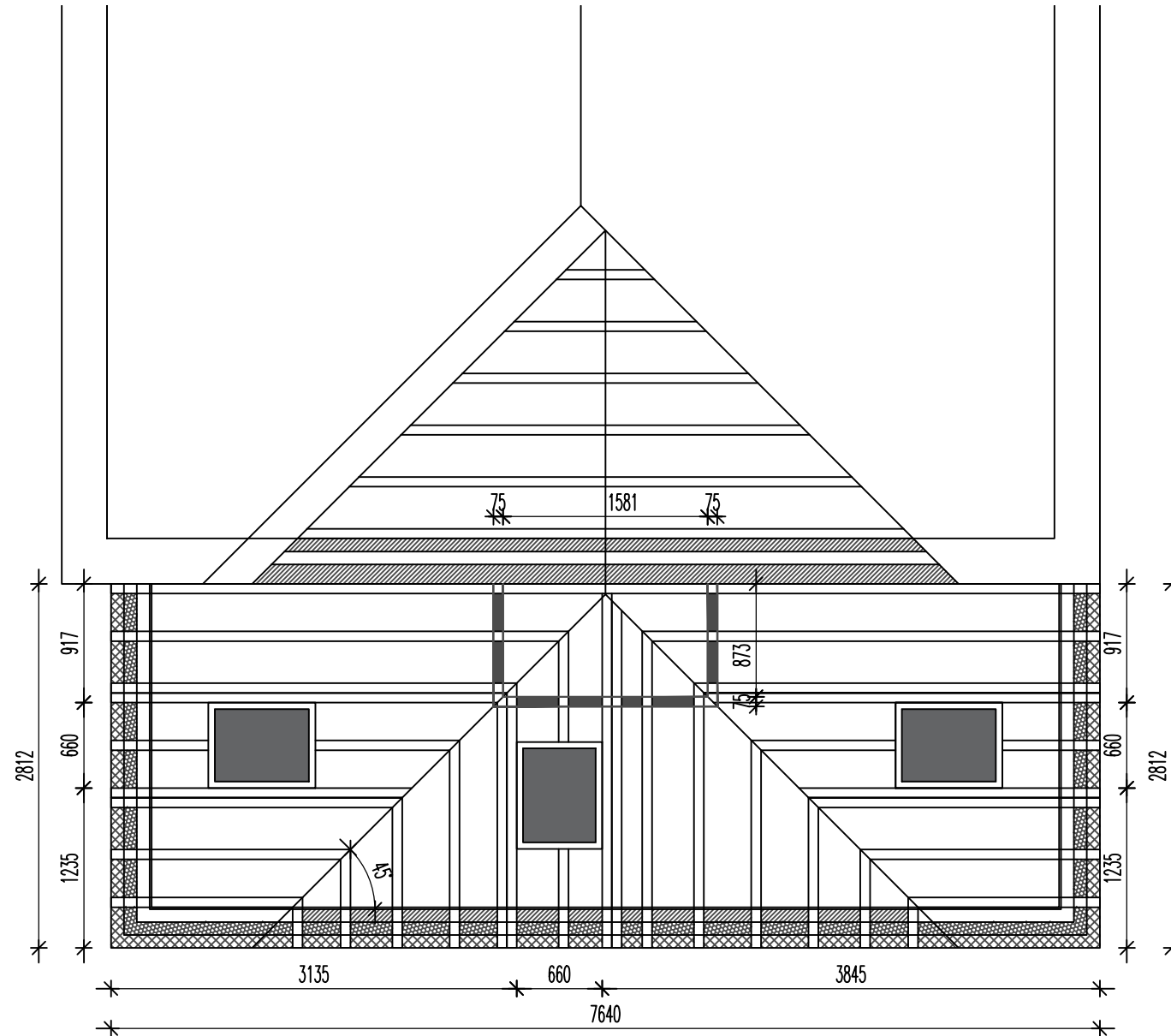


RAFTER PLAN AS PROPOSED 1:50



THE PURPOSE OF THE APPLICATION IS TO PROVIDE A TWO STOREY SIDE EXTENSION TO THE EXISTING SIDE DRIVE TO ALLOW FOR A GARAGE/UTILITY AT GROUND FLOOR AND A BEDROOM AND BATHROOM/EN-SUITE ABOVE. THE EXTENSION IS TO BE STEPPED BACK FROM THE FRONT ELEVATION WHICH IN-TURN WILL LOWER THE RIDGE LINE SLIGHTLY TO THE DUTCH GABLE HIP ROOF STRUCTURE OVER SO AS TO FOLLOW THE PROFILE OF THE MAIN HOUSE AND ALSO THUS MOVE THE BUILDING MASS AWAY FROM THE NEIGHBOUR. THE FACT THAT THIS PROPERTY IS CONSIDERABLY DIFFERENT IN ELEVATION AND LOWER IN HEIGHT THAN THE SIDE NEIGHBOUR ALSO MEANS THAT THERE COULD NEVER BE ANY RESULTANT TERRACING IMPACT IF THEY EVER EXTENDED. THE EXTENSION IS ALSO STEPPED IN SLIGHTLY FROM THE BOUNDARY. THE EXTENSION IS SO DESIGNED TO SIT COMFORTABLY WITH THE HOST DWELLING AND IS ONLY NARROW IN CONTEXT TO SAME.

