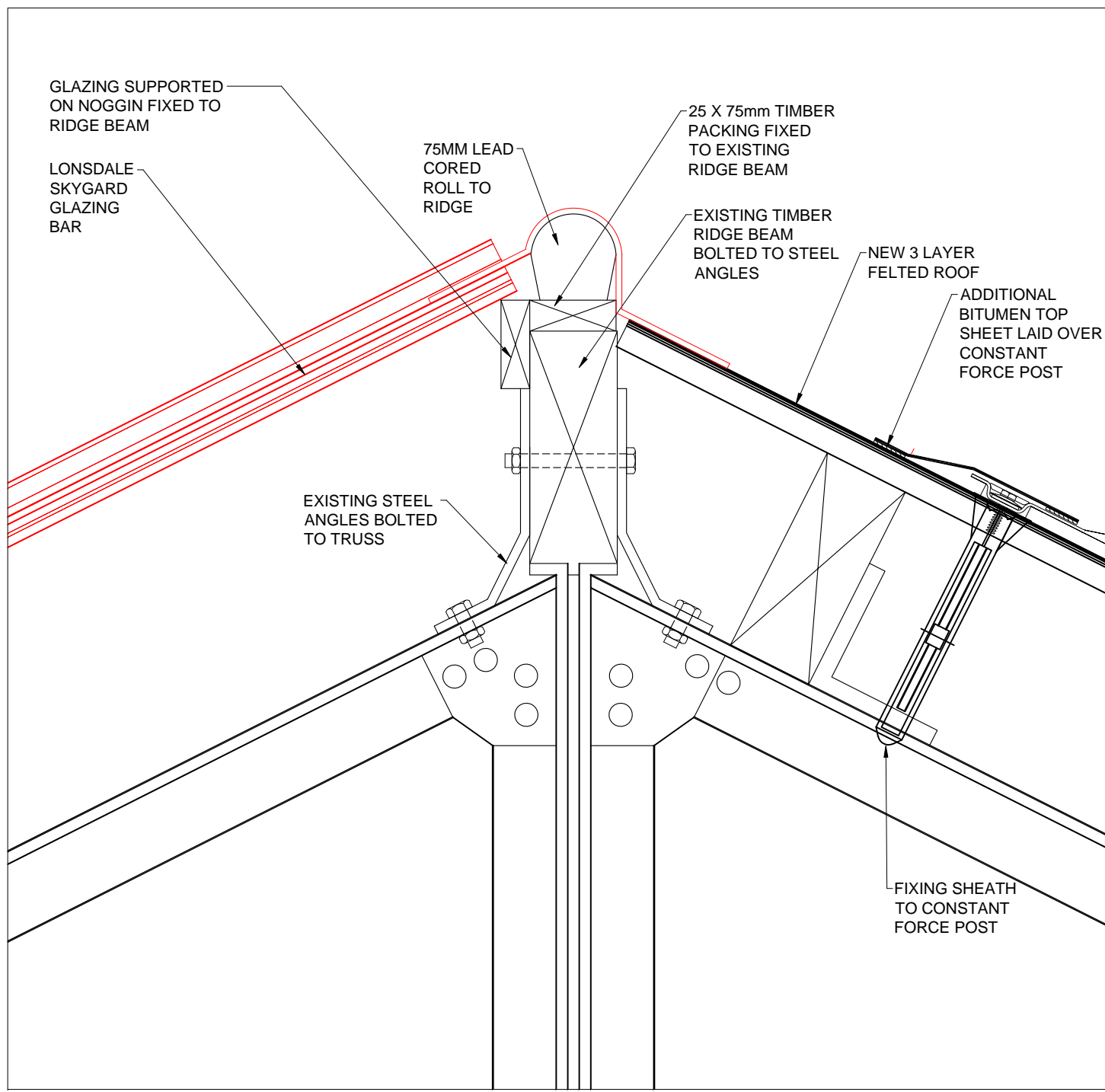


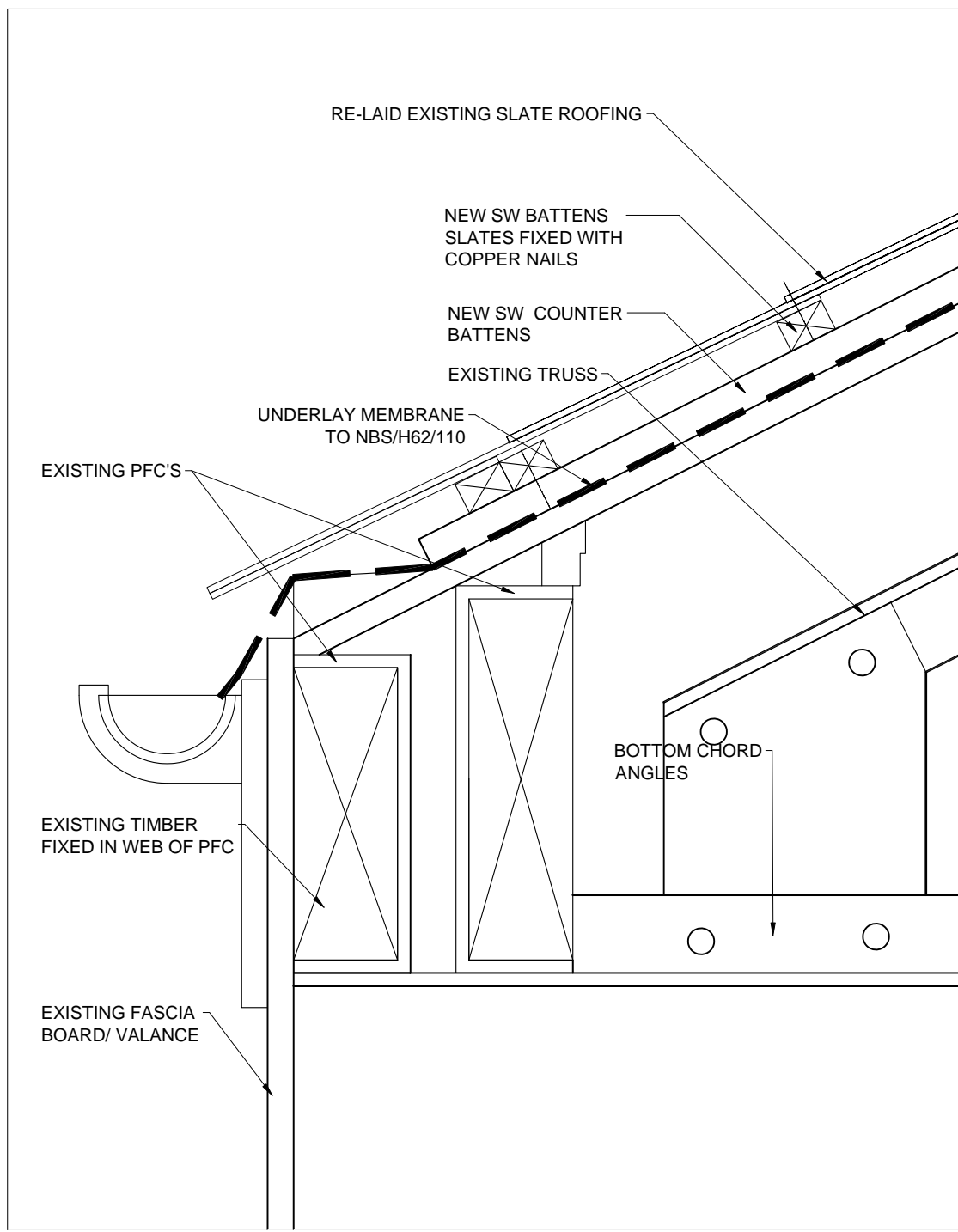
1 PATENT GLAZING CILL DETAIL

SCALE: 1:5



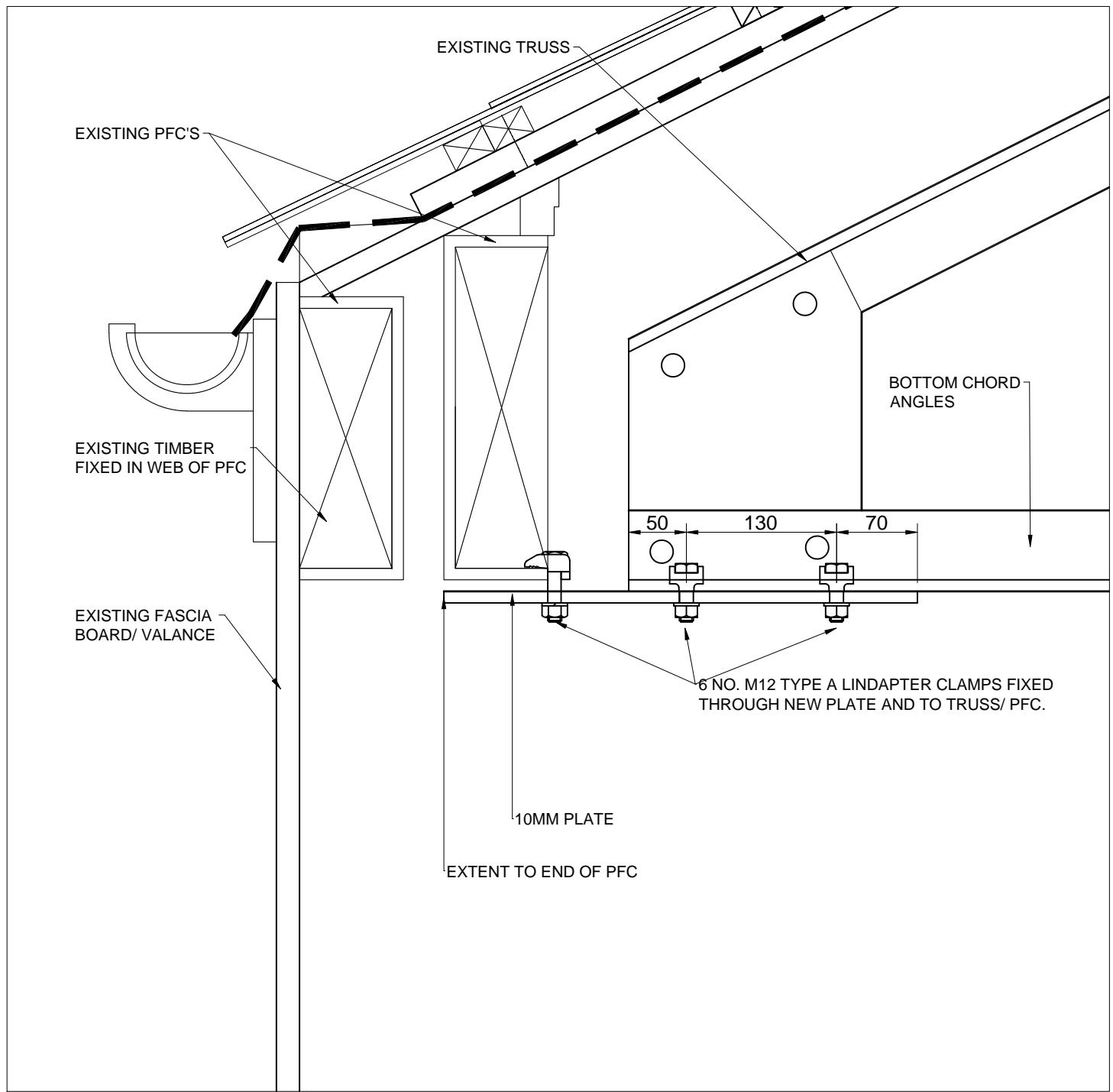
2 PATENT GLAZING HEAD DETAIL

SCALE: 1:5



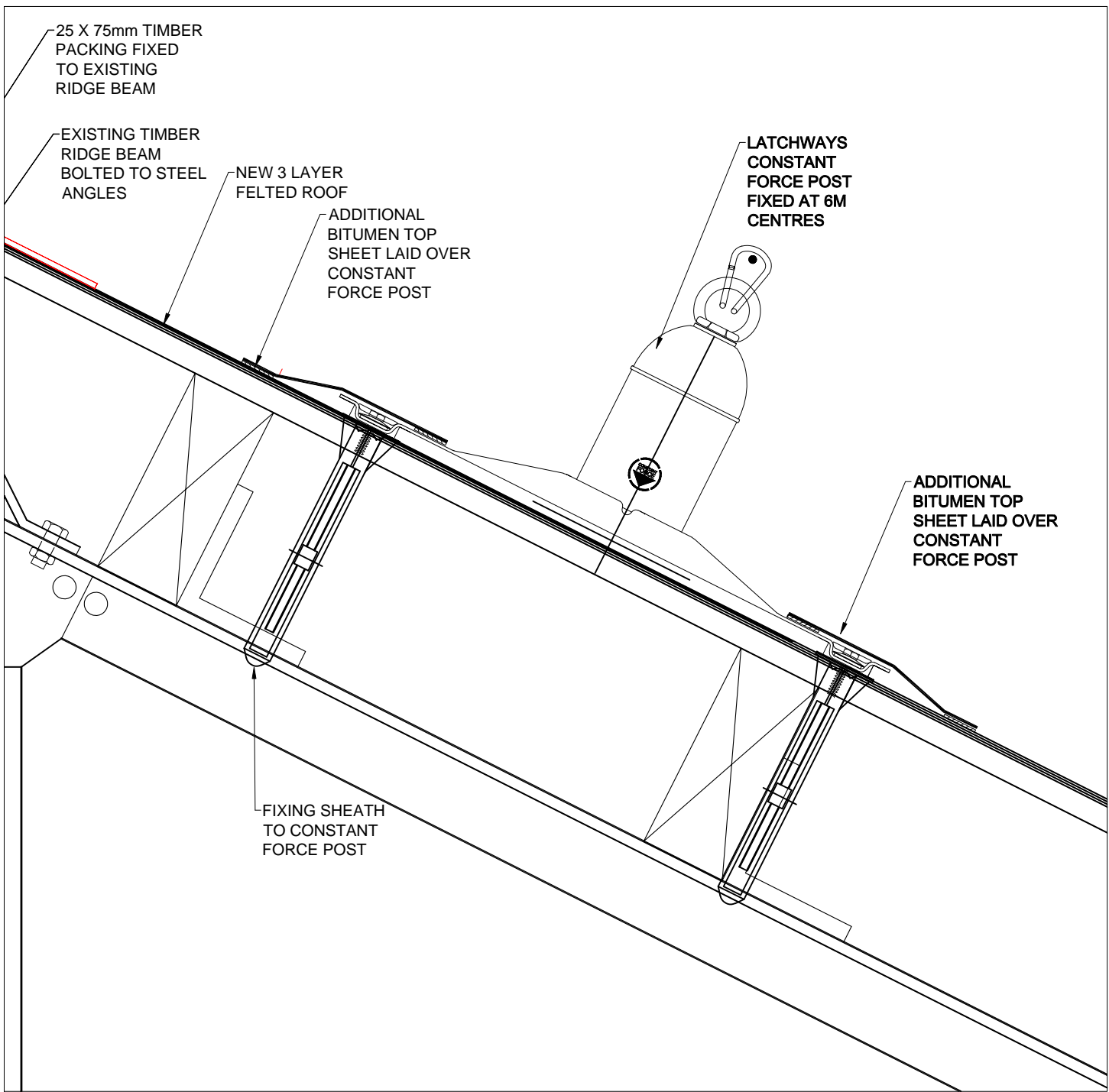
3 EAVES/ GUTTER DETAIL

SCALE: 1:5



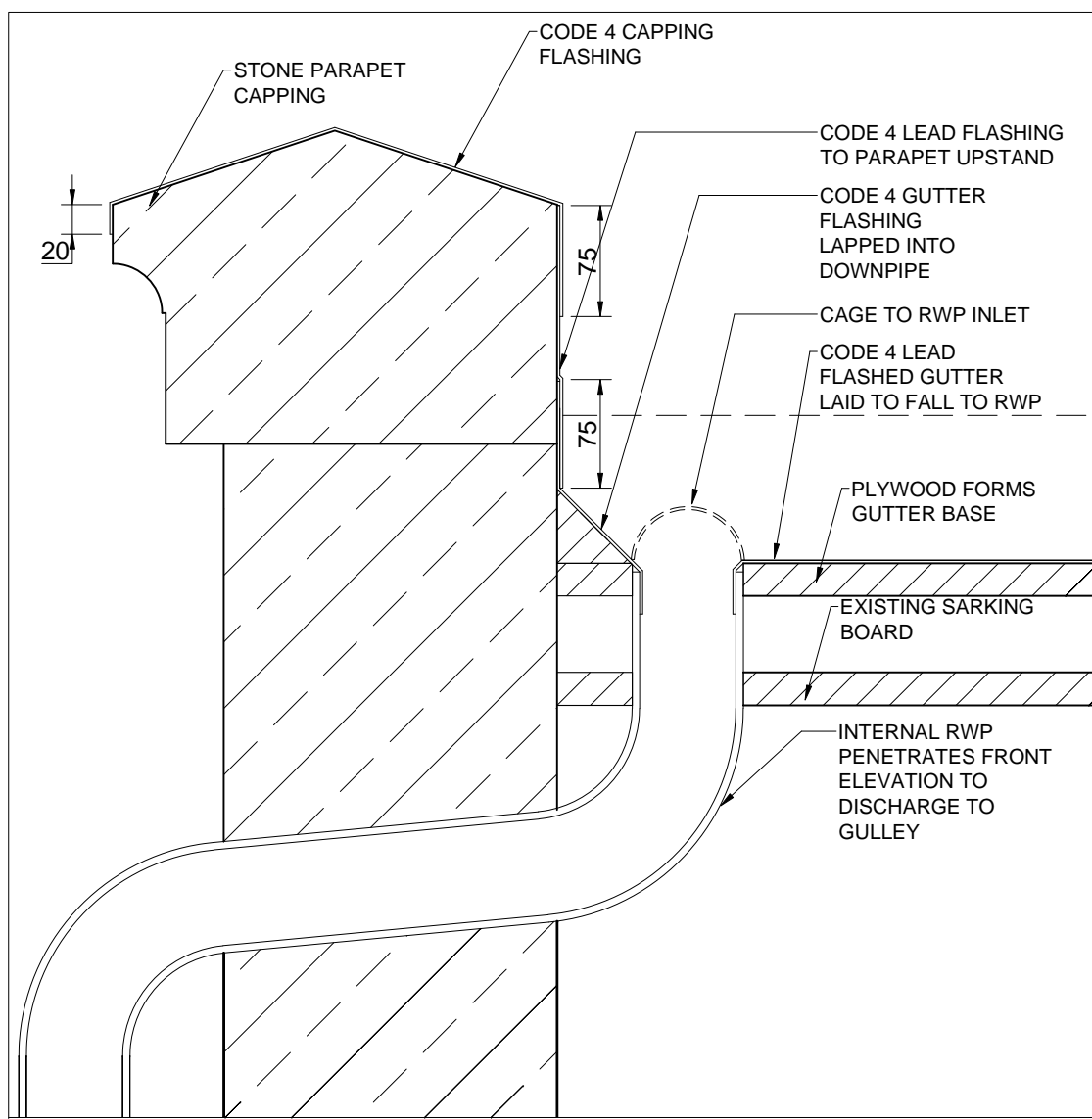
4 TRUSS REPAIR DETAIL

SCALE: 1:5



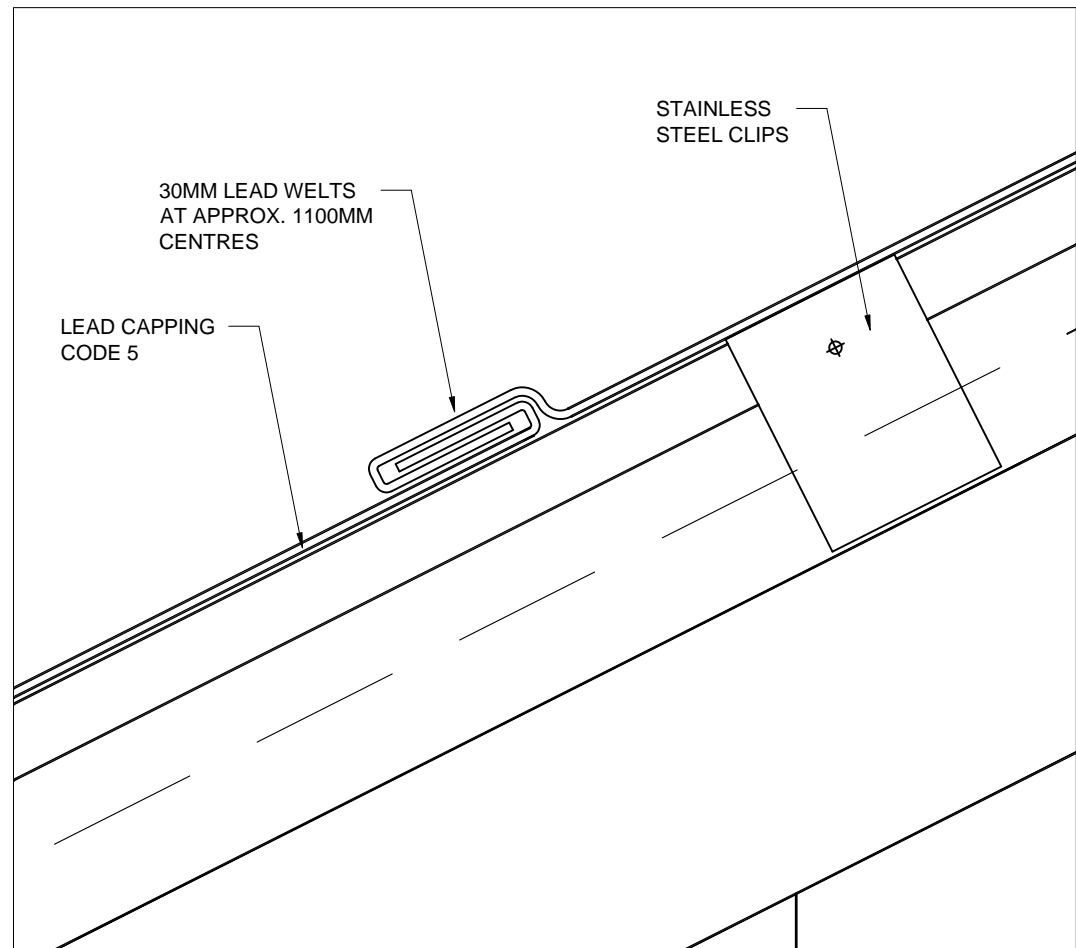
