



REV P1

A1131
Amberley Museum
Bagging Shed Alterations

Design & Access Statement
August 2023

Prepared by: Ryan Stock

On behalf of: The Amberley Museum Trust

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PRITCHARD
ARCHITECTURE

Porter's Lodge, College Road
HM Naval Base, Portsmouth, PO1 3LJ

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No dimensions to be scaled from drawings.

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Statements included within document

- Design & Access Statement
- Flood Risk Assessment
- Dark Night Skies / Lighting Assessment
- Ecosystem services statement

1.0 Design, Access & Heritage Statement

1.1 Overview

This Design and Access Statement has been prepared on behalf of The Amberley Museum Trust in support of alterations to the Bagging Shed including at Amberley Museum. The statement should be read in conjunction with the drawings prepared by Pritchard Architecture.

1.2 Location

Amberley Museum is situated approximately 5 miles north of the historic market town of Arundel and 15 miles east of the coastal city of Chichester. The museum's address is Amberley Museum, New Barn Road, Amberley, West Sussex, BN18 9LT, United Kingdom.

The museum spans approximately 36 acres and features an array of historic buildings, interactive exhibits, and outdoor spaces. Visitors can explore an assortment of workshops, historic houses, and industrial structures that offer insights into the region's past.

The proposals included within this application are located at the entrance to the museum and include alterations to the bagging shed, loading bay, Loading Bay, no.1 kiln floor and grinding mill.

1.3 Designations

The site forms part of Lime Kilns, Canal, Engine Sheds Scheduled Monument.

The Scheduled Monument listing is as follows:

Heritage Category: Scheduled Monument

List Entry Number: 1005810

Date first listed: 17-Oct-1980

District: Horsham, Arun

National Grid Reference: TQ 02560 11688

The full listings can be found in the appendix.

Additionally the site sits within the following designated areas as described on The South Downs Local Planning Authority Local Plan Policies map.

- South Downs National Park
- Local Nature Conservation Designation SD9 (Local Wildlife Site): Amberley Chalkpits & Hacketts Copse.
- Habitat Regulations Assessment Buffers SD10: The Mens SAC (12000m buffer)
- Mineral Safeguarding Area: Chalk
- Local Nature Conservation Designation SD9 (Local Wildlife Site): Amberley Chalkpits & Hacketts Copse.
- Habitat Regulations Assessment Buffers SD10: Arun Valley SPA (5000m buffer)

