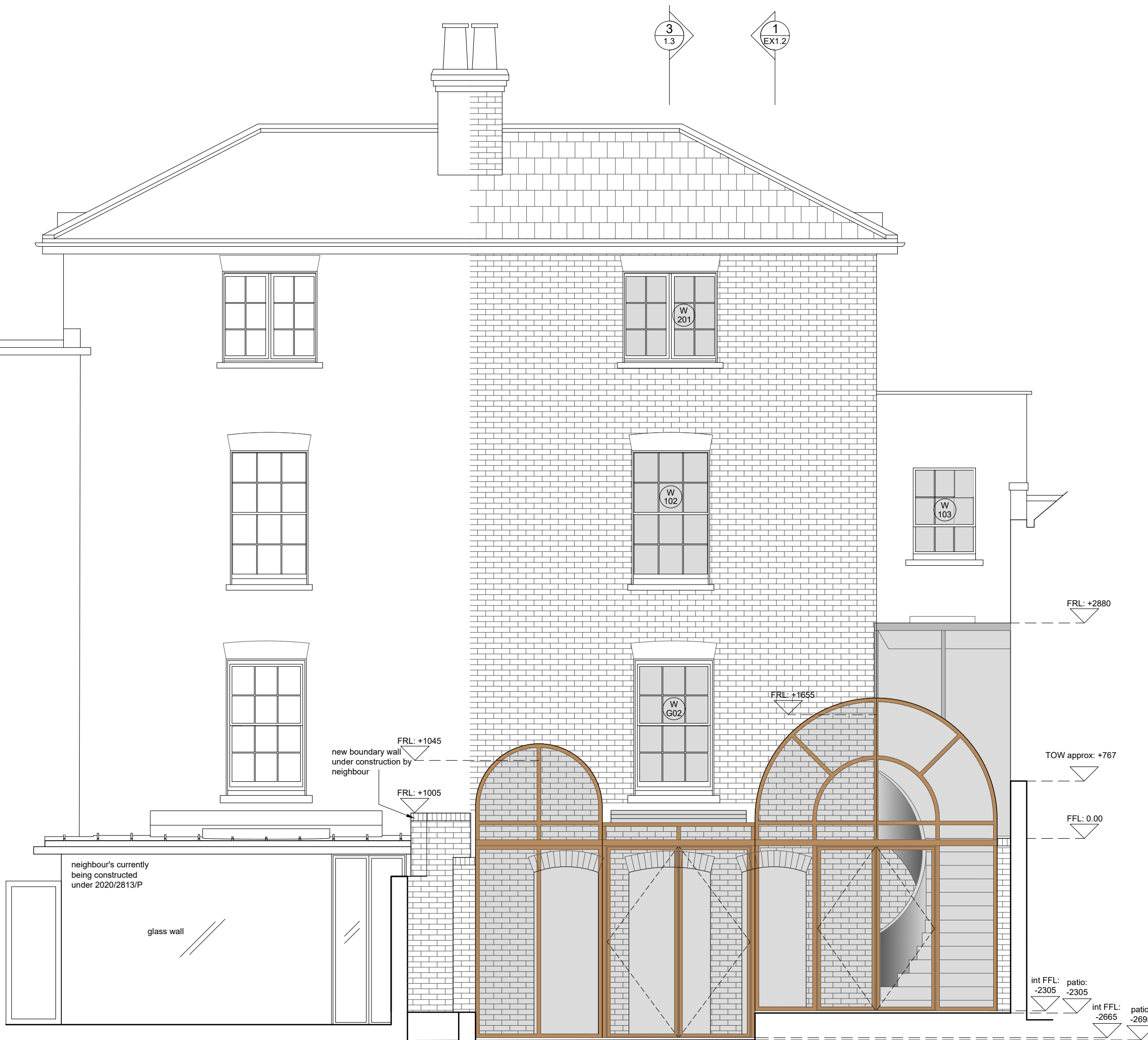




Rear Elevation as Existing



Rear Elevation as Proposed

Glazing principles

The existing timber structure is able to use thinner frames for two reasons: The transparent material is a lightweight perspex and an inner primary structure performs the loading-bearing function.

