARING SUPPLEMENTARY COUPLERS TO BE FIXED WHERE INDICATED THUS.

SUPPLEMENTARY/CHECK FITTINGS MANDATORY.




PLAN VIEW
(BASED OUT - GROUND FLOOR LEVEL)

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CONSTRUCTION IN ACCORDANCE WITH BS EN 12810-1 AND MANUFACTURES GUIDELINES.
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ALL COUPLERS TO COMPLY WITH BS EN 74.
ALL BOARDS TO COMPLY WITH BS 2482-1 UNLESS NOTED OTHERWISE. (UNO).
SCAFFOLD ERECTION AND DISMANTLING TO CONFORM WITH THE CURRENT REVISION OF SG 4.

'ZORBASIS' DRAWING SHEET VERSION 1.0 ©

UK - CDM 2015
THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015
IE - SAFETY HEALTH & WELFARE AT WORK ACT 2005 / (CONSTRUCTION) REGULATIONS 2013/ (GENERAL APPLICATION) REGULATIONS 2007 / CODE OF PRACTICE FOR ACCESS AND WORKING SCAFFOLDS 2019

IN ORDER TO ELIMINATE, REDUCE AND CONTROL RISK; SAFETY, HEALTH AND THE DESIGN RISK ASSESSMENT HAVE BEEN CONSIDERED IN THE PREPARATION / MODIFICATION OF THIS DESIGN, THROUGH CO-OPERATION AND CO-ORDINATION WITH OTHERS.
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IDENTIFICATION OF RESIDUAL HAZARDS

## MAXIMUM ALLOWABLE LIVE LOADS
THE CLIENT MUST ENSURE THAT ALLOWABLE LIVE LOADS STATED BELOW ARE SUFFICIENT AND NOT EXCEEDED.

| | |
|---|---|
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 1.00kN/m² | ON 1 No. ADDITIONAL PLATFORM |
| 0.75kN/m² | ON INSIDE BOARD (S) |
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 15.00kN/m² | SWL GANTRY ACCESS SCAFFOLD |

## ENVIRONMENTAL LOADS
ENVIRONMENTAL LOADS FROM CALCULATIONS AND IN ACCORDANCE WITH BS EN 1991-1-4 AND BS EN 1991-1-3.

| | |
|---|---|
| N/A | PEAK WIND VELOCITY PRESSURE |
| N/A | SNOW LOAD (OCT-MARCH) |
| JAN | PERIOD OF ERECTION |
| 26 WEEKS | MAXIMUM DURATION OF SCAFFOLD |

## INTERFACE LOADS
THE CLIENT MUST ENSURE THAT THE GROUND / OR EXISTING STRUCTURES ARE CAPABLE OF SUPPORTING THE OVERALL / COMBINED IMPOSED LOADS OF THOSE STATED BELOW.

| | |
|---|---|
| N/A | MAXIMUM VERTICAL POINT LOAD |
| N/A | CALCULATED HORIZONTAL LOAD |

## TIE LOAD TESTING
IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

N/A PROOF TEST LOAD (F.O.S. 1.5 : 1)
PROOF TEST 3 No. OR 5% OF TIES (WHICHEVER IS GREATER)
N/A PRELIMINARY TEST LOAD (F.O.S. 2 : 1)
5 No ANCHORS IN ALTERNATIVE LOCATION - NOT TO BE USED

| REV | DESCRIPTION | BY | DATE |
|---|---|---|---|
| P04 | ISSUED FOR COMMENTS | AD | 19.01.26 |
| P03 | ISSUED FOR COMMENTS | AD | 16.01.26 |
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CLIENT
MARK1 scaffolding services

TITLE
HEAVY DUTY GANTRY AND FACADE ACCESS

SITE
HARRINGTON SQUARE, NW1, LONDON

SCALE: 1 : 1 @ A1 - 1 : 2 @ A3
DRAWN BY: S. RUSU 06.01.26
PRELIMINARY APPROVAL BY:
CHECKED BY: A. DUME 07.01.26

DRAWING STATUS
PRELIMINARY ISSUE

DRAWING NUMBER: ZRBS-DWG-2026-551
REVISION: P03

ZORBASIS
SCAFFOLDING DESIGN AND CONSULTANCY

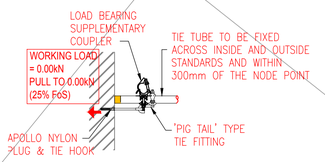
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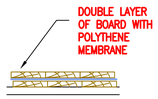
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DETAIL '2'
TIE DETAIL
(SCALE 1:20)




DETAIL '3'
(SCALE 1:20)

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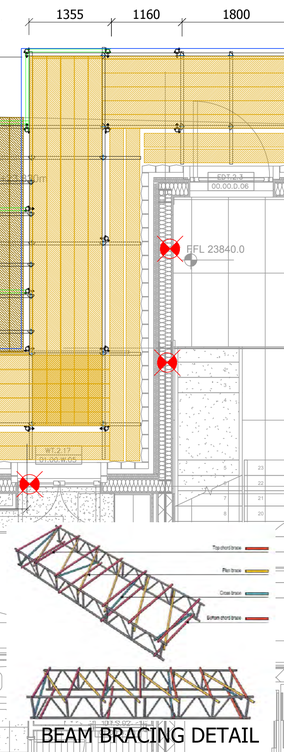
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## DEBRIS NETTING
SECURE DEBRIS NETTING TO INSIDE OF THE EXTERNAL PERIMETER OF SCAFFOLD USING CABLE TIES.




BEAM BRACING DETAIL

LOADING BAY LOCATION AND NUMBER TO BE AGREED ON SITE

3900 BRICKLAYER LOADING BAY

VENTED SHEETING ON SCAFFOLD FRONT ELEVATION

WASTE SKIP - MAXIMUM LOAD 6000kg

5500mm - 800mm BEAM CENTERS

LADDER BEAMS INSTALLED @ 700mm CENTERS MAXIMUM LOAD ON THE GANTRY - 15.0kN/m²

10500mm - 700mm CENTERS MAX

Phase 1 - Welfare Gantry / Covered Walkway

INDEPENDENT ACCESS FOOTING

BRICKLAYER LOADING PLATFORM ERECTED OF THE TEMPORARY ROOF

6BOARDS

3900

6 BOARDS PROTECTION FAN

3+1 BOARDS

TEMPORARY WEATHER ENCLOSURE SCAFFOLD OVER OFFICE CABINS

450mm FROM EDGE OF THE CURB

PLAN VIEW
(WORKING PLATFORM LEVEL)

S1 TRESPASSING MEMBERS OF THE PUBLIC - RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.
S2 MISUSE OF SCAFFOLD BY SITE WORKERS - RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.
S3 UNAUTHORISED ADAPTING OF SCAFFOLD - RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.
S4 REMOVAL OF S... - RESIDUAL HA... MANAGED BY M...

## DOUBLE BOARDS
USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.


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## UK - CDM 2015
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IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

| | | |
|---|---|---|
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PROOF TEST 3 No. OR 5% OF TIES (WHICHEVER IS GREATER)

| | | |
|---|---|---|
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CLIENT

MARK scaffolding services

TITLE
HEAVY DUTY GANTRY AND FACADE ACCESS

SITE
HARRINGTON SQUARE, NW1, LONDON

| SCALE | DRAWN BY | |
|---|---|---|
| 1 : 1 @ A1 - 1 : 2 @ A3 | S. RUSU | 06.01.26 |
| PRELIMINARY APPROVAL BY | CHECKED BY | |
| | A. DUME | 07.01.26 |

DRAWING STATUS
PRELIMINARY ISSUE

| DRAWING NUMBER | REVISION |
|---|---|
| ZRBS-DWG-2026-551 | P03 |

ZORBASIS
SCAFFOLDING DESIGN AND CONSULTANCY

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TIE DETAIL
(SCALE 1:20)




