

New Porch and Garage Alterations at Grey Barn, Rectory Lane, Angmering –

Planning Application

Design and Access Statement

1. Introduction

It is proposed by the owners / applicants (Mr & Mrs Fraser) to carry out new building work at the property known as Grey Barns, Rectory Lane, Angmering, West Sussex, BN16 4JU. The works comprise: -

- The construction of a small entrance porch at the main front entrance to the house
- The dismantling of an existing garage building and its subsequent reconstruction and extension to create a larger facility.

The property lies within the Angmering conservation area as shown on the plan numbered A1 included in Appendix A of this document.

2. Pre-Planning Advice

Pre-planning advice concerning the development has been previously sought from Arun District Council by the applicants in January 2019. A site visit was undertaken by planning and conservation representatives and a written response was issued on the 22nd of January 2019 (Arun District Council Planning reference PAA/136/18 applies).

3. Description of the Existing Site and its Setting

As stated above, the site lies within the Angmering conservation area, located off Rectory Lane and adjacent to St. Margaret's church and the village green (See appended plan A1).

Buildings within the area are principally composed of flint and brick - and this forms the dominant characteristic and historical theme requiring preservation and enhancement.

The property itself occupies a relatively large plot of land, as indicated on the site block plan numbered A2 in appendix A. The earliest buildings on the site are thought to date from the 1700's and appear to be agricultural in origin, although the house itself appears to have been built / converted in 1924. All of the buildings are composed of traditional brick and flint wall construction and generally have pitched slate covered roofs.

The property includes several interconnected buildings, laid out in a figure "U" or horseshoe pattern around a central (tarmac surfaced) private entrance courtyard (accessed off Rectory Lane). The main (two storey) house forms the east/west base of the horseshoe and lies within the centre of the plot, with the rear gardens lying to the south and the front entrance courtyard to the north. The main front entrance to the house lies at the centre of the northern elevation, facing onto the private courtyard (this being the area of the proposed new entrance porch – see the location of this as indicated on the appended plan A2)

At each end of the main house there are single storey attached wings extending off in a northerly direction and forming the outstanding legs of the horseshoe around the courtyard. The eastern wing contains utility rooms, followed by self-contained cottage style accommodation annex at its northerly end. The western wing contains a large leisure room, followed by a garage / car-port area at its northerly end (this being the area of the proposed reconstruction and extension – see the location of this as indicated on the appended plan A2)

Photographs of the existing main entrance doors / proposed porch location and the various elevations of the existing car port / garage area are included in appendix B of this document.

4. The Design of the Proposed Buildings

i. Porch

The porch is to be constructed using materials to match the existing front elevation and the house generally. These will comprise a slate finished pitched roof (pitch to match existing) and flint walls with brick surrounds to the side elevations. Windows to the side elevations will have Georgian wired glazing and frames to match the adjacent windows to the existing front entrance hall.

The front elevation of the porch will generally be comprised of double leaf frameless glazed doors with a frameless structural glazed panel to the gable area above. The front elevation will thereby be composed almost entirely of glazing, the purpose being to maintain natural lighting levels to the existing front hall and also to maintain the impressive appearance of the existing timber front entrance doors and their decorative brick arched surround.

In summary, the aim of the design is to provide additional weather protection and security to the front entrance, whilst at the same time maintaining existing features and complementing and enhancing the appearance of the existing frontage in a sympathetic manner.

ii. Garage

The existing garage (which is open-fronted and could therefore be more accurately described as a carport) appears to be a converted barn. It is not known when this conversion was carried out, but based on its modern purpose and the appearance of the materials used it appears to have been carried out in the relatively recent period. The original barn appears to have been accessed originally from Rectory Lane on the northern gable side. Whilst a grass verge at the side of the highway now exists alongside that elevation, the original timber barn doors (or more likely, relatively modern replacements) are still in place across the virtually full width opening on that side, although the doors are dilapidated and disused at present and have been sealed off internally with timber panelling by a previous owner of the property. In addition to the dilapidated doors, the brickwork piers on either side of the opening have various cracks, loose bricks and areas of damage and are generally in poor condition.

On the eastern side (facing the applicant's private courtyard), the original side wall of the barn appears to have been removed to create three separate openings for the parking of vehicles. The brick and flint pillars constructed on each side of these openings are sympathetic with the original building to some extent, but the thin construction thickness and apparent use of

relatively modern bricks and mortar appears to indicate that they were formed in the relatively recent past.

