

IT IS THE CLIENT'S INTENTION TO MAINTAIN THE CURRENT CLEANING STRATEGY, WHICH IS AS FOLLOWS:
(NOTE THAT THIS IS STILL TO BE CONFIRMED WITH THE CDM COORDINATOR)

ABCO, THE CURRENT ABSEILING COMPANY, USE THE EXISTING BMU TRACK PLINTHS TO FIX THEIR SAFETY AND ABSEILING LANYARDS TO.

MARKED ANCHOR POINTS ON THE BMU TRACKWAY SYSTEM SHOULD BE INSPECTED AND TESTED BY A COMPETENT PERSON IN ACCORDANCE WITH THE APPROPRIATE AND CURRENT INDUSTRY STANDARDS AND ACCEPTED GUIDELINES, INC. THE IRATA (COP FOR INDUSTRIAL ROPE ACCESS) (SECTION 2.11.2).

ALL OPERATIVES ACCESSING THE ROOF AND ABSEILING USERS ARE PROPERLY TRAINED AND ARE COMPETENT TO CARRY OUT THEIR JOB SAFELY AS PER HSE, THE HEALTH AND SAFETY AT WORK ETC. ACT 1974 (HSW ACT), THE WORK AT HEIGHT REGULATIONS 2005 AND THE INDUSTRIAL ROPE ACCESS TRADE ASSOCIATION (IRATA INTERNATIONAL).

WHILST OPERATING IN A WORK POSITIONING MODE (INCLUDING VERTICAL ABSEILING), THE OPERATIVES USE A WORKING 'LOAD' LINE AND A SEPARATE BACKUP SAFETY LINE.

SAFETY LANYARDS ARE PLACED AROUND EACH DESIGNATED PLINTH AND SECURED WITH KARABINERS. NON-STRETCH SAFETY LINES (ROPES) ARE CONNECTED TO EACH LANYARD. NB. FOR ABSEILING 'WORK POSITIONING', WHERE TWO ANCHOR POINTS ARE PROVIDED, BOTH WORKING AND SAFETY LINES MUST BE ATTACHED TO BOTH ANCHOR POINTS.

THE SEQUENCE OF CONNECTION IS AS FOLLOWS:

OPERATIVES CONNECT TO THEIR WORKING LINE AND SAFETY LINE PRIOR TO MOVING WITHIN 2M OF AN UNPROTECTED EDGE.
OPERATIVES MOVE CAREFULLY ACROSS THE OUTER BMU TRACK (NEAREST TO THE ROOF EDGE) ONCE ATTACHED TO THEIR WORKING AND SAFETY LINES, WITH LINES SET ABOVE THE OUTER TRACKWAY (TO ALLOW FOR GREATER FLEXIBILITY IN MOVEMENT AND POSITIONING).

ALL POTENTIALLY ABRASIVE POINTS OF CONTACT BETWEEN ROPES (SAFETY LINES) AND THE BUILDING'S STRUCTURES WILL BE PROTECTED WITH 'ROPE/EDGE PROTECTORS', INCLUDING PARAPET EDGES, BMU TRACKS (WHERE IN CONTACT WITH ROPES) AND BMU PLINTHS WHERE THEY ARE USED FOR DIVERSION (APPROPRIATE ROPE PROTECTION MAY ALSO BE ACHIEVED VIA DEVIATION ANCHORS).
NB. EDGE PROTECTORS MAY INCLUDE ROLLERS, METAL EDGE PLATES, EDGE PADDING, OR ANCHOR LINE PROTECTORS SUCH AS A TEXTILE SHEATH WHICH ENCAPSULATES THE ANCHOR LINE, OR BY A COMBINATION OF TYPES OF PROTECTOR.

ABCO NOTE THAT ROPE DEVIATION IS A STANDARD AND TRAINED FOR ROPED ACCESS PROCEDURE TO REDIRECT THE PATH OF THE ANCHOR LINES FROM THE ANCHOR POINTS TO PROVIDE MORE ACCURATE POSITIONING/ACCESS FOR THE ROPE ACCESS TECHNICIAN (AND WHERE NEEDED TO AVOID ABRASION AND OTHER POTENTIAL CAUSES OF DAMAGE TO THE ANCHOR LINES). WHERE NEEDED, ROPES ARE DEVIATED AROUND PLINTHS, SO THAT ANCHOR LINES ARE POSITIONED ABOVE THE WORK LOCATION. THE SUPERVISOR WILL DETERMINE APPROPRIATE ROPE PROTECTION WHICH MAY INCLUDE DEVIATION ANCHORS.