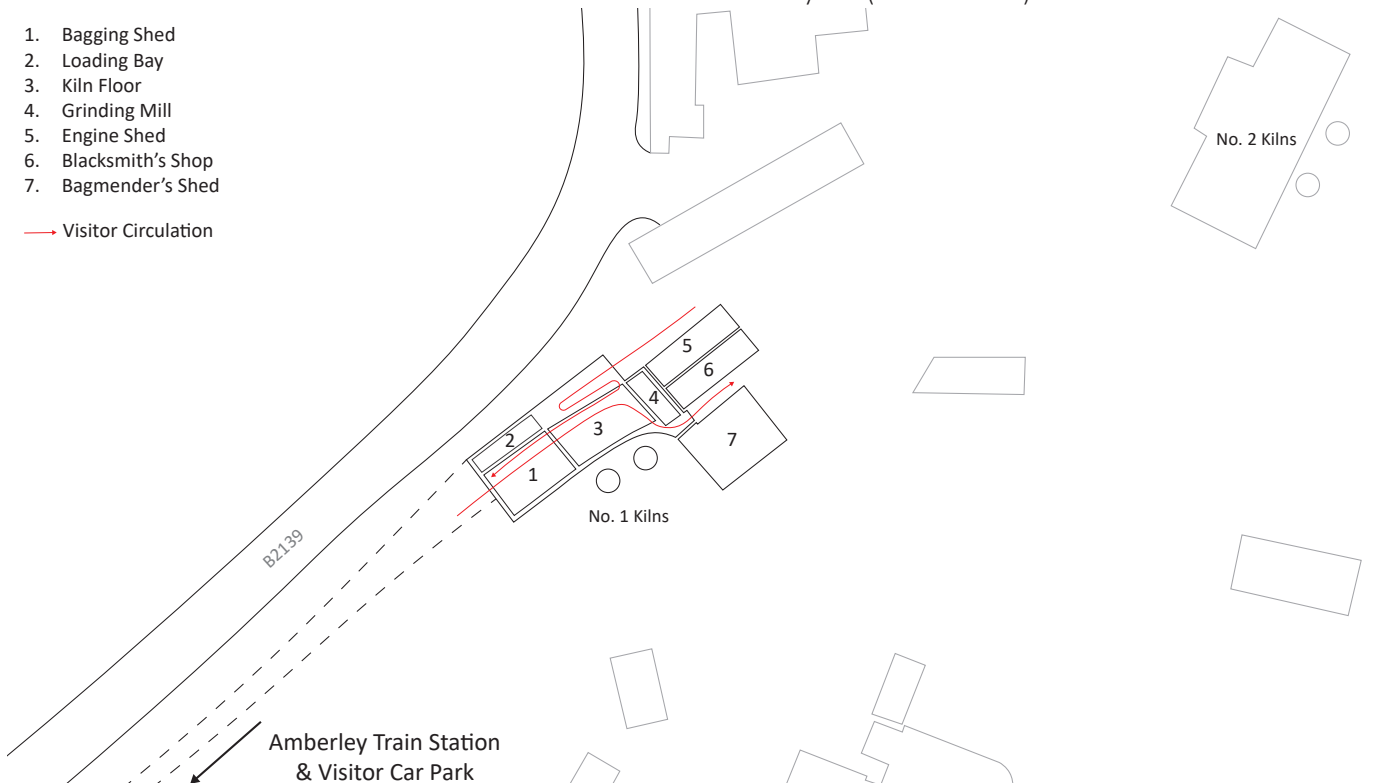


Fig 1. Site Plan

1.4 Description and Setting

Amberley Museum presents local industrial activities which occurred throughout the Industrial Revolution within the South-East. The site was formerly the Amberley Chalk Pits. This was one of the largest lime-burning complexes to operate in West Sussex, particularly during the late 19th century and early 20th century. Within the site, there remains the quarries, kilns and associated buildings that supported the production of chalk and other industrial activities, including the bagging shed and the Loading Bay.

The site was no longer in use by the late 1960s. Despite being left to decay, much of the historic fabric of the site survived with the kilns and ancillary buildings demonstrating the scale of activities which occurred here. In 1974, the works was purchased by West Sussex County Council.

The Bagging Shed and the Loading Bay sit southwest of the site, alongside the Grinding Mill, the Engine Shed, Blacksmith's shop and the Bagmender's Shed, all servicing No. 1 and 2 kilns. Whilst the aforementioned buildings are all still displaying their original or similar functions, the Bagging Shed is now the main visitor entrance and exit to the site, the gift shop can also be found here.

Along the bagging shed, the loading bay currently houses a shipping container which is known as the "time tunnel." Some artefacts and information are displayed here but it mostly functions as a separate entrance for volunteers, large school groups as well as parents and children attending the nursery on site.

The Bagging Shed is a mixture of timber frame with masonry construction, next to No. 1 Kilns, against its limestone/chalk and brick wall. Within the gift shop, the original external brick wall is exposed on the inside through 'windows.' The gift shop displays are free standing.

The shipping container was installed in the late 1980s, following the County Council buying the site, creating an internal space within the Loading Bay. There is a narrow maintenance passage between the shipping container and the historic external wall of the Bagging Shed, within this space, the outer face of the historic external wall has been lined with modern boarding and insulation.

It was also at this time that the west end of the loading



Fig 2. Entrance to museum



Fig 3. South elevation of loading bay



Fig 4. View of bagging shed from no.1 Kiln floor

bay was infilled with horizontal timber cladding, as well a casement window and doors.

The loading bay has a simple tin roof and timber clad side wall which provided shelter to locomotives as they were loaded. This was important as the lime would spoil if exposed to rain. The siding is constructed using a variety of different timber members, some of which were reportedly reclaimed from ships, and is clad with vertical timber panelling.