DETAIL '3'
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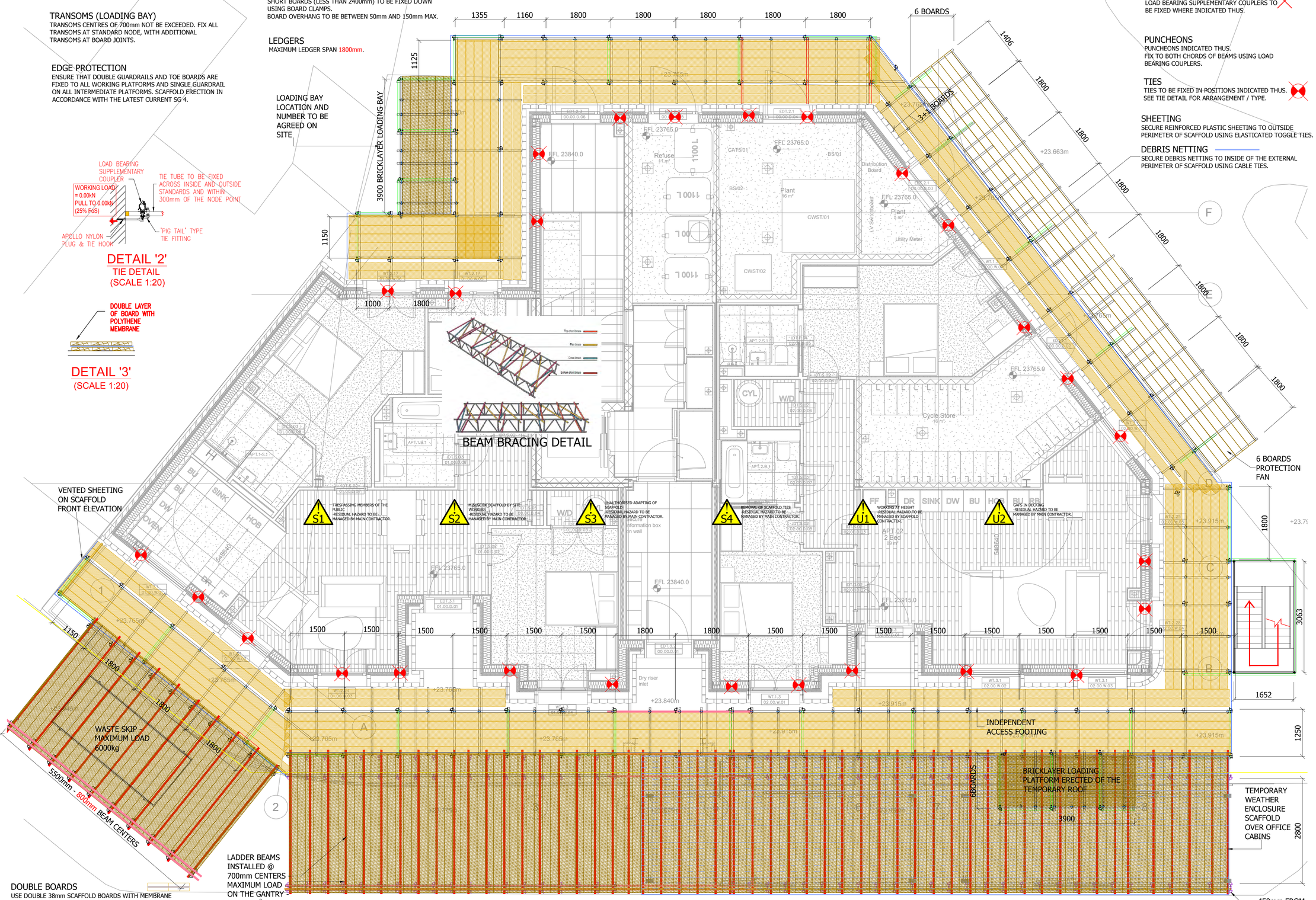
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CONSTRUCTION IN ACCORDANCE WITH BS EN 12810-1 AND MANUFACTURES GUIDELINES.
ALL TUBE TO BE STEEL IN ACCORDANCE WITH BS EN 39. UNLESS NOTED OTHERWISE. (UNO).
ALL COUPLERS TO COMPLY WITH BS EN 74.
ALL BOARDS TO COMPLY WITH BS 2482-1 UNLESS NOTED OTHERWISE. (UNO).
SCAFFOLD ERECTION AND DISMANTLING TO CONFORM WITH THE CURRENT REVISION OF SG 4.

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## UK - CDM 2015
THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015

## IE - SAFETY HEALTH & WELFARE AT WORK ACT 2005 / (CONSTRUCTION) REGULATIONS 2013/ (GENERAL APPLICATION) REGULATIONS 2007 / CODE OF PRACTICE FOR ACCESS AND WORKING SCAFFOLDS 2019

IN ORDER TO ELIMINATE, REDUCE AND CONTROL RISK; SAFETY, HEALTH AND THE DESIGN RISK ASSESSMENT HAVE BEEN CONSIDERED IN THE PREPARATION / MODIFICATION OF THIS DESIGN, THROUGH CO-OPERATION AND CO-ORDINATION WITH OTHERS.
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OPERATION MANAGERS AND/OR THE CLIENT SHOULD ASSESS AND MANAGE THESE RESIDUAL HAZARDS/RISKS. (IF APPLICABLE REFER TO THE DESIGN RISK ASSESSMENT).

## IDENTIFICATION OF RESIDUAL HAZARDS

## MAXIMUM ALLOWABLE LIVE LOADS
THE CLIENT MUST ENSURE THAT ALLOWABLE LIVE LOADS STATED BELOW ARE SUFFICIENT AND NOT EXCEEDED.

| | |
|---|---|
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 1.00kN/m² | ON 1 No. ADDITIONAL PLATFORM |
| 0.75kN/m² | ON INSIDE BOARD (S) |
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 15.00kN/m² | SWL GANTRY ACCESS SCAFFOLD |

## ENVIRONMENTAL LOADS
ENVIRONMENTAL LOADS FROM CALCULATIONS AND IN ACCORDANCE WITH BS EN 1991-1-4 AND BS EN 1991-1-3.

| | |
|---|---|
| N/A | PEAK WIND VELOCITY PRESSURE |
| N/A | SNOW LOAD (OCT-MARCH) |
| JAN | PERIOD OF ERECTION |
| 26 WEEKS | MAXIMUM DURATION OF SCAFFOLD |

## INTERFACE LOADS
THE CLIENT MUST ENSURE THAT THE GROUND / OR EXISTING STRUCTURES ARE CAPABLE OF SUPPORTING THE OVERALL / COMBINED IMPOSED LOADS OF THOSE STATED BELOW.

| | |
|---|---|
| N/A | MAXIMUM VERTICAL POINT LOAD |
| N/A | CALCULATED HORIZONTAL LOAD |

## TIE LOAD TESTING
IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

| | | |
|---|---|---|
| N/A | PROOF TEST LOAD | (F.O.S. 1.5 : 1) |

PROOF TEST 3 No. OR 5% OF TIES (WHICHEVER IS GREATER)

| | | |
|---|---|---|
| N/A | PRELIMINARY TEST LOAD | (F.O.S. 2 : 1) |

5 No ANCHORS IN ALTERNATIVE LOCATION - NOT TO BE USED

| REV | DESCRIPTION | BY | DATE |
|---|---|---|---|
| P04 | ISSUED FOR COMMENTS | AD | 19.01.26 |
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| P01 | ISSUED FOR COMMENTS | AD | 08.01.26 |

CLIENT

MARK scaffolding services

TITLE

HEAVY DUTY GANTRY AND FACADE ACCESS

SITE

HARRINGTON SQUARE, NW1, LONDON

| SCALE | DRAWN BY | |
|---|---|---|
| 1 : 1 @ A1 - 1 : 2 @ A3 | S. RUSU | 06.01.26 |
| PRELIMINARY APPROVAL BY | CHECKED BY | |
| | A. DUME | 07.01.26 |

DRAWING STATUS

PRELIMINARY ISSUE

| DRAWING NUMBER | REVISION |
|---|---|
| ZRBS-DWG-2026-551 | P03 |

ZORBASIS
SCAFFOLDING DESIGN AND CONSULTANCY

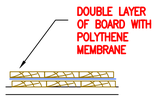
# NOTES

## FOOTINGS
USE STANDARD BASE PLATE. TO BE BASED ON SOUND AND LEVEL FOOTINGS. USE 450mm X 225mm SOLE PADS UNDER.

## TRANSOMS
TRANSOMS CENTRES OF 1200mm MUST NOT BE EXCEEDED WITH ADDITIONAL TRANSOMS AT BOARD JOINTS.
BOARDS SHORTER THAN 1200mm TO HAVE A MINIMUM OF 3 TRANSOM.

## TRANSOMS (LOADING BAY)
TRANSOMS CENTRES OF 700mm NOT BE EXCEEDED. FIX ALL TRANSOMS AT STANDARD NODE, WITH ADDITIONAL TRANSOMS AT BOARD JOINTS.

## EDGE PROTECTION
ENSURE THAT DOUBLE GUARDRAILS AND TOE BOARDS ARE FIXED TO ALL WORKING PLATFORMS AND SINGLE GUARDRAIL ON ALL INTERMEDIATE PLATFORMS. SCAFFOLD ERECTION IN ACCORDANCE WITH THE LATEST CURRENT SG 4.

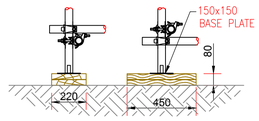



DETAIL '3'
(SCALE 1:20)

## DOUBLE BOARDS
USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

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## LEDGERS
MAXIMUM LEDGER SPAN 1800mm.