However the timber frame and its detailing has significantly deteriorated and the perspex did not offer any insulation or protection from overheating.



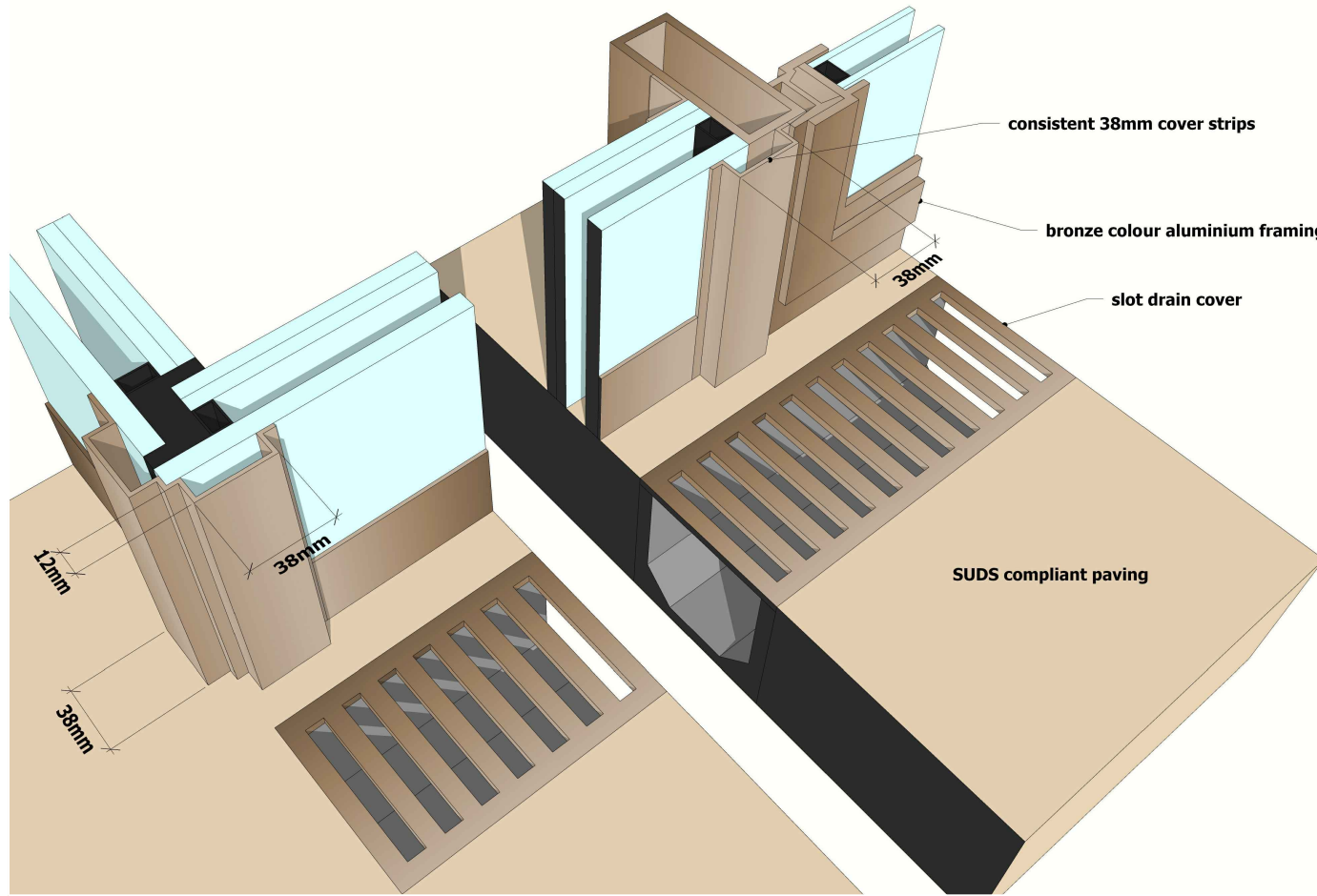
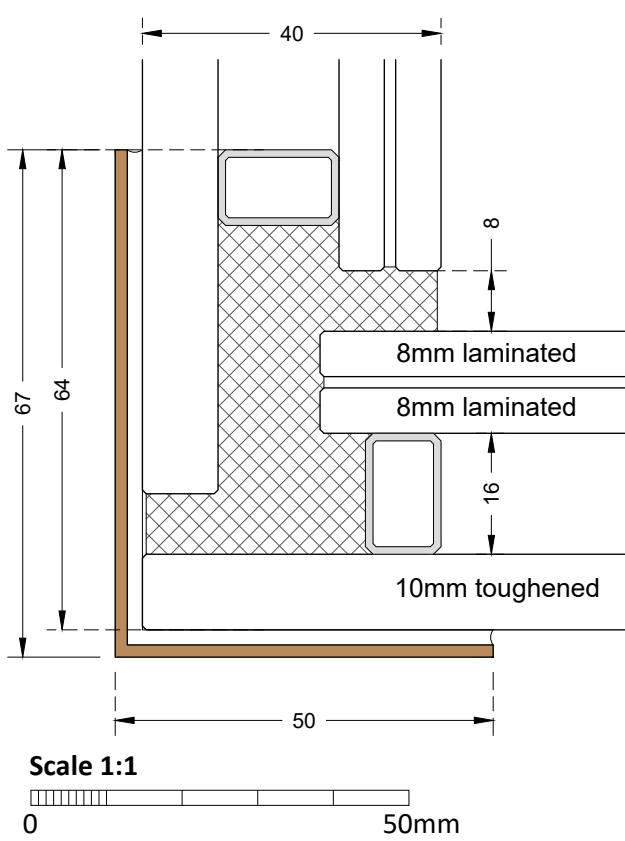
Typical proposed glazing detail