On the western side (facing the neighbouring property), the wall is mainly flint construction and is fairly massive in thickness, consequently it is concluded that this wall is most likely a remaining feature of the original barn building. However, the wall is in relatively poor structural condition, as many cracks, loose materials and previously repaired patches are visible, with some of the latter also having failed once more.

The existing roof has been inspected by a chartered structural engineer and this also appears to have undergone structural alteration; most likely at the time of the carport conversion, although earlier and / or later modifications may also have taken place. It appears that the original barn roof is likely to have had intermediate support on two traditional king-post timber trusses at third points along its length. Based on historical practice, these trusses are likely to have originally supported purlins, thereby giving additional flexural support to the rafters on the front and rear slopes. In the current arrangement however, it is apparent that the purlins and the upper and internal chords of the trusses have been cut out / removed, such that the ceiling chords are the only remaining feature to provide indication of their original presence. Whilst these original ceiling chord members are still in place, they are largely now redundant in terms of support offered to the roof, although they do have some function in giving support to what appears to be a more recent ceiling addition (see the following description below). Clearly, following removal of these original members, the roof structure has been significantly weakened; it is not clear whether the original rafters remain in place, but they appear fairly old and are relatively small in section size, so this may be the case. Viewed externally, the ridgeline is rippled and evidence of some sagging is evident in the front and rear planes of the roof, which appears to confirm that structure has been subjected to movement due to this weakness. With regard to the roof fabric, there are many displaced, broken or missing slates and it is generally in relatively poor condition. There is also a dilapidated plywood dormer structure on the eastern slope (courtyard side), forming a disused dovecote, whilst other timber bargeboards etc. are also in fairly poor condition and require replacement.

A slightly redeeming feature in terms of the structural stability of the roof appears to be that a later plywood ceiling structure has been added (this would not have been a feature of the original barn). This would normally provide additional horizontal tying and lateral stability to the roof and its supporting walls, however in this instance the ceiling does not appear to have been tied directly to the rafters / wallplate in accordance with normal practice - and consequently its benefit in terms of providing additional structural support is questionable. In addition to this horizontal ceiling, hardboard lining panels also appear to have been fixed directly to the underside of the rafters (presumably this formed an earlier sloping ceiling lining); however these are now performing no function other than the addition of extra unwanted dead weight to the already overloaded structure.

Summarising the above, it is concluded that the existing garage roof is both in poor material condition and structurally deficient.

Having purchased the property fairly recently, the applicant finds that the existing carport is unsatisfactory in terms of functionality, i.e. it has insufficient width to comfortably accommodate a normal family sized vehicle and the open frontage is lacking in terms of weather protection and security. Consequently, the basic proposal is to extend the width of the garage and provide enclosing doors facing outwards onto the private courtyard. Based on the above explanation / summary however, the following course of action is considered appropriate: -

- The eastern elevation (facing the courtyard) is composed of brick piers and arches that appear to be fairly recent modifications and are not considered to be fully in harmony with the original barn building. Following extension (and having become internal if left in place) they would present serious obstacles to the movement of vehicles and therefore likely to result in damage both to vehicles and the structure of the building. The proposal therefore is to demolish these walls to provide a completely open and usable area within the interior of the new building.