THE BLUE HIGHLIGHTED AREA ON THE PLAN WILL REQUIRE A FURTHER ASSESSMENT VISIT WITH A ROPED ACCESS SUPERVISOR TO DETERMINE IF ADDITIONAL SUSPENSION POINTS (DAVIT ARMS) WILL NEED TO BE INSTALLED.

REGARDING THE GLASS REPLACEMENT OF THE EXISTING EXTENSION BUILDING, GLASS PANELS GENERALLY CAN BE REPLACED VIA A COMBINATION OF INTERNAL AND EXTERNAL ACCESS, VIA GLASS LIFTING 'ROBOT' ARMS AND ELECTRONIC VACUUM SYSTEMS, EXTERNAL ROPED AND/OR CRANE ACCESS. HOWEVER, NO SPECIFIC KNOWLEDGE OF ANY GLASS REPLACEMENT METHODS AT THIS BUILDING, OR APPROPRIATE FITTING PROCEDURES, IS AVAILABLE.

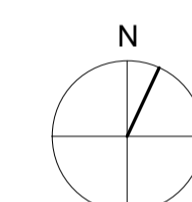
SYMBOLS KEY

- HANDRAIL REACHING 1100MM HEIGHT
- FALL RESTRAINT SYSTEM (CFP ON FLOOR) 2050MM OFF SET FROM THE FALL HAZARD
- FALL RESTRAINT SYSTEM (CFP ON WALLS) 2050MM OFF SET FROM THE FALL HAZARD
- REACH OF FALL RESTRAIN SYSTEMS
- OVERHEAD FALL ARREST SYSTEM (2M FROM FFL) 2050MM LENGTH OF LANYARD AND PERSONAL FALL LIMITER
- FALL RESTRAINT SYSTEM (CFP UNDER BMU TRACKS OR AT FLOOR LEVEL TO BOTH SIDES OF WALKWAY, LENGTH OF BOTH LANYARDS TBC WITH ROOF FALL PROTECTION SUBCONTRACTOR
- CONSTANT FORCE POST, NUMBER TBC WITH ROOF FALL PROTECTION SUBCONTRACTOR WHEN APPOINTED
- ACCESS POINTS TO ROOF TBC
- BOILER FLUE
- BMU TRACK
- DAVIT PLINTHS
- WEATHER AND UV PROTECTION CABINET WITH MOUNTING BOARDS, CONTAINING TWO FULL HARNESSSES
- POTENTIAL LOCATION OF STEP OVERS, TBC WITH MEP SERVICES ENGINEER
- GALVANIZED STEEL METAL LADDER
- WATER POINT FOR FACADE CLEANING
- SOCKETS FOR BMU

NOTES:

CLIENT INTENTION IS TO MAINTAIN CURRENT FACADE AND ROOF ACCESS STRATEGY. THIS IS TO BE CONFIRMED WITH THE CDM COORDINATOR

- BIRD BOX LOCATION



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CDM REGULATION			
HAZARDS	DATE ADDED	DATE MITIGATED	RISK ASSESSMENT DATE

P1	09.09.19	ISSUED FOR PLANNING	SP
C1	18.01.19	CONSTRUCTION ISSUE	SP
T4	14.11.18	STRUCTURE & BID-BOX LOCATION ADDED TO DRAWING	SP
T3	26.04.18	STAGE 4 ENVELOPE UPDATE	LS
T2	27.03.18	STAGE 4 ENVELOPE UPDATE	DM
T1	05.03.18	STAGE 4 ENVELOPE UPDATE	SP
REV	DATE	PURPOSE OF ISSUE	

CLIENT **AA & DB**
 PROJECT **17 CHARTERHOUSE ST.**
 DRAWING **SAFFRON HILL EXTENSION ROOF**

SCALE: 1:100 @A1 STATUS: PRELIMINARY
 1:200 @A3 TENDER
 DRAWN LS CONSTRUCTION
 CHECKED SP AS BUILT

DRAWING NO. **P17-082** **A-27-07-02** **P1**
proj. role series floor type no. rev.

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