BEAMS

B1 - NOM. 2 X 254X102X28 UB BOLTED TO SUIT - SHOWN FOR COSTING AND COORDINATION. DO NOT BUILD FROM THIS SIZE ACTUAL BEAM TO BE DESIGNED BY STRUCTURAL ENGINEER. LEVEL AND PADSTONES TO BE ADJUSTED ACCORDINGLY. TO MATCH EXISTING.

B1 B2 - B3

B2 - FOR COSTING PURPOSES NOMINAL 203X102X25 UB WITH 10MM GALVANISED PLATE WELDED TO U/S FOR ASSUMED JOISTS SIDE TO SIDE

B3 - FOR COSTING PURPOSES NOMINAL 2 X 203X102X25 UB WITH 10MM GALVANISED PLATE WELDED TO U/S FOR ASSUMED JOISTS SIDE TO SIDE

B4 - 178 x 102 x 25 UB with 8mm plate and gallows brackets to suit - BI FOLD STEEL

ALL SPEC FOR COSTING PURPOSES ONLY

S.E TO PROVIDE ACTUAL DESIGN

COLUMNS

COLUMNS ARE IDEALLY AVOIDED - SE TO DESIGN TO SUIT AS CLOSELY WITH SHOWN DRAWINGS.

WHERE ADJOINING EXISTING - NOCOLUMN SOLUTION DUE TO NEW PADSTONES ETC REQUIRED.

OKAY TO INSTALL TO FLANK WALL AT 125MM MAX FLUSH TO FACE OF BLOCKWORK IF SIZING OF STEELS CAN BE REDUCED

ALL SPEC FOR COSTING PURPOSES ONLY S.E TO CONFIRM**

All structural elements; Foundations, steel beams, columns, joists, lintels, joists, bearings, padstones and any other load bearing elements to be confirmed with a structural engineer before works commence on site. Any clashed to be brought to SG architectural's attention

DRAINAGE NOTE:

DRAINS - ALLOW FOR 2 X NEW IC - ALL DRAINAGE IS PRIVATE - FOLLOWING CLIENT INSPECTION

SHARED MANHOLE TO ADJACENT PROPERTY IS WITHIN THE DECKING AREA OF THE NEIGHBOURS - IL - 1 M DEPTH FROM ORIGINAL GROUND LEVEL - APPROX 132.62

RENEW ALL IN 110MMPVC FOUL - EXPOSE INTERSECTION TO BOUNDARY AND CONNECT NEW 110MM PVC TO CLAY

ALL EXISTING STORM IS CONNECTED TO THE SHARED DRAINS - NEW DRAINAGE TO BE TAKEN TO SOAK AWAY IF POSSIBLE BUT DUE TO SUSPECTED CLAY GROUND THIS STORM MUST BE CONNECTED TO THE SHARED DRAINS

IF ANY SHARED DRAINS ARE FOUND THEN A BUILD OVER AGREEMENT / SELF CERTIFICATION MUST BE MADE WITH SEVERN TRENT PRIOR TO ANY WORKS BEING CARRIED OUT

EXPOSE DRAINAGE TO IDENTIFY EXISTING FOUL AND STORM ROUTES PRIOR TO COMMENCEMENT - RENEW ALL SECTIONS IN PVC 110mm TO MATCH EXISTING WITH ROCKER PIPES TO ANY IC

ENSURE SEVERN TRENT ARE CONTACTED TO CHECK - SELF CERTIFICATION VIA BUILD OVER AGREEMENTS BY THE BUILDER IF REQUIRED - (SUSPECTED PRIVATE DRAINAGE)

MOVE /INSTALL NEW SVP / IC TO SUIT. ENSURE ALL PIPE IS SET IN GRAVEL AND CONSOLIDATED WITH MIN COVER - TO PREVENT ANY SETTLEMENT

Radiator positions & size tbc by client to plumber

dot & dab tight 25mm finished surface- in all areas installed to keep floor area to a maximum

Move and Reposition any services as required

SEE ENGINEERS CALCS FOR ALL CONSTRUCTION DETAILS AND SIZES ON STEELS & PADSTONES / WIND LOADING TO CORNERS ETC - MEASURE ON SITE FOR STEEL ORDERS

Expose Clay and Renew All Pipework in PVC 110mm - MOVE EXISTING IC 500mm AWAY FROM NEW MASONRY & ADHERE TO SEVERN TRENT GUIDELINES