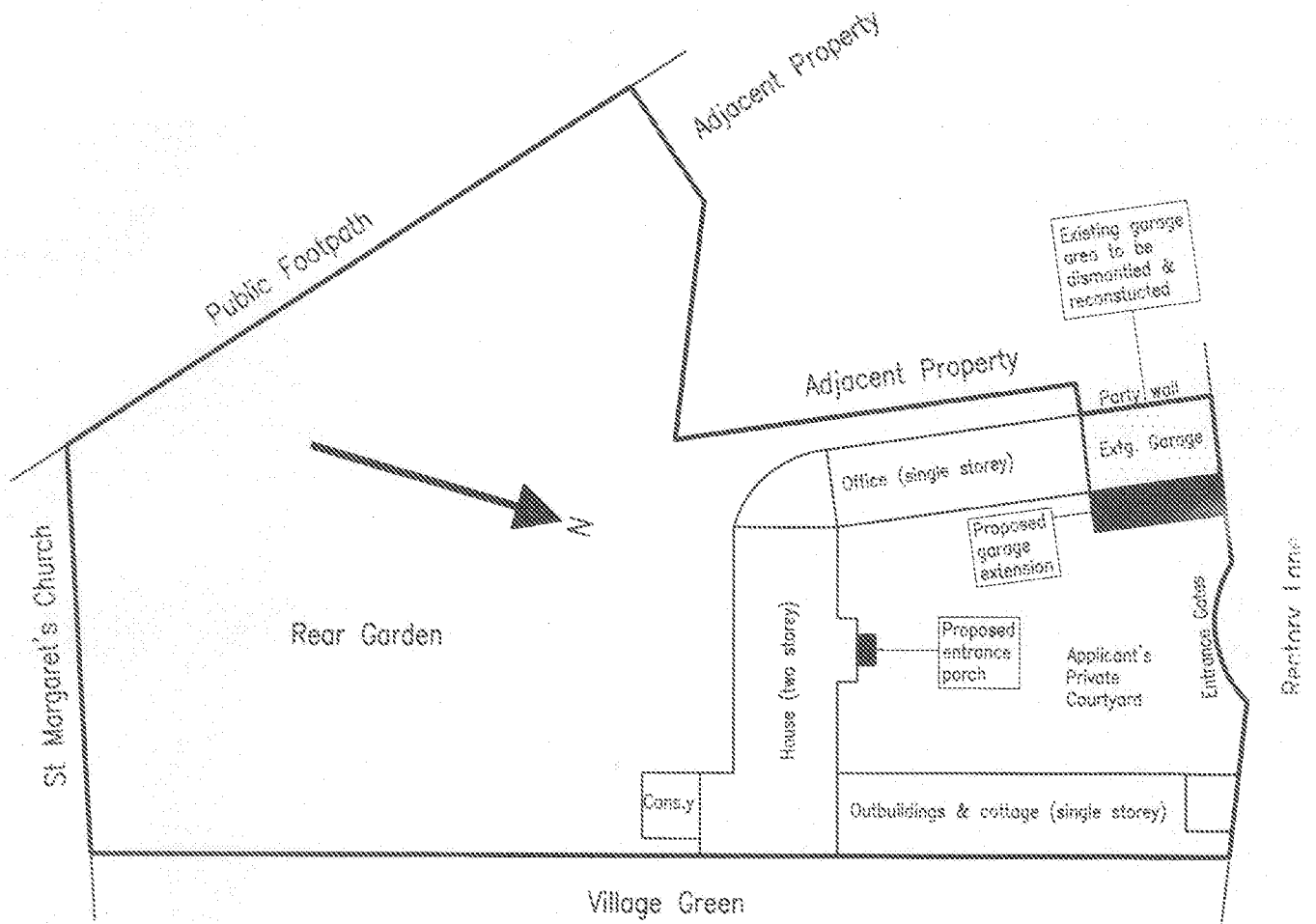
The new eastern elevation will be constructed with features and materials (i.e. bricks and flints to match the original building, with new up and over garage doors being provided in a suitable “heritage” style. Gables above the main doors will be timber clad to match the existing gable on the northern elevation and a dummy dovecote panel will be provided on the central gable to match the existing dilapidated dormer gable currently on that side (cast iron decorative features on that dormer gable will be retained and re-used).

- The northern elevation (facing Rectory Lane) is generally in poor condition – i.e. the dilapidated barn doors and brick piers on either side. It is therefore proposed to dismantle this elevation completely and then rebuild it to match the existing arrangement as closely as possible - in association with the new section of wall required to form the extended area (which will also be in matching flint / brickwork construction). The disused timber doors will be replaced with new matching dummy versions, whilst the opening behind will be sealed off with a new blockwork panel (the existing opening is currently sealed off with timber panelling).
- The western elevation (party boundary wall facing the neighbouring property) is in poor condition structurally and subject to instability (it is also likely to suffer from an inadequate existing foundation). It is therefore proposed to dismantle this in its entirety and then rebuild it (on a proper new foundation) to match the appearance of the existing as closely as possible, existing materials being salvaged, cleaned and reused as far as possible to achieve this aim.
- As described above, the existing roof fabric is in poor condition and the supporting structure is deficient. Retention of the existing structure would be extremely problematic in terms of temporary propping etc. required during the process of dismantling of existing supporting walls and construction of replacements. Substantial repairs, strengthening and realignment of the existing members would also be required to enable the structure to be incorporated within the new framework. Consequently, it is concluded that retention of the existing roof structure would not be practical, desirable or worthwhile and the proposal is therefore to fully dismantle it, whilst retaining existing slates etc. as far as possible for re-use on the new roof (new slates will also be used to provide a close match). Any materials that cannot be feasibly incorporated into the new roof will be retained by the applicant for general use or sold off for recycling elsewhere – e.g. reclaimed timber etc. The new roof structure will therefore comprise new properly graded structural timber members, supported on new steel beams as necessary.
- The ground floor of the existing garage will be extended as required, using a structural concrete slab on a compacted hardcore base. Any existing dismantled materials from the existing walls that are surplus or unsatisfactory for re-use in the new superstructure will be crushed and re-used as hardcore below the slab if suitable and as far as possible.