5 MANSAFE RESTRAINT DETAIL

SCALE: 1:5



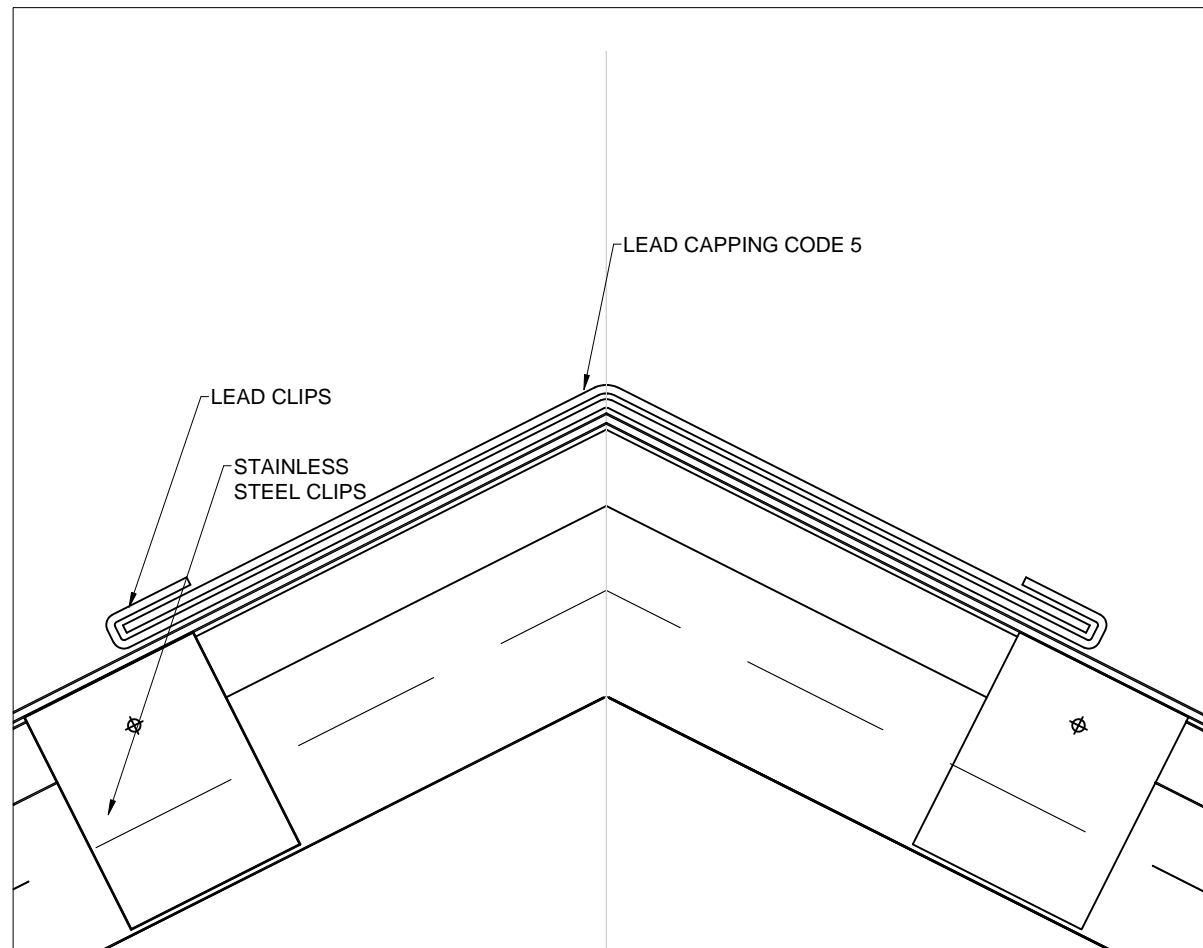
8 FLASHING/ DOWNPIPE TO VALLEY GUTTER

SCALE: 1:5



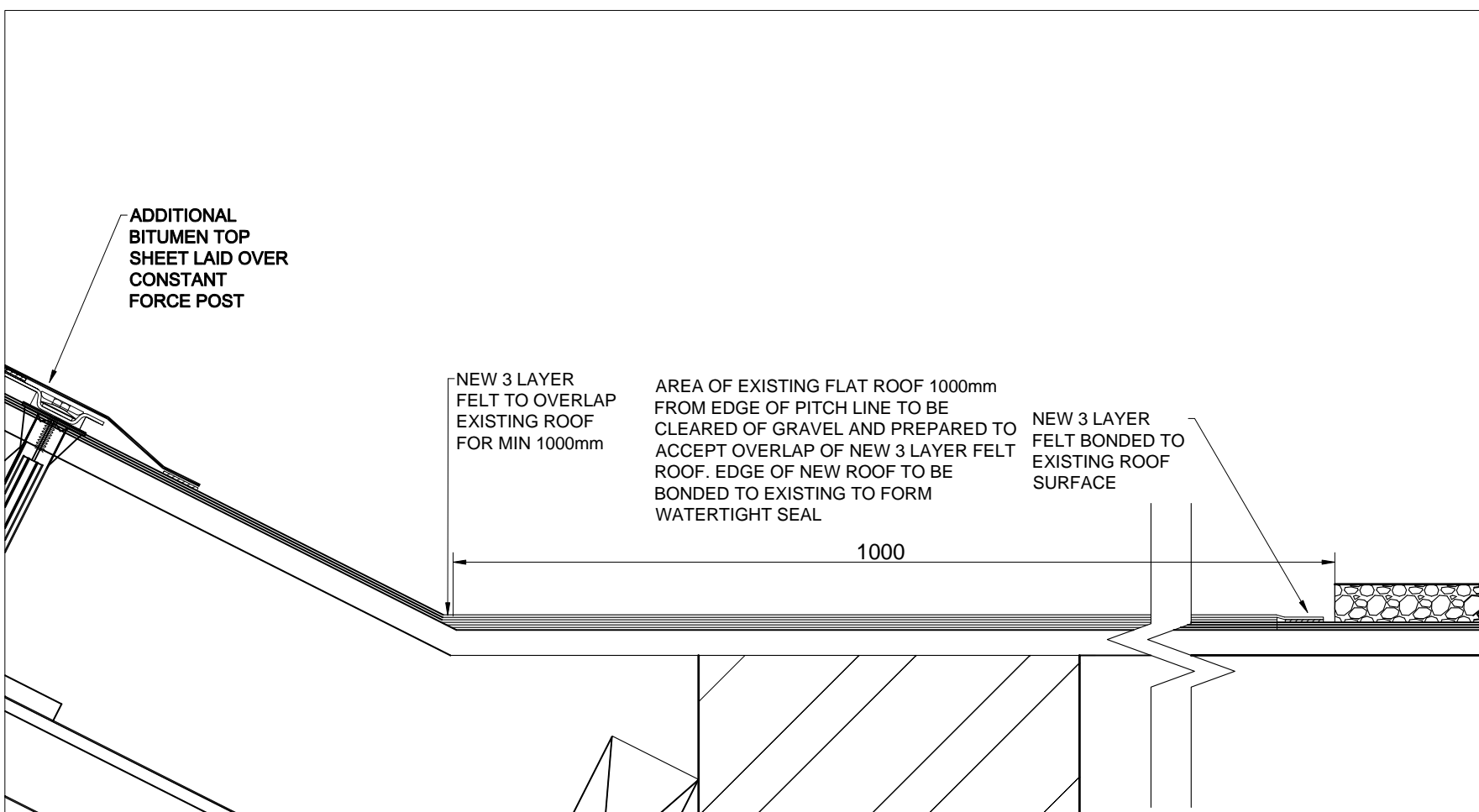
6 ROOF VERGE WELTED LEAD DETAIL

SCALE: 1:2



7 ROOF VERGE LEAD RIDGE CAPPING

SCALE: 1:2



9 FELTED ROOF OVERLAP DETAIL

SCALE: 1:5

GENERAL CANOPY NOTES