DETAIL '1'
SOLE BOARD
DETAIL
(SCALE 1:20)

## BRACING
BRACES FIXED TO BAYS INDICATED USING LOAD BEARING COUPLERS.

## SPUR BRACING
SPUR BRACE FIXED TO UNDER SLUNG TRANSOM USING LOAD BEARING COUPLERS. FIX SUPPLEMENTARY COUPLERS AS INDICATED.

## PUNCHEONS
PUNCHEONS INDICATED THUS.
FIX TO BOTH CHORDS OF BEAMS USING LOAD BEARING COUPLERS.

## TIES
TIES TO BE FIXED IN POSITIONS INDICATED THUS.
SEE TIE DETAIL FOR ARRANGEMENT / TYPE.

## DEBRIS NETTING
SECURE DEBRIS NETTING TO INSIDE OF THE EXTERNAL PERIMETER OF SCAFFOLD USING CABLE TIES.

## SHEETING
SECURE REINFORCED PLASTIC SHEETING TO OUTSIDE PERIMETER OF SCAFFOLD USING ELASTICATED TOGGLE TIES.

## USE 305 STEEL LADDER BEAMS
TOP CHORD RESTRAINT @ 1.0M C/C MAX.
BOTTOM CHORD RESTRAINT @ 2.0M C/C MAX.
LATERAL BRACING AT @ 2.0M C/C MAX.
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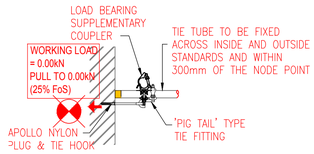
## PROTECTION FAN
PROTECTION FAN TO BE ERECTED ON LIFT SHOWN.
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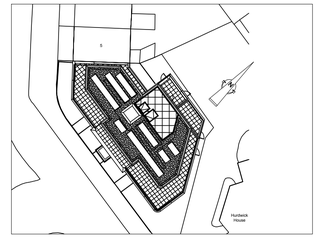
## SUPPLEMENTARY COUPLERS
LOAD BEARING SUPPLEMENTARY COUPLERS TO BE FIXED WHERE INDICATED THUS.

## USE 750 ALLOY BEAMS
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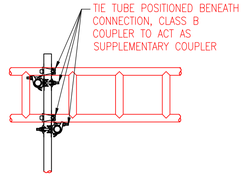
## PROGRESSIVE SCAFFOLD
SCAFFOLD TO BE ERECTED PROGRESSIVELY WITH ON SITE WORKS.



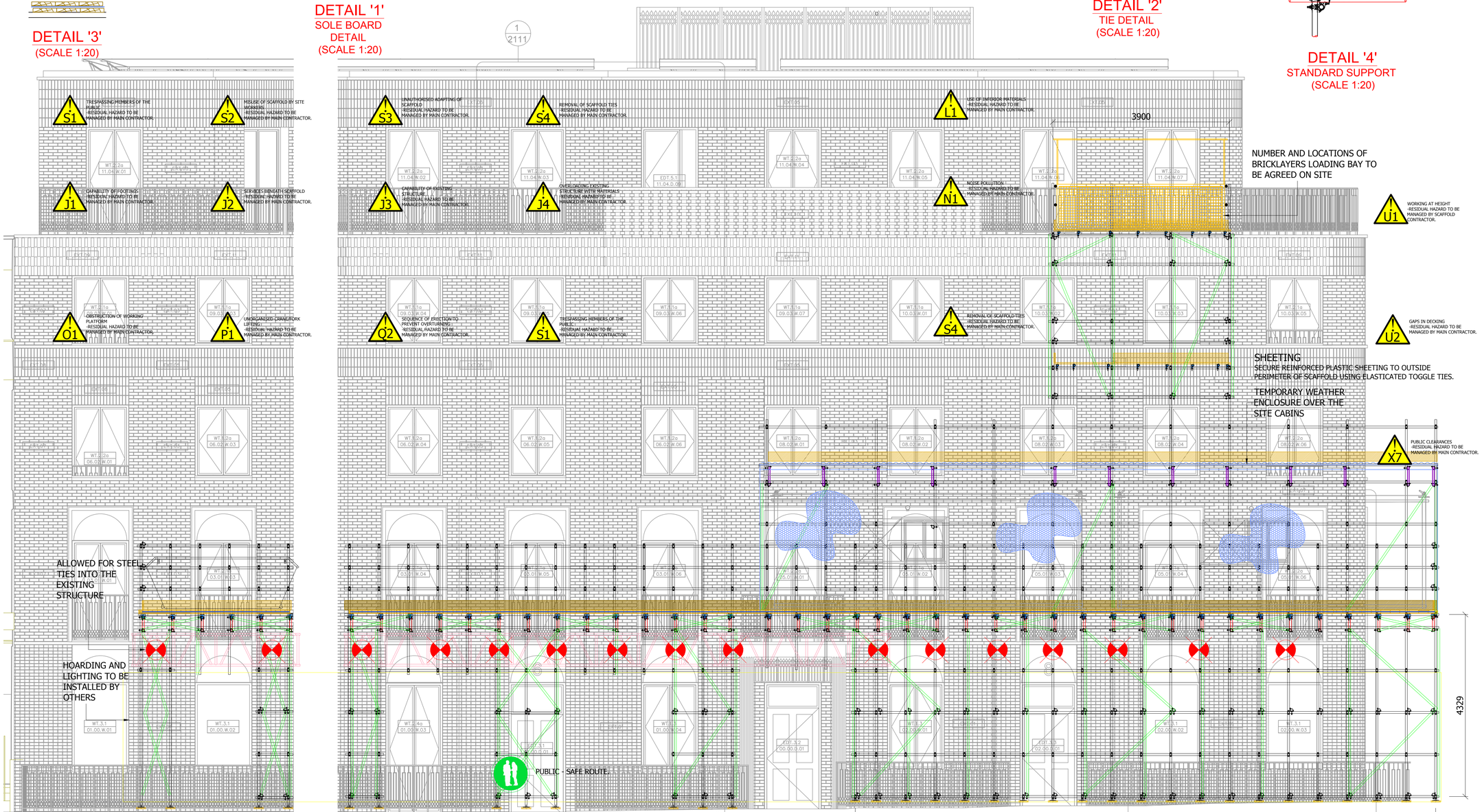

DETAIL '2'
TIE DETAIL
(SCALE 1:20)



SITE KEY PLAN




DETAIL '4'
STANDARD SUPPORT
(SCALE 1:20)




NUMBER AND LOCATIONS OF BRICKLAYERS LOADING BAY TO BE AGREED ON SITE

## SHEETING
SECURE REINFORCED PLASTIC SHEETING TO OUTSIDE PERIMETER OF SCAFFOLD USING ELASTICATED TOGGLE TIES.

## TEMPORARY WEATHER ENCLOSURE OVER THE SITE CABINS

## DOUBLE BOARDS
USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

SOUTH ELEVATION
(GANTRY ACCESS ONLY)

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IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

| | | |
|---|---|---|
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CLIENT

MARK scaffolding services

TITLE
HEAVY DUTY GANTRY AND FACADE ACCESS

SITE
HARRINGTON SQUARE, NW1, LONDON

| SCALE | DRAWN BY | |
|---|---|---|
| 1 : 1 @ A1 - 1 : 2 @ A3 | S. RUSU | 06.01.26 |
| PRELIMINARY APPROVAL BY | CHECKED BY | |
| | A. DUME | 07.01.26 |

DRAWING STATUS
PRELIMINARY ISSUE

DRAWING NUMBER
ZRBS-DWG-2026-551

REVISION
P03

ZORBASIS
SCAFFOLDING DESIGN AND CONSULTANCY

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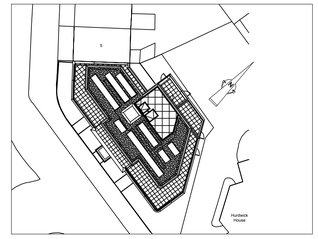
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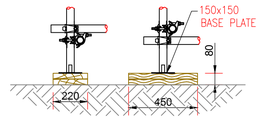
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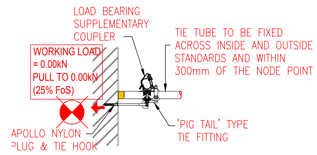
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SITE KEY PLAN




DETAIL '1'
SOLE BOARD DETAIL
(SCALE 1:20)




DETAIL '2'
TIE DETAIL
(SCALE 1:20)