Bespoke bronze colour aluminium framing with minimal sightlines and stepped/tapered capping.

Typical sightline between panels 50mm, meeting stiles 50mm overall, corner framing on return face 63mm.

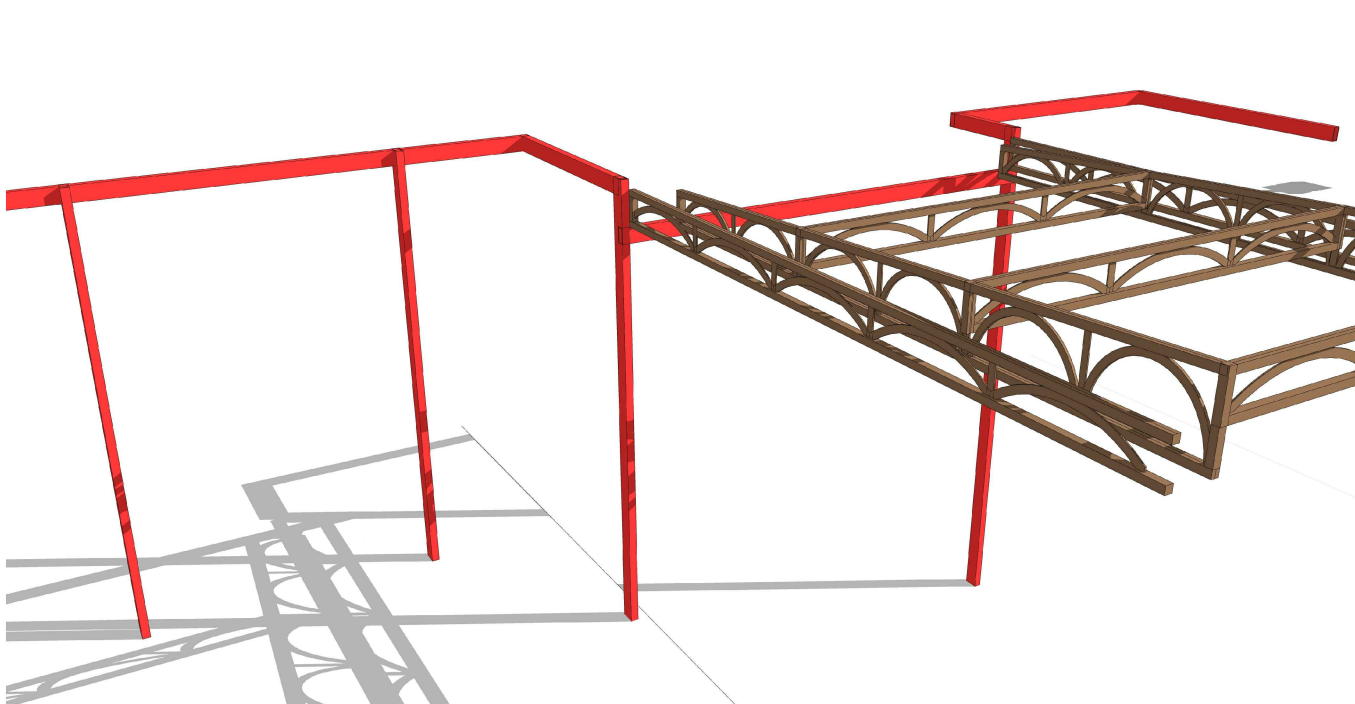
Capping width 38mm.