CRASH DECK OR OTHER SUITABLE FALL PROTECTION TO BE CONSIDERED BENEATH ALL OVERHEAD WORKS (I.E. CANOPY REMOVAL, INSTALLATION OF PATENT GLAZING AND DECORATION) FALL PROTECTION SHALL BE INSTALLED IN A PHASED MANNER TO ACCOMMODATE PASSENGER MOVEMENTS THROUGH THE STATION DURING THE WORKS.

REMOVE ALL EXISTING CANOPY GLAZING, INCLUDING GLAZING BARS, LEAD FLASHINGS AND ASSOCIATED TIMBER FIRINGS AND DISPOSE OF OFF SITE. PROVIDE TEMPORARY PROTECTION TO OPENING AND LEAVE READY FOR NEW PATENT GLAZING TO BE FITTED.

CAREFULLY STRIP OFF THE EXISTING SLATE ROOF COVERING TO THE EXTENT OF THE CANOPY TAKING CARE TO RETAIN AS MUCH SLATE AS POSSIBLE. ALLOCATE A SUITABLE AREA ON SITE TO STORE THE RE-CLAIMED SLATE, SORT (IN TERMS OF SIZE AND THICKNESS) AND STORE SAFELY UNTIL READY FOR RE-USE LATER.

CAREFULLY REMOVE THE EXISTING TIMBER CORED ROLL AND LEAD LINING