



THE PROPOSED WORKS RELATE TO THE DEMOLITION OF THE EXISTING REAR CONSERVATORY AND CONSTRUCTION OF A WRAP AROUND SINGLE STOREY EXTENSION TO THE REAR TO FORM INCREASED AREA FOR AN INTEGRATED TEENAGE/GRANNY ANNEXE SPACE AS ADDITIONAL ACCOMMODATION WITHIN THE FAMILY HOME. THE PROPOSED HAS FORMED PART OF A POSITIVE PRE DISCUSSION.

THE REAR 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 HARDCORE, 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. TAPE AND SEAL ALL DPC/DPM AND ALLOW FOR UNDERFLOOR HEATING WITH ZONE CONTROLS OFF THE EXISTING CENTRAL HEATING SYSTEM.

WALL CONSTRUCTION TO BE CAVITY WORK 350 O/A. 100 OUTER BRICK TO MATCH AND COURSED TO EXISTING , 150 CAVITY WITH 100mm KINGSPAN TO CAVITY (MAINTAINING 50 AIR GAP), THERMALLY SEALED TO ALL OPENING JUNCTIONS WITH THERMAL CLOSERS AND 100 7N INTERNAL SEMI DENSE THERMAL BLOCK (HEMELITE OR EQUIVALENT ETC). ALLOW FOR ALL RELEVANT WALL TIES IN ACCORDANCE WITH BUILDING REGS. INTERNAL DRY LINED PLASTERBOARD, TAPED AND SEALED TO FINISH INTERNALLY. NEW ALUMINIUM BI-FOLD DOORS TO REAR FINISHED TO CLIENT REQUIREMENTS – SUGGEST TRIPLE GLAZING TO ALLOW FOR U VALUE OF 0.9W/M2K OR BETTER. ALLOW FOR BLIND SYSTEM AS/IF REQUIRED BY CLIENT. ALLOW FOR RELEVANT CATNIC LINTOLS RELATIVE TO OPENINGS AS SHOWN. ALL WINDOWS TO BE WHITE UPVC DOUBLE GLAZED UNITS TO U VALUE OF 1.2 W/M2K OR BETTER.

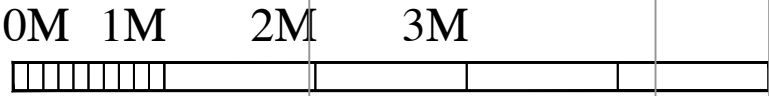
WALL TAKEN UP TO 100X75 WALLPLATE STRAPPED TO WALL BELOW AT 1200 CTRS TO SUPPORT 150x75 C24 RAFTERS AT 450ctrs AT ANGLE OF 15deg. ALLOW FOR ALL ASSOCIATED DOUBLE TRIMMERS TO FRAME ROOFLIGHTS AS INDICATED. ALLOW FOR ONDUTILE OR EASISLATE OR SIMILAR SECONDARY MEMBRANE SYSTEM DUE TO LOW PITCH. ROOF COVERINGS TO BE TILED TO MATCH. ROOF SLOPE TO BE INSULATED WITH 100mm KINGSPAN BETWEEN RAFTER AND 50mm BELOW. ALLOW FOR ALL ASSOCIATED ABUTMENT LEAD FLASHINGS AND ALL MAKING GOOD TO WALL FINISHES THERETO. ENSURE ALL AREAS SEALED AND FULLY INSULATED THERETO. ALLOW FOR MID SPAN PURLIN AT ASSUMED 250x100 C25 STRUCTURAL TIMBER TO MID SPAN RAFTERS. ALLOW FOR PURLIN TO BE PBD AND SKIM TO FINISH

ALLOW FOR MINOR DRAINAGE WORKS TO BRANCH CONNECT TO EXISTING IN ACCORDANCE WITH APPROVAL FROM BUILDING CONTROL AND ANY RELEVANT RELOCATION OF MANHOLES ETC. ENSURE NEW FOOTING SITS BELOW DRAIN INVERT LEVEL WHERE RELEVANT.

ALLOW FOR ALL ASSOCIATED EXTERNAL GROUND WORKS AND ACO ABUTMENT DRAINS ETC AS / IF REQUIRED. ALLOW FOR ALL RELEVANT STEELWORK AND CALCULATIONS THEREOF IF REQUIRED UNDER SEPARATE COVER. ALLOW FOR ALL RELEVANT ELECTRICAL WORKS IN ACCORDANCE WITH CLIENT REQUIREMENTS AND TO BUILDING REG COMPLIANCE.

PROPOSED STAIRCASE TO FIRST FLOOR TO BE EITHER BOX TREAD SOFTWOOD/MDF STAIR AT MAX PITCH OF 42deg WITH 225 MIN TREADS OR PURPOSE MADE SPIRAL TO O/A WIDTH OF 1750mm TO ALLOW FOR CENTRAL 150 COLUMN AND 750 CLEAR TO TREAD. ASSUMED 13 RISERS TO BOTH. ALLOW FOR HANDRAILS AT MIN 900 HEIGHT AND ALL ASSOCIATED DOUBLE TRIMMING TO FLOOR JOISTS TO FORM OPENING FOR STAIRWELL WITHIN EXISTING FIRST FLOOR JOIST AREA.

ALLOW FOR GARAGE TO BE CONVERTED TO FORM ADDITIONAL ROOM WITH FLOOR LEVELLED WITH NEW DPM OVER. 150mm GROUND BEARING KINGSPAN AND FLOORING GRADE BOARD FRICTION FITTED OVER. GARAGE DOOR OPENING TO BE DECREASED SLIGHTLY TO ALLOW FOR 2100 WIDE ALUMINIUM BI-FOLD THERETO (FINISHED WHITE) WITH EXTERNAL WALL TO BE DRYLINED INTERNALLY WITH MIN 100mm INSULATED KINGSPAN BOARD THERETO. TAPE AND SEAL ALL JUNCTIONS AGAINST AIR LEAKAGE AND FINISH ALL SIDE WALLS WITH PBD AND SKIM TO MAKE GOOD. ALLOW FOR REVISED OPENING THROUGH TO KITCHEN AND NEW BOX TREAD STEPPED ACCESS THERETO WITH BALUSTRADE/HANDRAIL THERETO AT MIN 900 HIGH. ALLOW FOR MAKING GOOD OF ALL EXISTING CEILING AREAS THERETO.



DWG: PROPOSED ELEVATIONS
28 CLIFTON DRIVE
BUXTON

REVISIONS:

1:50
DATE: DEC'23
CHECKED:
DRAWN:

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PROPOSED 09

28 CLIFTON DR

PROPOSED FRONT ELEVATION