THE EXTENSION IS TO BE BUILT UP OFF STRIP FOOTINGS 600X300 CONC. WITH A 7N CAVITY WALL CONSTRUCTION WITH WEAK MIX CONC. FILL TO THE CAVITY UPTO 225 FROM DPC LINE. FLOOR CONSTRUCTION TO BE A GROUND BEARING SLAB CONSTRUCTION WITH 150 HARD CORE, 1200g DPM, 25 SAND BLINDING WITH 150mm KINGSPAN INSULATION OVER, 500g ISOLATING MEMBRANE, 100mm CONC COVER WITH SCREED AND 25mm UPSTAND INSULATION TO PERIMETER TO PREVENT COLD BRIDGING. TO THE GARAGE FLOOR AREA, SUGGEST INSULATION LAYER IS NOT RELEVANT THEREO AND CONCRETE SET AT MIN 150-100mm BELOW FINISHED LEVEL TO UTILITY/MC AREA TO REAR.

WALL CONSTRUCTION TO BE CAVITY WORK MIN 300 O/A. EXTERNAL COURSED GRITSTONE TO FRONT AND SIDE WITH RANDOM TO REAR TO RUN THROUGH WITH EXISTING TO GRITSTONE QUOINS TO FINISH TO CORNER WHERE RETURNING TO COURSE TO SIDE (DRAWINGS ALLOW FOR 100 ON BED TO STONE IF POSSIBLE TO ALLOW 300 O/A WALL TO MAXIMIZE INTERNAL WIDTH) 100 CAVITY WITH FULL FILL KINGSPAN TO CAVITY, THERMALLY SEALED TO ALL OPENING JUNCTIONS AND 100 7N INTERNAL SEMI DENSE THERMAL BLOCK (HEMELITE OR EQUIVALENT ETC). ALLOW FOR ALL RELEVANT WALL TIES IN ACCORDANCE WITH BUILDING RECS. INTERNAL DRY LINED PLASTERBOARD, TAPED AND SEALED TO FINISH INTERNALLY. FLUSH SASH CASEMENT WINDOWS TO FRONT AND REAR TO BE DOUBLE GLAZED WITH U VALUE 1.2 W/M2K OR BETTER. ALLOW FOR CATNIC LINTOLS OVER EXTERNAL OPENINGS. GARAGE DOOR TO BE INSULATED COMPOSITE WITH GLAZED TIGHTLITS.

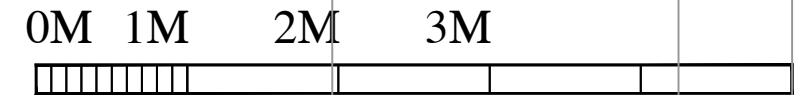
FIRST FLOOR STRUCTURE TO BE 200X50 C24 JOISTS AT 450ctrs RUNNING TO SIDE TO SIDE ON HANGERS TO NEW AND EXISTING STRUCTURES. (ALLOW FOR MID SPAN NOGGIN'S) ALLOW FOR FLOOR TO BE FULLY INSULATED OVER GARAGE ZONE AND UNDERDRAWN TO 30MIN FIRE RESISTANCE.

WALL TAKEN UP TO 100X75 WALLPLATE STRAPPED TO WALL BELOW AT 1200 CTRS TO SUPPORT 150X75 C24 RAFTERS AT MAX 400CTRS AT ANGLE TO MATCH MAIN ROOF WITH DUTCH HIP GABLE ROOF TO FOLLOW WITH EXISTING TO REAR AND STEPPED BACK SLIGHTLY TO FRONT TO ALLOW FOR ABUTMENT VALLEY WHERE NEW AND EXISTING MEET ALLOW FOR ALL ASSOCIATED DOUBLE TRIMMERS TO FRAME 660X980 ROOFLIGHTS AS INDICATED WITH RELEVANT INTEGRA OPENING SYSTEM. ALLOW FOR ORIGINAL WALL TO BE BUILT UP INTO APEX TO PICK UP RIDGE AND HIP AND ALLOW FOR HIP PURLIN AND MID SPAN PURLINS TO REDUCE RAFTER SPAN TO HIP. ROOF SLOPE TO BE INSULATED WITH 100mm KINGSPAN BETWEEN RAFTER AND 50mm BELOW. ALLOW FOR ALL ASSOCIATED ABUTMENT LEAD FLASHINGS AND VALLEYS AND ALL MAKING GOOD TO WALL FINISHES THERETO. ROOF COVERINGS TO BE BLUE/GREY SLATE TO MATCH WITH BLACK BOX SOFFITS.

ALLOW FOR MINOR DRAINAGE WORKS TO BRANCH CONNECT TO EXISTING IN ACCORDANCE WITH APPROVAL FROM BUILDING CONTROL AND ANY RELEVANT RELOCATION OF MANHOLES/NEW ETC.
ENSURE NEW FOOTING SITS BELOW DRAIN INVERT LEVEL WHERE RELEVANT. CAREFULLY TAKE NOTE OF ANY EXISTING DRAINAGE THAT MAY RUN TO THE REAR AND SIDE OF THE PROPERTY.

ALLOW FOR ALL ASSOCIATED EXTERNAL GROUND WORKS AND ACO ABUTMENT DRAINS ETC
ALLOW FOR PAVING TO DRIVE AND PATIO TO REAR AS/IF REQUIRED BY CLIENT.

ALLOW FOR ALL ASSOCIATED ELECTRICAL AND PLUMBING WORKS IN ACCORDANCE WITH BUILDING CONTROL. BOTH GAS AND ELECTRIC METERS ARE TO BE RELOCATED. DISCUSS WITH RELEVANT SERVICE AUTHORITIES



DWG: PROPOSED
3 MOSLEY ROAD
BUXTON

SOLUTION:

1:50

CHECKED:

DATE: MARCH'23

DRAWN:

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PROPOSED 06

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