FROM THE CANOPY RIDGE AND DISPOSE OF OFF SITE. INCLUDE FOR THE REMOVAL OF THE LEAD VERGE CAPPING.

CAREFULLY REMOVE THE EXISTING TIMBER BATTENS/TILTING FILLETS FROM THE T&G SARKING BOARDS ENSURING THAT ALL NAILS/FIXINGS ARE FULLY REMOVED AND DISPOSED OF OFF SITE.

CAREFULLY STRIP OFF EXISTING LEAD & FELT FLASHING TO VALLEY GUTTER BETWEEN MAIN STATION BUILDING AND CANOPY ROOFS AND DISPOSE OFF SITE.

REMOVE ALL EXISTING TIMBER TO VALLEY GUTTER ENSURING THAT ALL NAILS/FIXINGS ARE FULLY REMOVED AND DISPOSED OF OFF SITE.

ALLOW FOR REPLACING 15% DECAYED SARKING BOARD WITH TREATED TIMBER OF SIZE TO MATCH EXISTING. ALL AREAS OF DECAYED TIMBER SARKING SHALL BE BROUGHT TO THE ATTENTION OF THE NETWORK RAIL REPRESENTATIVE WITHOUT DELAY. SUBSEQUENT INSTRUCTIONS WILL BE GIVEN FOR REMEDIAL ACTION.