High performance double glazing with low-emissivity glass, Dirt repellent coating and solar UV retardant outer face

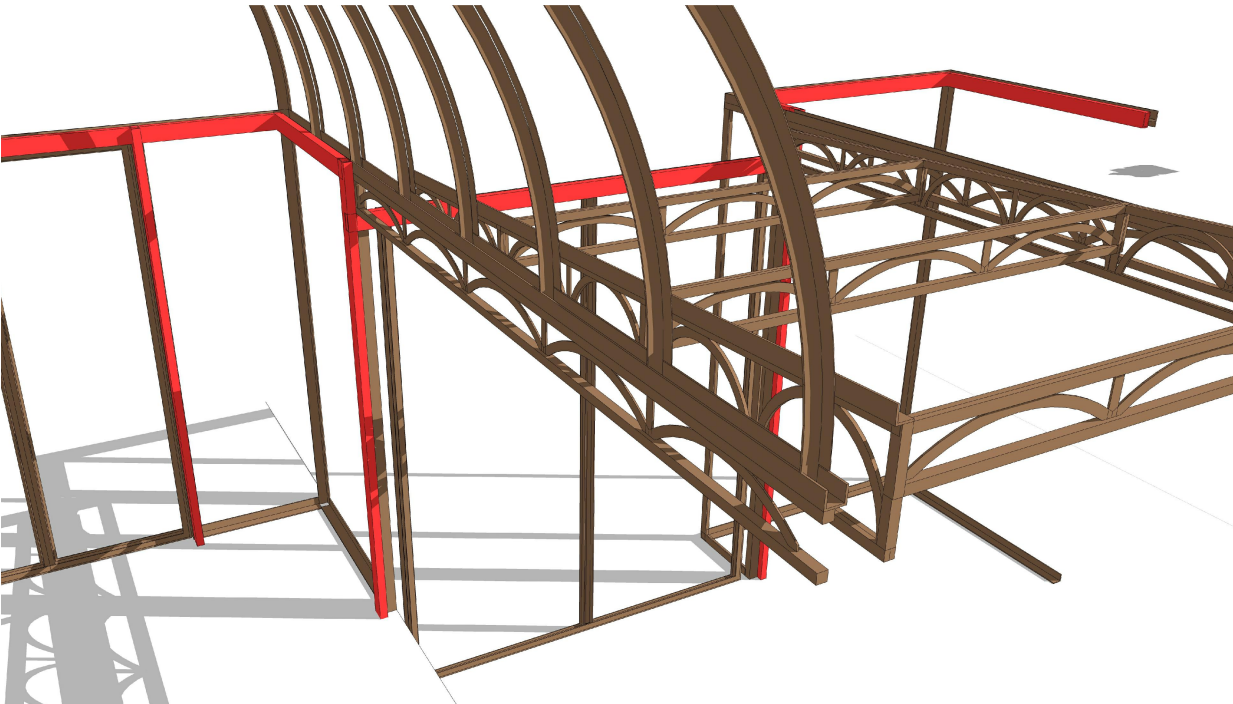


We have adopted the same principle as in the existing conservatory where a primary steel structure will carry structural glazing. This allows for the larger structural members be to set back off the glazing line and thus allow the glazing frames and margins to be thinner as they don't need to perform as much structurally. New glazing will be thermally efficient double-glazed units

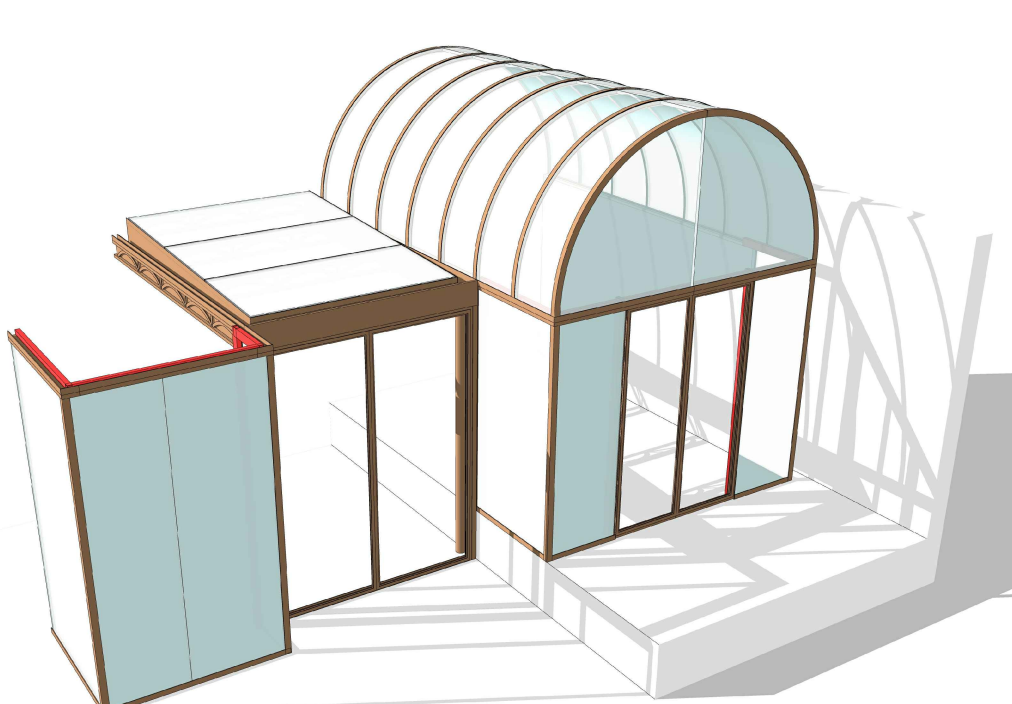
1. Primary structure shown in red



2. Secondary glazing elements shown in bronze



3. Overall lightweight appearance



Revisions	Description	Date
-	Initial issue	21/02/22
1. Do not scale from drawing 2. To be read in conjunction with specifications and schedules 3. All dimensions and notations are indicative and must be checked on site before purchasing or manufacturing any item or component 4. The architect or CA must be notified of any discrepancies immediately 5. The status of this drawing indicates its purpose and it should not be used for any other reason		
James Lambert Architects Ltd www.jameslambert.london T +44(0)20 7608 0833		
Project 39 Downshire Hill	Status Planning	Scale 1:50
Title Comparative Rear Elevations	Paper A1	Revision
Drw No. 39DH PA02 GA1.4	-	