**S1** TRESPASSING MEMBERS OF THE PUBLIC -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.

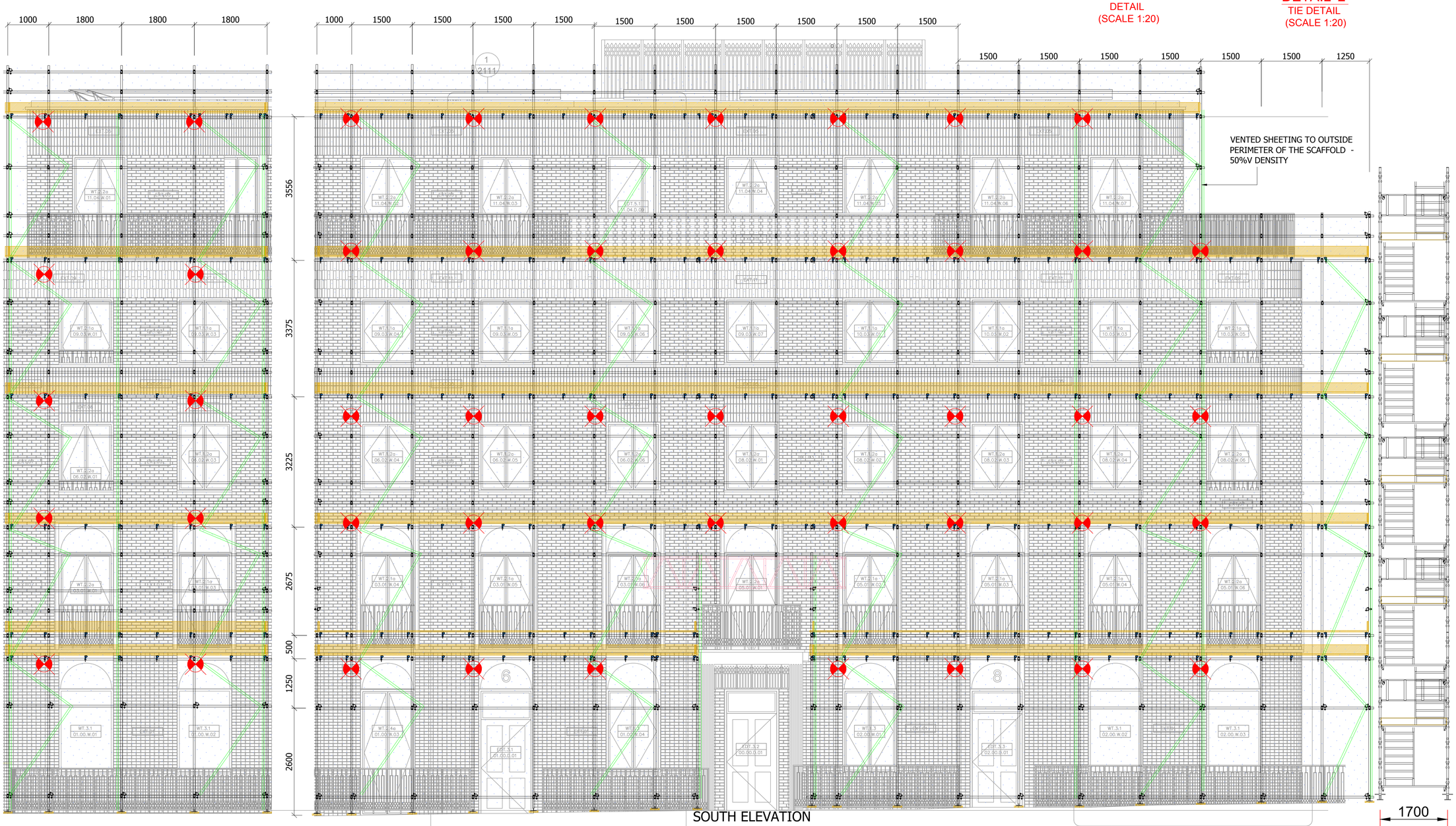
**S2** MISUSE OF SCAFFOLD BY SITE WORKERS -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.

**S3** UNAUTHORISED ADAPTING OF SCAFFOLD -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.

**S4** REMOVAL OF SCAFFOLD TIES -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.

**U1** WORKING AT HEIGHT -RESIDUAL HAZARD TO BE MANAGED BY SCAFFOLD CONTRACTOR.

**U2** GAPS IN DECKING -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.




SOUTH ELEVATION
(INDEPENDENT ACCESS ONLY)

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IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

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| P02 | ISSUED FOR COMMENTS | AD | 14.01.26 |
| P01 | ISSUED FOR COMMENTS | AD | 08.01.26 |

CLIENT

MARK scaffolding services

TITLE
HEAVY DUTY GANTRY AND FACADE ACCESS

SITE
HARRINGTON SQUARE, NW1, LONDON

| SCALE | DRAWN BY | |
|---|---|---|
| 1 : 1 @ A1 - 1 : 2 @ A3 | S. RUSU | 06.01.26 |
| PRELIMINARY APPROVAL BY | CHECKED BY | |
| | A. DUME | 07.01.26 |

DRAWING STATUS
PRELIMINARY ISSUE

DRAWING NUMBER
ZRBS-DWG-2026-551

REVISION
P03

ZORBASIS
SCAFFOLDING DESIGN AND CONSULTANCY

# NOTES

## FOOTINGS
USE STANDARD BASE PLATE. TO BE BASED ON SOUND AND LEVEL FOOTINGS. USE 450mm X 225mm SOLE PADS UNDER.

## TRANSOMS
TRANSOMS CENTRES OF 1200mm MUST NOT BE EXCEEDED WITH ADDITIONAL TRANSOMS AT BOARD JOINTS.
BOARDS SHORTER THAN 1200mm TO HAVE A MINIMUM OF 3 TRANSOM.

## TRANSOMS (LOADING BAY)
TRANSOMS CENTRES OF 700mm NOT BE EXCEEDED. FIX ALL TRANSOMS AT STANDARD NODE, WITH ADDITIONAL TRANSOMS AT BOARD JOINTS.

## EDGE PROTECTION
ENSURE THAT DOUBLE GUARDRAILS AND TOE BOARDS ARE FIXED TO ALL WORKING PLATFORMS AND SINGLE GUARDRAIL ON ALL INTERMEDIATE PLATFORMS. SCAFFOLD ERECTION IN ACCORDANCE WITH THE LATEST CURRENT SG 4.

## DOUBLE BOARDS
USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

## SINGLE BOARDS
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## LEDGERS
MAXIMUM LEDGER SPAN 1800mm.

## BRACING
BRACES FIXED TO BAYS INDICATED USING LOAD BEARING COUPLERS.

## SPUR BRACING
SPUR BRACE FIXED TO UNDER SLUNG TRANSOM USING LOAD BEARING COUPLERS. FIX SUPPLEMENTARY COUPLERS AS INDICATED.

## PUNCHEONS
PUNCHEONS INDICATED THUS.
FIX TO BOTH CHORDS OF BEAMS USING LOAD BEARING COUPLERS.

## TIES
TIES TO BE FIXED IN POSITIONS INDICATED THUS.
SEE TIE DETAIL FOR ARRANGEMENT / TYPE.

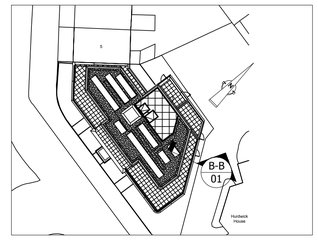
## USE 305 STEEL LADDER BEAMS
TOP CHORD RESTRAINT @ 1.0M C/C MAX.
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8 BOARDS WIDE , DOUBLE BOARDED WITH MEMBRANE BETWEEN.

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## SUPPLEMENTARY COUPLERS
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## USE 750 ALLOY BEAMS
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SITE KEY PLAN

S1 TRESPASSING MEMBERS OF THE PUBLIC -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.

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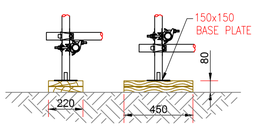
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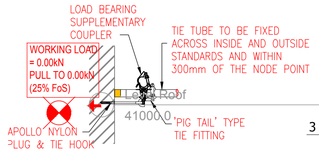
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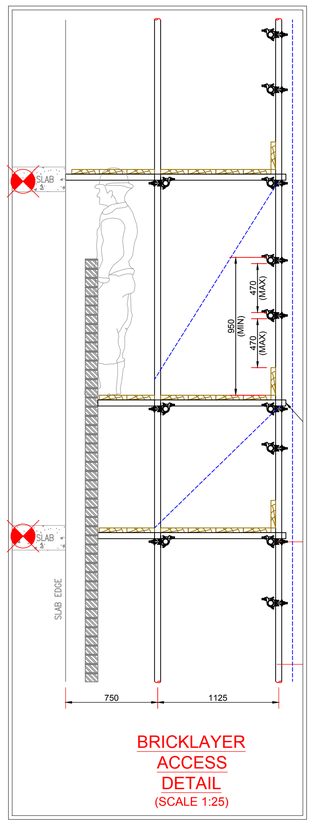
J3 CAPABILITY OF EXISTING STRUCTURE -RESIDUAL HAZARD TO BE MANAGED BY MAIN CONTRACTOR.