ALL ELECTRICAL POSITIONS AND SPEC TO BE CLARIFIED WITH CLIENTS IN PRICING PROCESS - MAKE CLEAR ALLOWANCE DURING PRICING FOR TYPE AND QUANTITY OF FITTINGS

ALL CHANGES TO RWP AND GULLIES TO BE ASSESSED BY BUILDER ON OPENING UP WORKS

SEE BUILDING SPECIFICATION - ALL INFO AND SPEC TO BE SIGNED OFF BY LABC OR ALTERNATIVE PRIVATE BUILDING INSPECTOR

Flat Roof Construction as per spec - layout and span / loading to be specified by manufacturer - standard loading to be adhered to for B Reg purposed

EASI-jOIST WS254
- AS PER MANUFACTURERS - BUILDER TO ORDER THROUGH MERCHANTS
254mm x 47mm x 112mm @ 400 centres -
Trimmers to all openings tbc as per engineer

VELUX VARIO FLAT ROOF LIGHTS - SIZE INDICATIVE CLIENT TO CONFIRM

ALLOWED 150MM UPSTAND

ALL LANDSCAPING IS INDICATIVE ONLY - GROUND LEVELS & RETENTION SHOULD BE ASSESSED ONCE CLEARANCE AND TREE REMOVAL HAS BEEN CARRIED OUT

CURRENTLY THE SLOPING SITE IS VERY DANGEROUS WHEN MANEUVERING VEHICLES ONTO THE SLOPED SINGLE WIDTH (UNDER SPEC) DRIVEWAY. VISABILITY OF THE PEDESTRIANS MOVING QUICKLY ON THE PAVEMENT RIGHT TO LEFT IS SEVERELY HAMPERED DUE TO CONTOURS. THE FLATTENED DRIVE PROPOSAL WILL NEGATE ALL RISK OF ACCIDENTS - THE DISTANCE TO THE ROAD OVER THE VERGE GIVE EXCESSIVE VISABILITY TO THE ACTUAL HIGHWAY. THE PAVEMENT VISABILITY IS WHERE THE KEY IMPROVEMENT WILL BE

AMPLE PARKING PROVIDED FOR 2 X VEHICLES USING EXISTING DROP KERB ACCESS - NO REQUIREMENTS OF WIDENING - THIS IS DRASTIC IMPROVEMENT OF THE EXISTING CIRCUMSTANCES

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ALL DRAINAGE WILL BE TO ACO CHANNELS WHICH WILL CONNECT TO THE PROPOSED ACO IN FRONT OF THE GARAGE / STORE AT LOWER LEVEL

RED BOUNDARY LINE INFO

THE RED BOUNDARY LINE SHOWN IS ACTUAL POSITIONING OF THE OS PLANS -
THE POSITIONING OF THE PROPERTIES LAND ETC HAS ALL BEEN CARRIED OUT WITH GPS AND SURVEYING SCANNERS ETC.

THE APPLICANTS DEED STATE THE BOUNDARY WALL IS THE RESPONSIBILITY OF THE OWNER - THIS IS NOT OWNED BY 154A THE CONCRETE RING BEAM AND FENCING IS ALL SET WITHIN THE LAND OF 154.

ELECTRIC CAR CHARGING POINT FOR 2 X VEHICLES

Raised Pathway - Ring Beam onto Dry Stone wall - infilled with paving (assumed concrete behind original stone wall)

engineer to assess impact of new foundations to existing wall (neighbours have built on top of the stone wall which is not adequate - settlement is already noted and is not the responsibility of the client)

Proposed Ground Floor Plan

S.G ARCHITECTURAL DESIGN
Tel: 07817034426. sgarchitecturaldesign@gmail.com.
www.sgarchitecturaldesign.com

154 FAR LAUND BELPER

01 - PROPOSED GROUND FLOOR AND LANDSCAPING- A1

SG PROJECT NO.	PAPER SIZE	DRAWN BY
401	A1	SG

REVISION: BREGS / PLANNING
SCALES: 1:50

Drawing measurements shall not be obtained by scaling. Verify all dimensions prior to construction. Immediately report any discrepancies on this document to SG ARCHITECTURAL DESIGN.

REV.	DESCRIPTION	DATE	BY	CHK'D
P1	FINAL ISSUE	07-09-22	SG	SG

Scale 1:50
0 1 2 3 4 5