KEY FINISHES - CANOPY

COATING PRODUCTS HAVE BEEN SELECTED WITHIN THE NON-COMPLEX DESIGN DOCUMENTATION AND ARE APPROVED AND TESTED SYSTEMS OBTAINED FROM THE PADS DATABASE AND ARE KNOWN TO MEET NETWORK RAIL MINIMUM STANDARDS IN TERMS OF PERFORMANCE AND DESIGN LIFE. WHERE ALTERNATIVE PRODUCTS ARE PROPOSED BY THE CONTRACTOR THESE MUST BE THE BEST OF THEIR RESPECTIVE KIND AND APPROVED BY NETWORK RAIL IN ACCORDANCE WITH NR/L3/CIV/039 PRIOR TO APPLICATION.

COSHH REGULATIONS:

THE APPLICATOR WILL NEED TO CARRY OUT A COSHH ASSESSMENT PRIOR TO APPLYING THE PRODUCTS DETAILED WITHIN THIS SPECIFICATION. THEREFORE BEFORE USE PLEASE REFER TO THE RELEVANT HEALTH AND SAFETY DATA SHEETS. ENSURE THAT THOSE CARRYING OUT ANY OF THE OPERATIONS DETAILED IN THIS SPECIFICATION ARE EQUIPPED WITH THE CORRECT PERSONAL PROTECTIVE EQUIPMENT. PRECAUTIONS SHOULD BE TAKEN DURING SURFACE PREPARATION OF SURFACES DUE TO THE PRESENCE OF LEAD WITHIN THE EXISTING COATINGS.

REMOVE FORMER FIXINGS/ REDUNDANT BRACKETS FROM THE CANOPY TRUSSES AND DISPOSE OF OFF SITE.

PROTECTIVE COATING TO METALWORK

ALL CANOPY METALWORK IS TO BE PREPARED TO A SURFACE STANDARD OF ST2½ (BS EN 150-8501-1) TO REMOVE ANY AREAS OF CORRODED STEEL AND PROVIDE A SUITABLE BASE FOR NEW PROTECTIVE COATINGS. ALLOW FOR REMOVING ALL LOOSE FLAKING PAINTWORK AND SCRAPE BACK TO A SOUND COATING, ENSURING EDGES ARE FEATHERED INTO SURROUNDING COATINGS TO ALLOW A SMOOTH UNIFORM FINISH TO BE ACHIEVED. WHERE SURFACE CONDUITS AND OTHER SERVICES ARE FITTED TO CANOPY COMPONENTS THESE SHALL BE TEMPORARILY DISCONNECTED/REMOVED DURING REFURBISHMENT WORKS AND SECURELY FIXED TO THEIR FORMER POSITIONS ON COMPLETION. PROVIDE ALL NECESSARY CONTAINMENT, EXTRACTION AND TREAT ALL WASTE AS HAZARDOUS. THIS SHALL INCLUDE ALL TRUSSES, COLUMNS, GALLOWS BRACKETS AND ANY OTHER CONNECTED/ASSOCIATED METALWORK. THE PREPARED METAL SURFACES ARE TO BE APPLIED WITH A NEW M20 PROTECTIVE COATING SYSTEM, ALL IN ACCORDANCE WITH NETWORK RAIL MODEL CLAUSE NR/L3/CIV/140/176, NETWORK RAIL STANDARD NR/L3/CIV/040 AND GENERALLY SHALL BE APPLIED IN ACCORDANCE WITH THE BASIC WORKMANSHIP REQUIREMENTS OF BS 8000-12: 1989 - WORKMANSHIP ON BUILDING SITES, CODE OF PRACTICE FOR DECORATIVE WALL COVERINGS AND PAINTING.

PROTECTIVE COATING TO TIMBERWORK

TO ALL CANOPY TIMBERWORK SUCH AS, PURLINS, VALANCE/FASCIA BOARDS AND GABLE END ETC. WHERE SURFACE CONDUITS AND OTHER SERVICES ARE FITTED TO TIMBER COMPONENTS THESE SHOULD BE TEMPORARILY DISCONNECTED/REMOVED DURING REFURBISHMENT WORKS AND SECURELY FIXED TO THEIR FORMER POSITIONS ON COMPLETION. ALLOW FOR REMOVING 5% OF ANY DEFECTIVE OR DECAYED TIMBER (FOR EXAMPLE WET ROT) RETAINING AS MUCH OF THE SOUND TIMBER, AS FAR AS REASONABLY POSSIBLE, AND PREPARE AREA FOR SPLICE REPAIR. SPLICE REPAIR JOINTS ARE TO BE FORMED USING 'MALE/FEMALE' DIAGONAL JOINTS WITH DIAGONAL FALLS PREFERABLY AWAY EXTERNAL FACES. USE MATCHING GRAIN AND WOOD SPECIES FOR THE SPLICED TIMBER AND ENSURE THE NEW TIMBER IS WELL SEASONED AND OF A SIMILAR MOISTURE CONTENT TO THE EXISTING TIMBER. AVOID USING TIMBER WITH SHAKES, FISSURES, WARPS, SAPWOOD OR LARGE KNOTS. ENSURE THAT STRUCTURAL INTEGRITY OF THE CANOPY IS ARE MAINTAINED AT ALL TIMES. SPLICED JOINTS ARE TO BE MECHANICALLY FIXED WITH STAINLESS STEEL SCREWS AND GLUED. WHERE POSSIBLE, FIXING SCREWS SHOULD BE DRIVEN FROM THE INSIDE FACE OF THE TIMBER. TO AREAS OF MINOR SURFACE DECAY (WHERE SPLICE REPAIRS ARE NOT NECESSARY) SCRAPE OUT THE AFFECTED TIMBER UNTIL SOUND TIMBER IS REACHED AND THEN TREAT WITH PRESERVATIVE. ONCE THE PRESERVATIVE HAS DRIED PRIME THE AREA AND BUILD UP WITH FILLER, SAND DOWN UNTIL SMOOTH AND FLUSH WITH SURROUNDING TIMBER SECTIONS AND LEAVE READY FOR DECORATION (AS DETAILED BELOW).