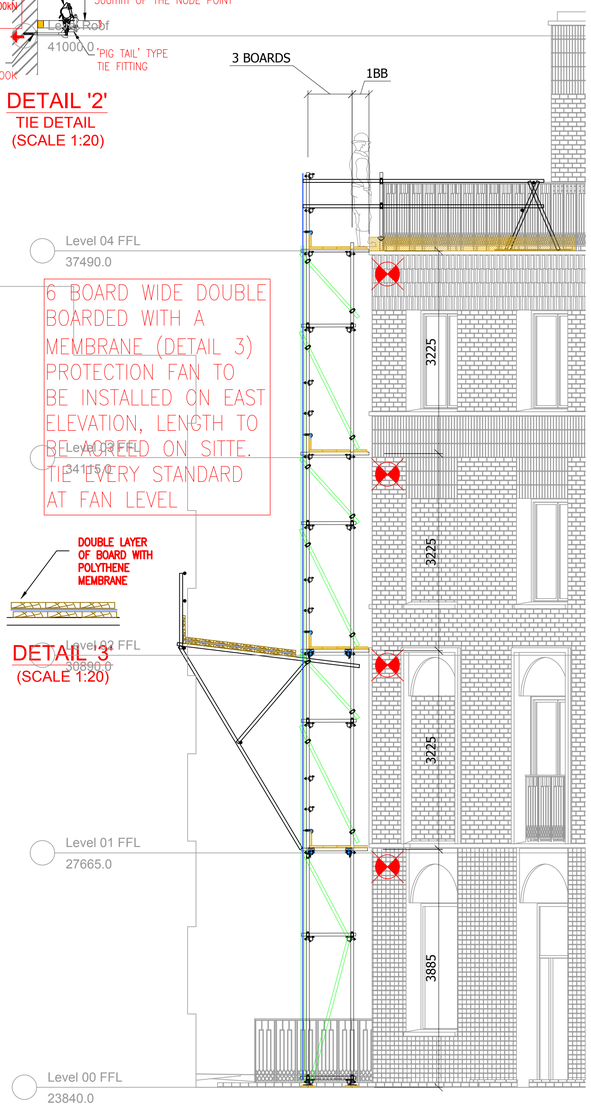

DETAIL '1'
SOLE BOARD DETAIL
(SCALE 1:20)




DETAIL '2'
TIE DETAIL
(SCALE 1:20)




BRICKLAYER ACCESS DETAIL
(SCALE 1:25)

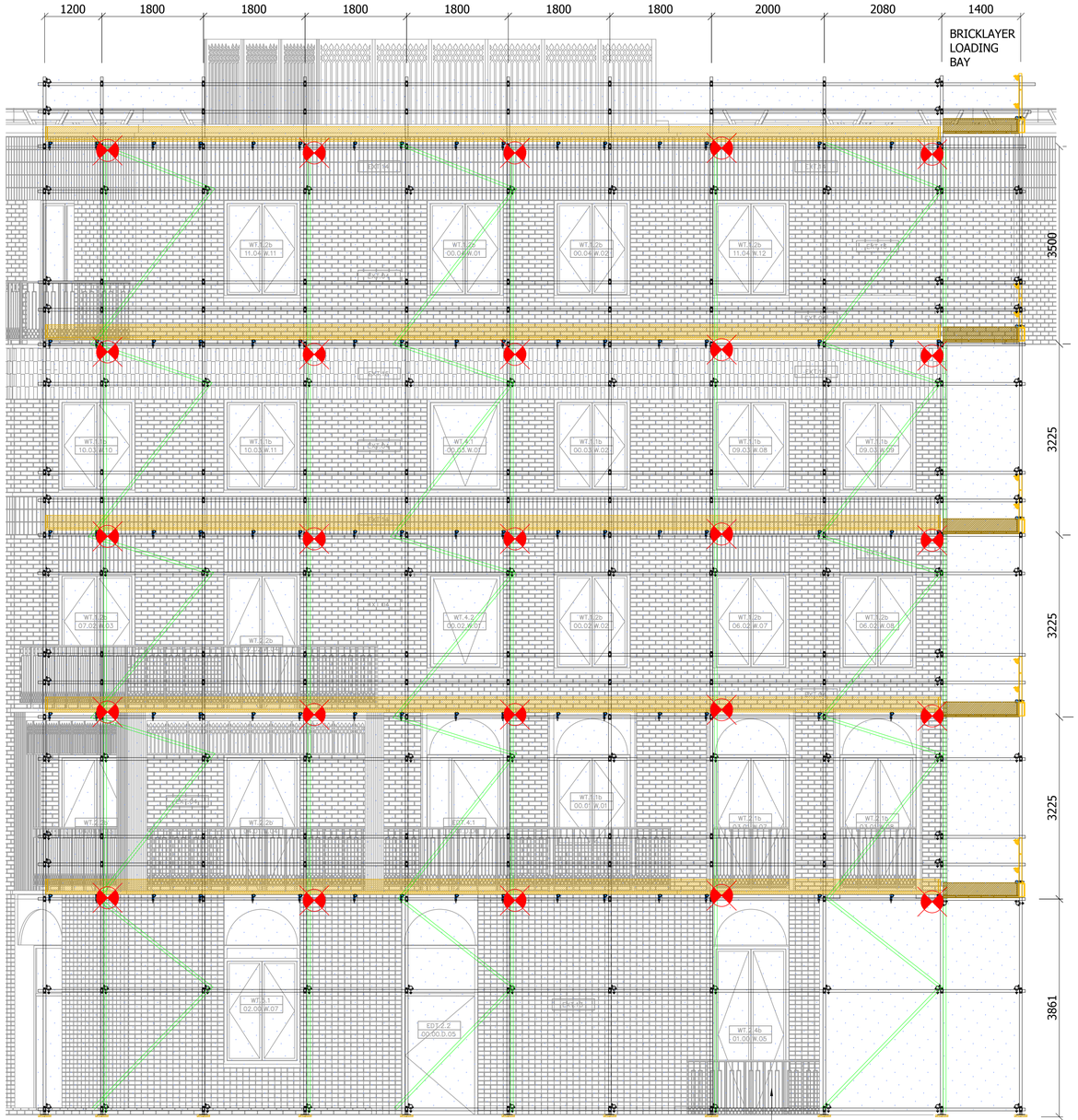






DETAIL 3
(SCALE 1:20)

SECTION B-B
SCALE 1:50 @ A1




NORTH ELEVATION
SCALE 1:50 @ A1

DEBRIS NETTING SHEETING TO OUTSIDE PERIMETER OF THE SCAFFOLD

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SCAFFOLD ERECTION AND DISMANTLING TO CONFORM WITH THE CURRENT REVISION OF SG 4.

'ZORBASIS' DRAWING SHEET VERSION 1.0 ©

## UK - CDM 2015
THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015

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IN ORDER TO ELIMINATE, REDUCE AND CONTROL RISK; SAFETY, HEALTH AND THE DESIGN RISK ASSESSMENT HAVE BEEN CONSIDERED IN THE PREPARATION / MODIFICATION OF THIS DESIGN, THROUGH CO-OPERATION AND CO-ORDINATION WITH OTHERS.
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| | |
|---|---|
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 1.00kN/m² | ON 1 No. ADDITIONAL PLATFORM |
| 0.75kN/m² | ON INSIDE BOARD (S) |
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 15.00kN/m² | SWL GANTRY ACCESS SCAFFOLD |

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ENVIRONMENTAL LOADS FROM CALCULATIONS AND IN ACCORDANCE WITH BS EN 1991-1-4 AND BS EN 1991-1-3.

| | |
|---|---|
| N/A | PEAK WIND VELOCITY PRESSURE |
| N/A | SNOW LOAD (OCT-MARCH) |
| JAN | PERIOD OF ERECTION |
| 26 WEEKS | MAXIMUM DURATION OF SCAFFOLD |

## INTERFACE LOADS
THE CLIENT MUST ENSURE THAT THE GROUND / OR EXISTING STRUCTURES ARE CAPABLE OF SUPPORTING THE OVERALL / COMBINED IMPOSED LOADS OF THOSE STATED BELOW.

| | |
|---|---|
| N/A | MAXIMUM VERTICAL POINT LOAD |
| N/A | CALCULATED HORIZONTAL LOAD |

## TIE LOAD TESTING
IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

| | | |
|---|---|---|
| N/A | PROOF TEST LOAD | (F.O.S. 1.5 : 1) |

PROOF TEST 3 No. OR 5% OF TIES (WHICHEVER IS GREATER)

| | | |
|---|---|---|
| N/A | PRELIMINARY TEST LOAD | (F.O.S. 2 : 1) |

5 No ANCHORS IN ALTERNATIVE LOCATION - NOT TO BE USED

| REV | DESCRIPTION | BY | DATE |
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MARK scaffolding services

