

## Statement of Historical Significance.

### 1.0 Introduction

The scheme concerns the Engine Shed within the grounds of Travis Perkins Trading Co. Ltd at The Causeway, Station Yard, Arundel, West Sussex, BN18 9JL. The building was Grade II listed on 20th September 1984. The unique I.D. reference is 2952. This Engine Shed forms part of the rear curtilage of Arundel Station platform.

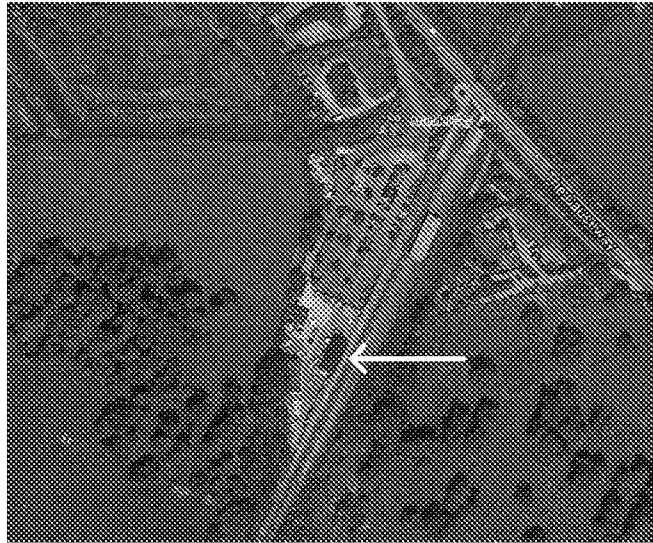


Fig 1. Satellite site plan showing Engine Shed location

### 2.0 Structure Report

The report consists of a condition survey, including advice from respected Consulting Engineers, Jeffreys & Phillips Ltd, which analyses important areas of historic fabric and setting. This has then been used to inform the repair works. This report is to be read in conjunction with drawings, design and access statement and other information provided in the application package.



Fig 2. View from Travis Perkins Yard

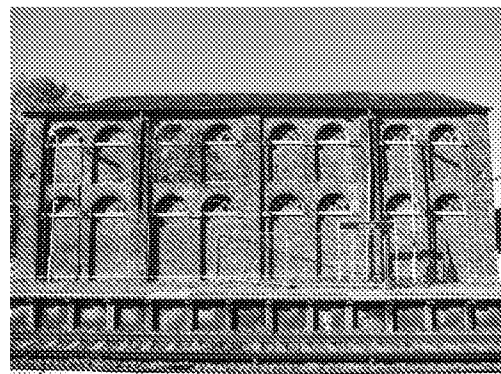


Fig 3. View from Arundel Station platform.

### 3.0 The Existing Building and Site

The site lies to the South West of Arundel Train Station. An access road leads from The Causeway past Arundel Station car park to the West and into Travis Perkins Yard, formerly the Station Yard.

Refer to Satellite site plan in Fig 1.

The reported dilapidations on site are self evident, some of which are shown in the photo



Fig 4. Loose roof tiling over platform



Fig 5. Damaged brickwork over platform.

In spite of obvious disrepair, the building was listed in 1984. The historical importance of this building due to its age and layout cannot be underestimated but a lack of maintenance and the threat to the health and welfare of station users, especially due to loose roof tiles, means that it is currently in need of serious and wide ranging repair and renovation.

The Engine Shed remains as originally built with no amendments to the structure and is currently used for storage of building materials.

### 4.0 Impact of the Proposal

The scheme proposed has been considered in terms of limiting the effect on the historic building whilst looking to return it to a safe state.

Where repair is required this is undertaken using appropriate materials in a sensitive, traditional manner. Where rebuilding is the best course of action (either due to dilapidations or through advice from the structural engineer) replacement materials aim to be faithful to the original ethos of the building but, on occasions seeks to demonstrate that the element is a modern replacement.

In these terms it will be easy for future historians to understand the protected structure and read its evolution

## 5.0 Elements of repair / replacement

### 5.1 Replacement Windows

All existing windows are metal casement and where necessary will be replaced with made to measure metal casement windows, identical in style and section.

### 5.2 Repair to lime mortar

Where new lime mortar is to be applied all friable lime and cement mortar will be removed using traditional tools. Rake back the stonework joints to form a good key and wire brush to remove unstable pointing. Joints to be re-pointed using materials to match and joint finish as originally intended.

### 5.3 Repair of timber

Where required timber is to be treated for woodworm and rot. All replacement timbers to match existing.

### 5.4 Replacement of slate roof

Pitched roof to be natural slate, nailed to timber battens with no visible fixing clips. Rainwater goods are to be black painted cast iron, half round gutters and circular rainwater down pipes. Green painted barge boards, fascia and soffit to be replaced in treated softwood sections as match existing. Green colour to match existing.

## 6.0 Conclusion

The scheme seeks to renovate the Train Shed so that it might once again be used and enjoyed in a suitable manner , also ensuring the safety of train passengers. This will preserve it for future generations by ensuring that future custodians are maintaining and caring for it. Without such remedial works the building is liable to further deterioration and subsequent neglect.

We believe that the scheme proposed strikes the right balance between minor intrusive works and the wider benefit of ensuring safe use which justifies the repair works that are necessary.

We feel that this statement and supporting information justify the proposal which preserves and enhances the existing protected building.