ALL PREPARED TIMBER SURFACES SHALL BE APPLIED WITH NEW T50 PROTECTIVE COATING SYSTEM, ALL IN ACCORDANCE WITH NETWORK RAIL MODEL CLAUSE NR/L3/CIV/140/170 AND 174, NETWORK RAIL STANDARD NR/L3/CIV/040 AND GENERALLY SHALL BE APPLIED IN ACCORDANCE WITH THE BASIC WORKMANSHIP REQUIREMENTS OF BS 8000-12: 1989 - WORKMANSHIP ON BUILDING SITES, CODE OF PRACTICE FOR DECORATIVE WALL COVERINGS AND PAINTING.

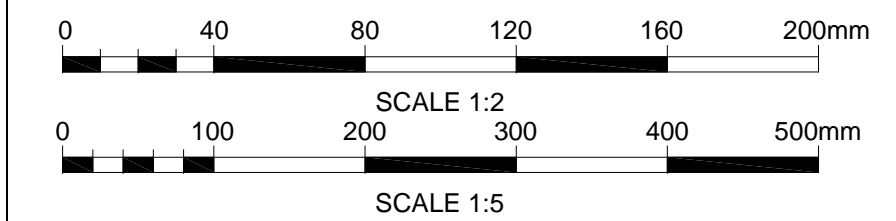
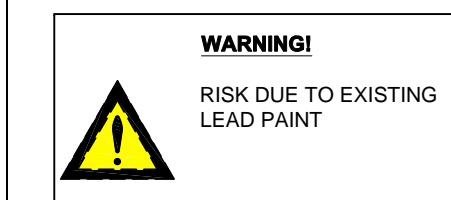
LEGEND/NOTES

THIS DRAWING IS TO BE READ WITH AND FORMS PART OF THE PROJECT DOCUMENTS LISTED BELOW:

CIVILS DOCUMENTS:

BDG0054(M)/CIV/FORM NCC - NON COMPLEX DESIGN FORM	
BDG0054(M)/DRG/A001 -	EXISTING PLATFORM LAYOUT
BDG0054(M)/DRG/A002 -	PROPOSED PLATFORM LAYOUT
BDG0054(M)/DRG/A003 -	EXISTING & PROPOSED PLATFORM SECTIONS
BDG0054(M)/DRG/A004 -	EXISTING CANOPY PLANS/ SECTIONS/ ELEVATIONS
BDG0054(M)/DRG/A005 -	PROPOSED CANOPY PLANS/ SECTIONS/ DETAILS
BDG0054(M)/DRG/A006 -	PROPOSED CANOPY DETAILS
BDG0054(M)/DRG/A007 -	STATION BUILDING EXISTING ELEVATIONS & PROPOSED RENOVATIONS
BDG0054(M)/DRG/E001 -	EXISTING ELECTRICAL LAYOUT
BDG0054(M)/DRG/E002 -	PROPOSED ELECTRICAL LAYOUT
P-0597-194-SU-DRG-001-	PLATFORM 1 TOPOGRAPHICAL SURVEY
P-0623-150-TR-REP-002-	GAUGING SCHEME

NOTE : PLATFORM EDGE TO BE SETOUT IN ACCORDANCE WITH TRITECH PLATFORM GAUGING OFFSETS



C01	01/04/11	MINOR AMMENDMENTS TO DETAILS & ISSUE FOR CONSTRUCTION	AA	SE	JW
B01	23/02/11	FOR ISSUE NON COMPLEX WORKS	AA	SE	JW
REV	DATE	DESCRIPTION OF REVISIONS	DRAWN	CHKD	APPRD

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

THE HAZARDS AND RISKS ASSOCIATED WITH THE WORKS SHOWN ON THIS DRAWING AND DESCRIBED IN THE SCHEDULE OF WORKS ARE CONSIDERED TO BE WITHIN THE REASONABLE, NORMAL AND ACCEPTABLE LIMITS FOR GENERAL BUILDING AND MAINTENANCE WORKS. PLEASE REFER TO DESIGNER RISK ASSESSMENT

DOCUMENT REF: BDG0054(M)/DRA/A01

STATUS

APPROVED FOR CONSTRUCTION



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PROJECT: BDG0054(M)

GLOSSOP STATION PLATFORM RESURFACING AND CANOPY WORKS

DRAWING TITLE

PROPOSED CANOPY DETAILS

DESIGNER	ABU WADIE	SIGNED	ABU WADIE	DATE	23/02/2011
DRAWN	ANDREW AINSKOUGH	SIGNED	ANDREW AINSKOUGH	DATE	23/02/2011
CHECKED	STEVE ELLIS	SIGNED	STEPHEN ELLIS	DATE	23/02/2011
APPROVED	JOHN WINSTANLEY	SIGNED	JOHN WINSTANLEY	DATE	23/02/2011

SCALE(S) AT A1 SHEET SIZE 594 X 841
1:5/ 1:20/ 1:100
ELR & MILEAGE
GDW 0 MILES 01 YARDS

DRAWING NUMBER	BDG0054(M)/DRG/A006	REVISION	C01
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