TITLE
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SITE
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SCALE
1 : 1 @ A1 - 1 : 2 @ A3

DRAWN BY
S. RUSU 06.01.26

PRELIMINARY APPROVAL BY

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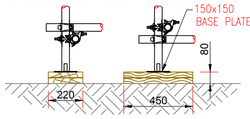
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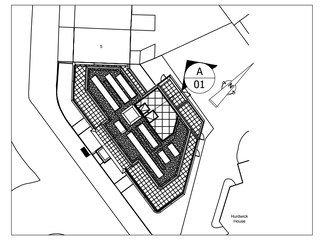
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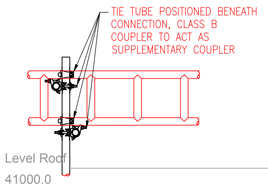
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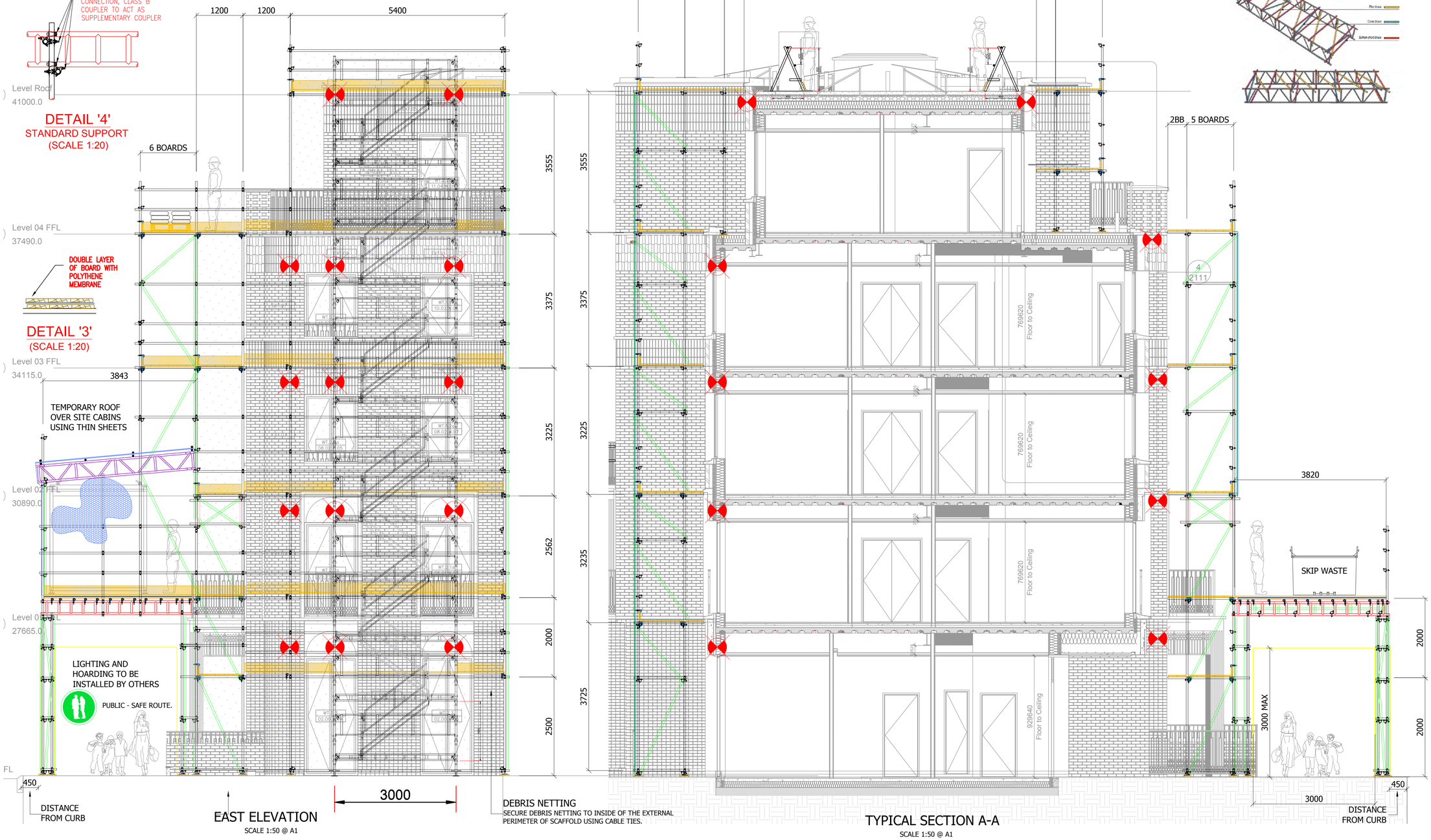



DETAIL '4'
STANDARD SUPPORT
(SCALE 1:20)




DETAIL '3'
(SCALE 1:20)

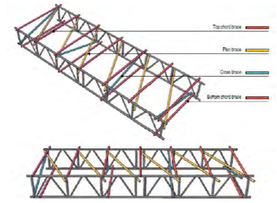
DETAIL '1'
SOLE BOARD
DETAIL
(SCALE 1:20)




EAST ELEVATION
SCALE 1:50 @ A1

DEBRIS NETTING
SECURE DEBRIS NETTING TO INSIDE OF THE EXTERNAL PERIMETER OF SCAFFOLD USING CABLE TIES.

TYPICAL SECTION A-A
SCALE 1:50 @ A1




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IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

| | | |
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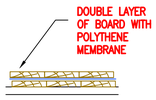
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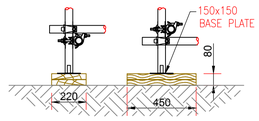



DETAIL '3'
(SCALE 1:20)

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USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

## SINGLE BOARDS
USE 38mm SCAFFOLD BOARDS.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

## LEDGERS
MAXIMUM LEDGER SPAN 1800mm.




DETAIL '1'
SOLE BOARD
DETAIL
(SCALE 1:20)

## BRACING
BRACES FIXED TO BAYS INDICATED USING LOAD BEARING COUPLERS.

## SPUR BRACING
SPUR BRACE FIXED TO UNDER SLUNG TRANSOM USING LOAD BEARING COUPLERS. FIX SUPPLEMENTARY COUPLERS AS INDICATED.

## PUNCHEONS
PUNCHEONS INDICATED THUS.
FIX TO BOTH CHORDS OF BEAMS USING LOAD BEARING COUPLERS.

## TIES
TIES TO BE FIXED IN POSITIONS INDICATED THUS.
SEE TIE DETAIL FOR ARRANGEMENT / TYPE.

## DEBRIS NETTING
SECURE DEBRIS NETTING TO INSIDE OF THE EXTERNAL PERIMETER OF SCAFFOLD USING CABLE TIES.

## SHEETING
SECURE REINFORCED PLASTIC SHEETING TO OUTSIDE PERIMETER OF SCAFFOLD USING ELASTICATED TOGGLE TIES.

## USE 305 STEEL LADDER BEAMS
TOP CHORD RESTRAINT @ 1.0M C/C MAX.
BOTTOM CHORD RESTRAINT @ 2.0M C/C MAX.
LATERAL BRACING AT @ 2.0M C/C MAX.
PLAN BRACE FULL LENGTH UNDER TOP CHORD.
FIX ALL STANDARDS, DROP TUBES OR PUNCHEONS TO BOTH CHORDS USING LOAD BEARING COUPLERS.
FIX SUPPLEMENTARY COUPLERS AS INDICATED.
AT SUPPORTS FIX LACING TUBES TO STANDARDS BELOW THE BEAM CHORDS. AT PUNCHEONS AND DROP TUBES FIX LACING TO TUBES ABOVE THE BEAM CHORDS.

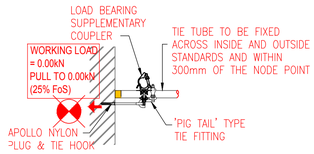
## PROTECTION FAN
PROTECTION FAN TO BE ERECTED ON LIFT SHOWN.
8 BOARDS WIDE , DOUBLE BOARDED WITH MEMBRANE BETWEEN.

## PUNCHEONS
PUNCHEONS INDICATED THUS.
FIX TO BOTH CHORDS OF BEAMS USING LOAD BEARING COUPLERS.

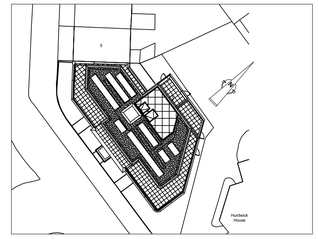
## SUPPLEMENTARY COUPLERS
LOAD BEARING SUPPLEMENTARY COUPLERS TO BE FIXED WHERE INDICATED THUS.