5. Access

The proposed works will be largely confined to the existing garage and private courtyard area in the ownership of the applicant. Access to the property and the works will be along Rectory Lane and the existing double-gated vehicular access into the private courtyard at the front of the property. Both aspects of the project are fairly small projects and the delivery of new materials will be limited. The new roofs will be largely composed of small loose timbers, so there will be no requirement for the delivery of large monolithic items such as roof trusses etc. As detailed above, existing materials are to be salvaged and re-used in the new building as far as possible; consequently the disposal of materials off site will be reduced to a minimum and will be relatively insignificant. In view of the above, the normal access arrangements to the property during the course of the works will be adequate and no significant disruption to the normal flow of vehicles along Rectory Lane will be applicable.

APPENDIX A - PLANS



BLOCK PLAN / SITE LAYOUT (1:500 approx.)

Plan A2 – Site layout showing the location of the proposed developments

APPENDIX B - PHOTOGRAPHS



Photograph B1 – House – Front (North) Elevation



Photograph B2 – House – Front Entrance Doors (Proposed Porch Location)



Photograph B3 – Western wing – Existing Garage / Carport at the Right Hand End



Photograph B4 – Garage / Carport – East Elevation



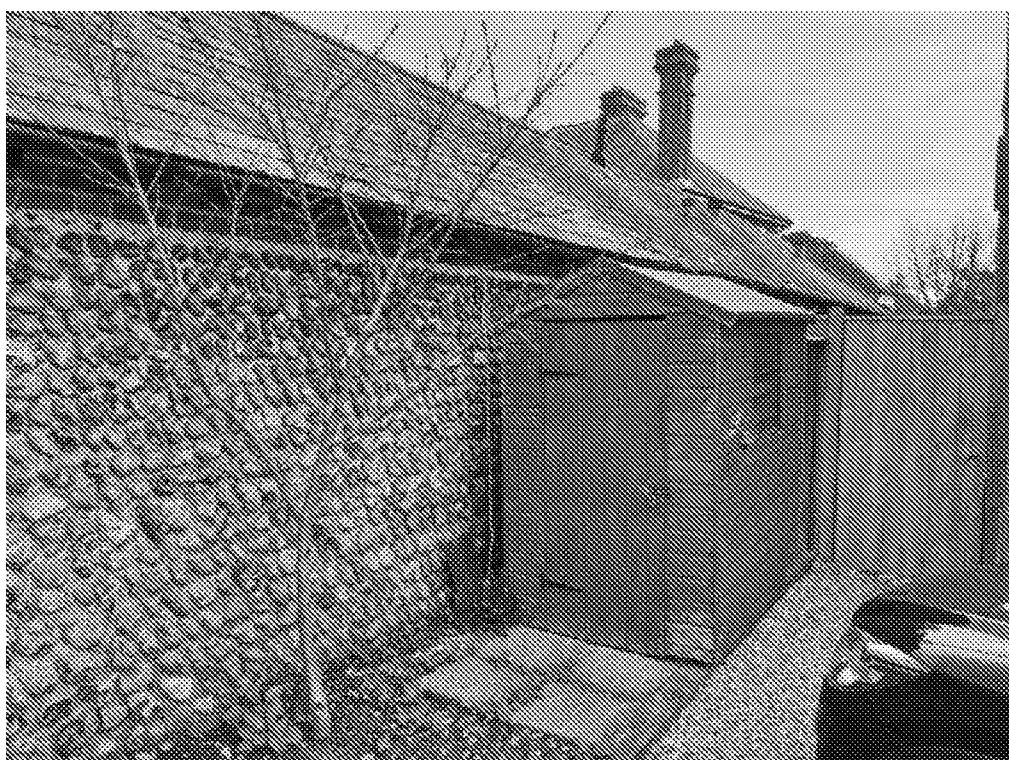
Photograph B5 – Garage / Carport – East Elevation continued



Photograph B6 – Garage / Carport – North Elevation



Photograph B7 – Garage / Carport – North Elevation / View Looking East along Rectory Lane



Photograph B8 – Garage / Carport – West Elevation (View from Neighbour's Side)



**Photograph B9 – Garage – View of Existing Roof Void
(Remaining ceiling chord of an original king-post truss visible upstanding above ceiling)**