

# Hangar L2 Roof repairs

## Performance Specification

February 2025

The successful contractor will be appointed under a Design and Build Contract and will be responsible for designing the proposed solution to meet the following requirements: **A continuous waterproof finish to the roof and 'short' elevations to prevent water ingress into the hangar. Clearing the drainage gulleys to ensure water is removed from the proximity of the building**

- Existing roof and elevations must be cleaned/stripped back to a suitable surface. Water must NOT be used for stripping/cleaning to avoid water ingress into the building
- Refer to Site constraints drawing which identifies other contractors working concurrently. Working methods must keep other contractors and SMG operatives safe
- waterproof coating to be applied – approx. area 6500 square meters of roof. PLUS elevations





The Contractor must ensure area of bulging/indentations are managed to reduce risk to integrity of the waterproof application and future water ingress. Example shown below





Northern and Southern elevation gullies to be cleared back to the upstand, stripped and waterproof coating applied ensuring no drainage outlets are compromised – these will need to be stopped/protected during the works. Upstands/rear walls of the annexes also require waterproofing to provide continuous finish





SOUTHERN ELEVATION





SOUTHERN ELEVATION





Western Elevation of L2 Hangar – Waterproofing to be applied to the solid surfaces including the parapet down to ground level including the door reveal and to top of annexes – annex highlighted in green – in order to minimise the risk of water ingress at the junction between the annex and the main hangar. NOTE: the annexes are not considered to be structurally sound and must not be used to support operatives.



Eastern Elevation of L2 Hangar – Waterproof membrane to be applied to the solid surfaces including the parapet down to ground level including the door reveal. This must be complete by 2<sup>nd</sup> June 2025 to allow for Hangar door contractor to commence on site.



**Other things to note:**

- The works must not impact on other operations on site and methods for removal or grit/dirt/debris to achieve an appropriate key for the paint must be agreed with the client and contained fully within localised works areas.
- The site is on top of a hill and can be subject to very high winds. Contractors to allow for safe working methods in these conditions
- There is no person-safe system on the hangar roof. Contractors to include for their own safe method of working noting constraints around hangar access and Concurrent working
- Annex roofs are not considered to be structurally sound and should not be used to support operatives during the works
- Soft ground protection should be provided to gain access to the L Hangar
- Colour of waterproofing material expected to be light grey similar to existing. 3no. Colour options to be provided for approval by the client. Impact of UV and longevity to be considered in colour choice
- Assumption is the same material (and therefore the same colours) will be used for the roof and for the walls. If this is not the case, contractor to highlight this at the earliest opportunity
- Cleanup of working areas after completion
- Allow for re-visit inspection and remedials 2.5 years from completion date