## USE 750 ALLOY BEAMS
TOP CHORD RESTRAINT @ 1.0M C/C MAX.
BOTTOM CHORD RESTRAINT @ 2.0M C/C MAX.
LATERAL BRACING AT @ 2.0M C/C MAX.
PLAN BRACE FULL LENGTH UNDER TOP CHORD.
FIX ALL STANDARDS, DROP TUBES OR PUNCHEONS TO BOTH CHORDS USING LOAD BEARING COUPLERS.
FIX SUPPLEMENTARY COUPLERS AS INDICATED.
AT SUPPORTS FIX LACING TUBES TO STANDARDS BELOW THE BEAM CHORDS. AT PUNCHEONS AND DROP TUBES FIX LACING TO TUBES ABOVE THE BEAM CHORDS.

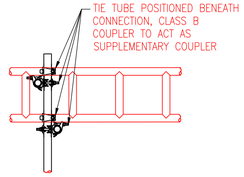
## PROGRESSIVE SCAFFOLD
SCAFFOLD TO BE ERECTED PROGRESSIVELY WITH ON SITE WORKS.



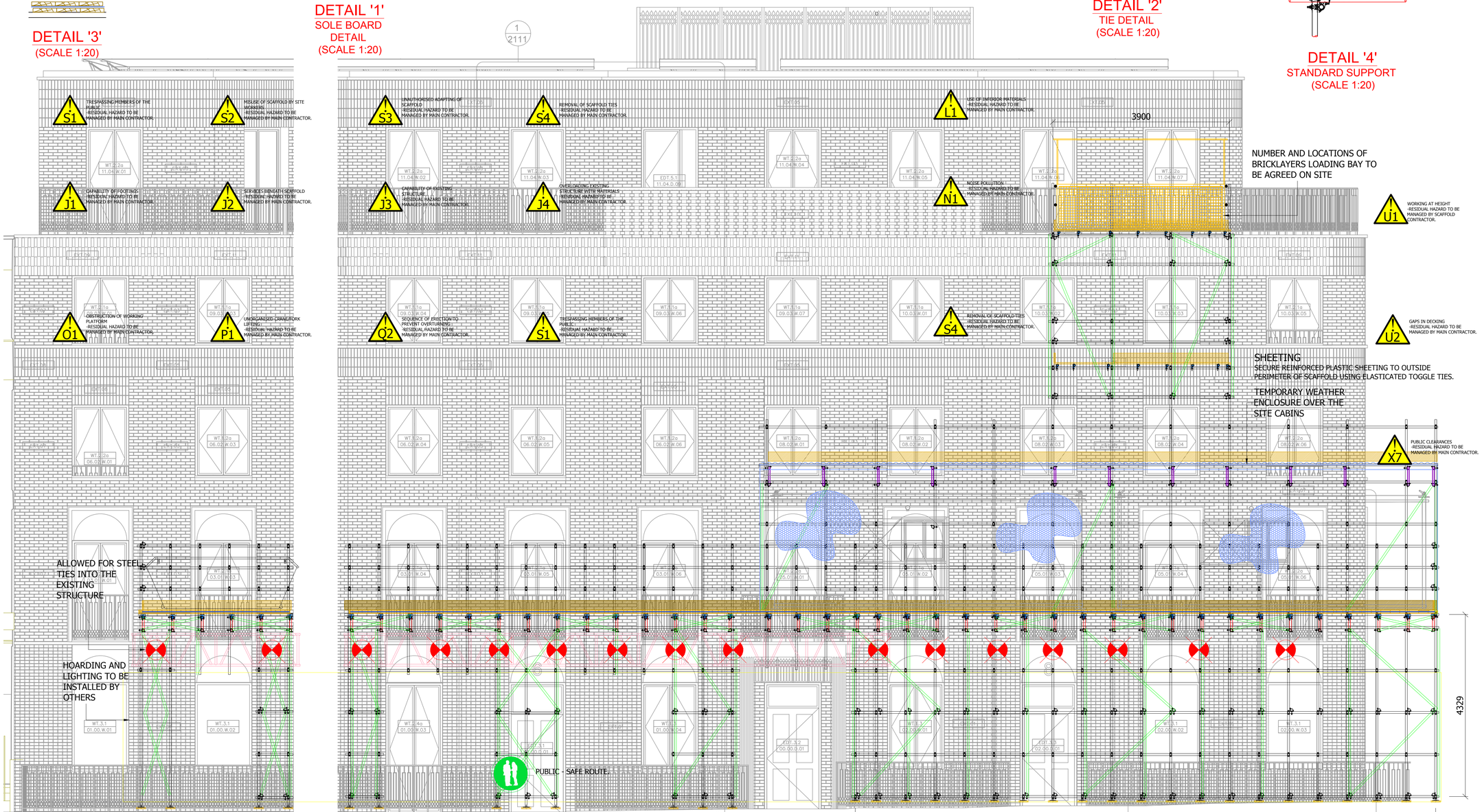

DETAIL '2'
TIE DETAIL
(SCALE 1:20)



SITE KEY PLAN




DETAIL '4'
STANDARD SUPPORT
(SCALE 1:20)




NUMBER AND LOCATIONS OF BRICKLAYERS LOADING BAY TO BE AGREED ON SITE

## SHEETING
SECURE REINFORCED PLASTIC SHEETING TO OUTSIDE PERIMETER OF SCAFFOLD USING ELASTICATED TOGGLE TIES.

## TEMPORARY WEATHER ENCLOSURE OVER THE SITE CABINS

## DOUBLE BOARDS
USE DOUBLE 38mm SCAFFOLD BOARDS WITH MEMBRANE BETWEEN.
SHORT BOARDS (LESS THAN 2400mm) TO BE FIXED DOWN USING BOARD CLAMPS.
BOARD OVERHANG TO BE BETWEEN 50mm AND 150mm MAX.

SOUTH ELEVATION
(GANTRY ACCESS ONLY)

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CONSTRUCTION IN ACCORDANCE WITH BS EN 12810-1 AND MANUFACTURES GUIDELINES.
ALL TUBE TO BE STEEL IN ACCORDANCE WITH BS EN 39. UNLESS NOTED OTHERWISE. (UNO).
ALL COUPLERS TO COMPLY WITH BS EN 74.
ALL BOARDS TO COMPLY WITH BS 2482-1 UNLESS NOTED OTHERWISE. (UNO).
SCAFFOLD ERECTION AND DISMANTLING TO CONFORM WITH THE CURRENT REVISION OF SG 4.

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UK - CDM 2015
THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015
IE - SAFETY HEALTH & WELFARE AT WORK ACT 2005 / (CONSTRUCTION) REGULATIONS 2013/ (GENERAL APPLICATION) REGULATIONS 2007 / CODE OF PRACTICE FOR ACCESS AND WORKING SCAFFOLDS 2019

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IDENTIFICATION OF RESIDUAL HAZARDS

## MAXIMUM ALLOWABLE LIVE LOADS
THE CLIENT MUST ENSURE THAT ALLOWABLE LIVE LOADS STATED BELOW ARE SUFFICIENT AND NOT EXCEEDED.

| | |
|---|---|
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 1.00kN/m² | ON 1 No. ADDITIONAL PLATFORM |
| 0.75kN/m² | ON INSIDE BOARD (S) |
| 2.00kN/m² | ON 1 No. WORKING PLATFORM |
| 15.00kN/m² | SWL GANTRY ACCESS SCAFFOLD |

## ENVIRONMENTAL LOADS
ENVIRONMENTAL LOADS FROM CALCULATIONS AND IN ACCORDANCE WITH BS EN 1991-1-4 AND BS EN 1991-1-3.

| | |
|---|---|
| N/A | PEAK WIND VELOCITY PRESSURE |
| N/A | SNOW LOAD (OCT-MARCH) |
| JAN | PERIOD OF ERECTION |
| 26 WEEKS | MAXIMUM DURATION OF SCAFFOLD |

## INTERFACE LOADS
THE CLIENT MUST ENSURE THAT THE GROUND / OR EXISTING STRUCTURES ARE CAPABLE OF SUPPORTING THE OVERALL / COMBINED IMPOSED LOADS OF THOSE STATED BELOW.

| | |
|---|---|
| N/A | MAXIMUM VERTICAL POINT LOAD |
| N/A | CALCULATED HORIZONTAL LOAD |

## TIE LOAD TESTING
IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

| | | |
|---|---|---|
| N/A | PROOF TEST LOAD | (F.O.S. 1.5 : 1) |

PROOF TEST 3 No. OR 5% OF TIES (WHICHEVER IS GREATER)

| | | |
|---|---|---|
| N/A | PRELIMINARY TEST LOAD | (F.O.S. 2 : 1) |

5 No ANCHORS IN ALTERNATIVE LOCATION - NOT TO BE USED

| REV | DESCRIPTION | BY | DATE |
|---|---|---|---|
| P04 | ISSUED FOR COMMENTS | AD | 19.01.26 |
| P03 | ISSUED FOR COMMENTS | AD | 16.01.26 |
| P02 | ISSUED FOR COMMENTS | AD | 14.01.26 |
| P01 | ISSUED FOR COMMENTS | AD | 08.01.26 |

CLIENT

MARK scaffolding services

TITLE
HEAVY DUTY GANTRY AND FACADE ACCESS

SITE
HARRINGTON SQUARE, NW1, LONDON

| SCALE | DRAWN BY | |
|---|---|---|
| 1 : 1 @ A1 - 1 : 2 @ A3 | S. RUSU | 06.01.26 |
| PRELIMINARY APPROVAL BY | CHECKED BY | |
| | A. DUME | 07.01.26 |

DRAWING STATUS
PRELIMINARY ISSUE

DRAWING NUMBER
ZRBS-DWG-2026-551

REVISION
P03

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CONSTRUCTION IN ACCORDANCE WITH BS EN 12810-1 AND MANUFACTURES GUIDELINES.
ALL TUBE TO BE STEEL IN ACCORDANCE WITH BS EN 39. UNLESS NOTED OTHERWISE. (UNO).
ALL COUPLERS TO COMPLY WITH BS EN 74.
ALL BOARDS TO COMPLY WITH BS 2482-1 UNLESS NOTED OTHERWISE. (UNO).
SCAFFOLD ERECTION AND DISMANTLING TO CONFORM WITH THE CURRENT REVISION OF SG 4.

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## UK - CDM 2015

THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015

## IE - SAFETY HEALTH & WELFARE AT WORK ACT 2005 / (CONSTRUCTION) REGULATIONS 2013/ (GENERAL APPLICATION) REGULATIONS 2007 / CODE OF PRACTICE FOR ACCESS AND WORKING SCAFFOLDS 2019

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IDENTIFICATION OF RESIDUAL HAZARDS

## MAXIMUM ALLOWABLE LIVE LOADS

THE CLIENT MUST ENSURE THAT ALLOWABLE LIVE LOADS STATED BELOW ARE SUFFICIENT AND NOT EXCEEDED.

| | |
|---|---|
| 1.50kN/m² | ON 1 No. WORKING PLATFORM |
| 1.50kN/m² | ON 1 No. ADDITIONAL PLATFORM |
| 0.75kN/m² | ON INSIDE BOARD (S) |

## ENVIRONMENTAL LOADS

ENVIRONMENTAL LOADS FROM CALCULATIONS AND IN ACCORDANCE WITH BS EN 1991-1-4 AND BS EN 1991-1-3.

| | |
|---|---|
| N/A | PEAK WIND VELOCITY PRESSURE |
| N/A | SNOW LOAD (OCT-MARCH) |
| AUG-SEP | PERIOD OF ERECTION |
| 52 WEEKS | MAXIMUM DURATION OF SCAFFOLD |

## INTERFACE LOADS

THE CLIENT MUST ENSURE THAT THE GROUND / OR EXISTING STRUCTURES ARE CAPABLE OF SUPPORTING THE OVERALL / COMBINED IMPOSED LOADS OF THOSE STATED BELOW.

| | |
|---|---|
| N/A | MAXIMUM VERTICAL POINT LOAD |
| N/A | CALCULATED HORIZONTAL LOAD |

## TIE LOAD TESTING

IN ACCORDANCE WITH THE CURRENT REVISION OF CoP.

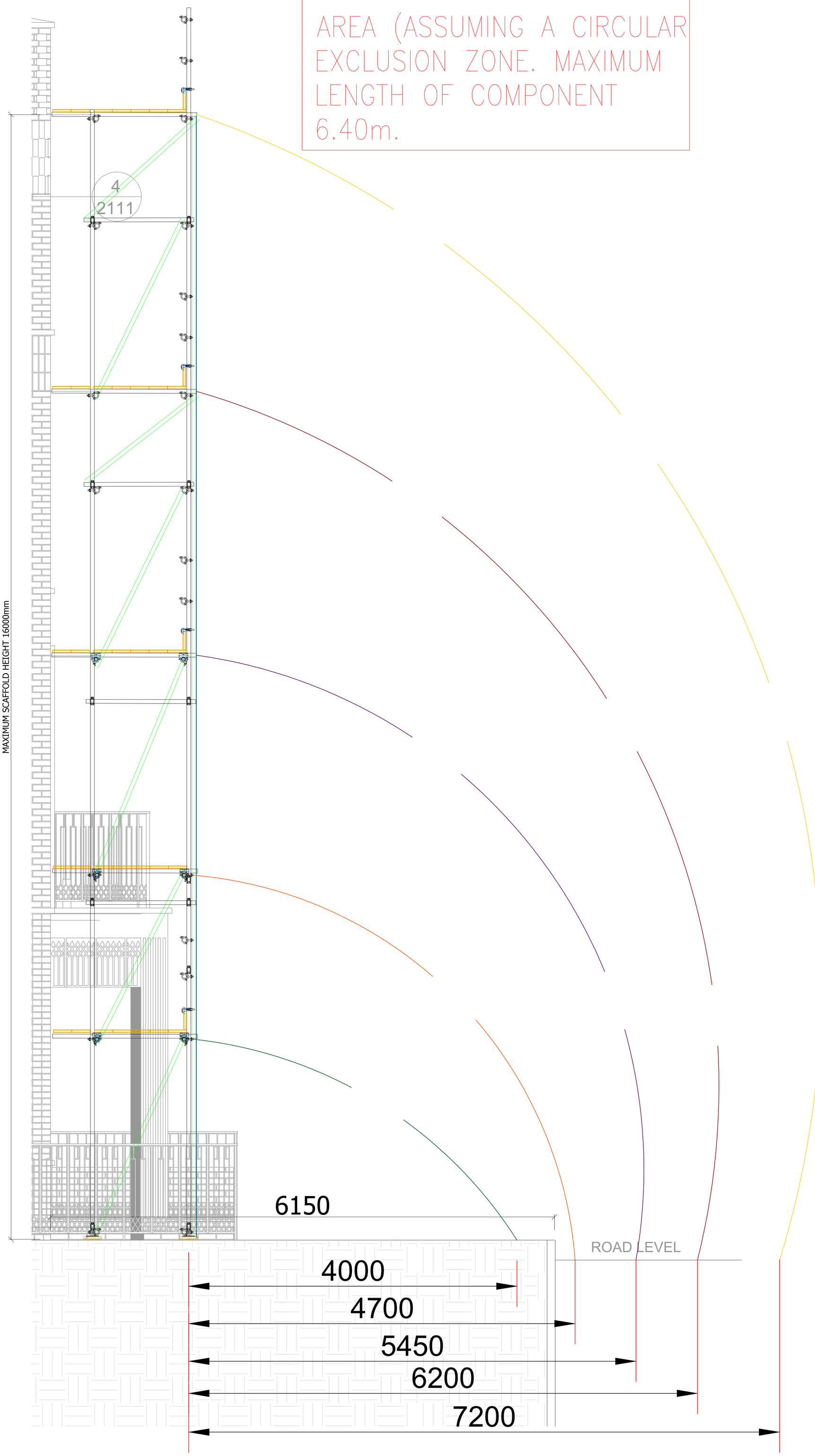
| | | |
|---|---|---|
| N/A | PROOF TEST LOAD | (F.O.S. 1.5 : 1) |

PROOF TEST 3 No. OR 5% OF TIES (WHICHEVER IS GREATER)

| | | |
|---|---|---|
| N/A | PRELIMINARY TEST LOAD | (F.O.S. 2 : 1) |

5 No ANCHORS IN ALTERNATIVE LOCATION - NOT TO BE USED

DROP ZONE RADIUS AND AREA (ASSUMING A CIRCULAR EXCLUSION ZONE. MAXIMUM LENGTH OF COMPONENT 6.40m.




| REV | DESCRIPTION | BY | DATE |
|---|---|---|---|
| P01 | ISSUED FOR COMMENTS | AD | 19.01.26 |

CLIENT

MARK1 scaffolding services

TITLE

RADIUS DRAWING

SITE

HARRINGON SQUARE, NW1, LONDON

| SCALE | DRAWN BY | |
|---|---|---|
| 1 : 25 @ A1 - 1 : 50 @ A3 | S. RUSU | 19.01.26 |
| PRELIMINARY APPROVAL BY | CHECKED BY | |
| | A. DUME | 20.01.26 |

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