Following the vertical timber panelling, there is additional horizontal timber panels which sets the roof line 1012mm above the wall plate. This might suggest that the height was altered, presumably to allow for larger locomotives to pass through the siding, or this could have been as a result of limited timber sizes when the structure was originally built.

There is evidence that the siding wall was previously connected to the bagging shed and kiln floor roof structures with timber beams at wall plate level which were removed when the roof was raised. The cut ends of these beams are visible today. The removal of these beams has led to the siding wall becoming structurally vulnerable.

The tin roof of the Bagging Shed and the Loading Bay extends from the top of the kilns and over the kiln floor, the underside of the roof is exposed over the railway siding and kiln floor, however there is a false ceiling in the bagging shed.

From the gift shop, there are a series of timber ramps, installed in the c.1980s, which guide visitors around the kiln floor which displays examples of some of the equipment that would have been used. The walls of the kilns have a white residue from the chalk that would have been produced. Following these ramps, the visitor is guided out to the rest of the site between the Blacksmith's Shop and the Bagmender's Shed. As visitors begin to exit the site, they are led back up past the Engine Shed to the ramps and back through the gift shop.

The timberwork within the railing siding and bagging shed is a fantastic example of informal construction, clearly designed and built on site adapting whatever timbers were to hand at the time. This has led to the 'patchwork' style framing and boarding seen today and is illustrative of the rural industrial use of the site.

Following the County Council taking ownership of the complex, the restoration of a number of buildings took place which included the Bagging Shed and Loading Bay as well as

the Engine Shed and the Blacksmith's shop. The new timber columns can be distinguished from the original structure found within the kiln floor as they have regularised square profiles.

1.4 Ecology

Following a Preliminary Ecology Survey carried out in September 2022 by Verdant Ecology, bat emergence surveys were carried out by the Ecology Co-op on the 13th June 2023 and 13th July 2023.

The Preliminary Ecological Appraisal and Bat Survey Report is included within the application documents.

No bats were seen to emerge from the building at any time, however activity was captured of pipistrelle bats flying in and out of the bagging shed via an opening on the eastern side.

The brevity of this access does not appear to suggest the presence of a night roost, but simply the investigation of the building by bats, or perhaps the exploitation of a foraging resource.

The survey indicated that roosting bats are likely absent from the building, though bat activity at the site illustrates the need to consider the impact of artificial lights upon bats in the future.

An EPS license is not required for the proposals contained within this application. The precautionary measures listed within the report will be followed during the design and construction phases of the project.

1.5 Flood Risk

Rivers and the Sea: Very Low Risk

Surface Water: Very Low risk

1.6 Proposals

Overview of proposed works

Findings from a Condition Survey carried out in 2022 indicate the necessity for imminent restoration work, encompassing roof and wall repairs. Urgent measures, including structural support to the loading bay side wall, are imperative within the next two years to protect the historical wooden structure.

Within the Loading Bay area, it is proposed to remove the existing shipping container, dubbed the "Time Tunnel," and to carry out conservation repairs to the previously hidden historic timber frame and cladding. New glass doors are proposed to the entrance elevation which will include manifestation in the form of a steam locomotive. Subsurface railway tracks will be embedded to mark their initial placement. To improve visitor access, a simplified ramp and stepped access is proposed to the rear of the bagging shed, providing access down to the kiln floor and onwards into the museum. Insulation to the existing gift shop within the bagging shed will be upgraded and a new glass front and rear door installed.

It is understood that the extent of works requiring planning consent relates to alterations to the entrance elevation of the museum. However, all works are included within this application in the interest of fullness.

Separate Scheduled Monument Consent is being sought directly with Historic England in accordance with Ancient Monuments and Archaeological Areas Act 1979 and Ancient Monuments (Class Consents) Order 1994

Materials

New windows and doors: Metal framed glazed units.
Ramps and walkways: Steel frame and gratings.

Scale and Mass

The proposed interventions will not impact the scale or mass of the building.

1.7 Ecosystem Services Statement

Policy SD2 of the South Downs National Park Authority (SDNPA) Local Plan concerns Ecosystem services.

Ecosystem Services are integral to the purposes of the SDNP. Ecosystem services are services, or benefits, to society gained from natural assets, or natural capital. Natural capital includes water supply, timber, food production, soil formation, air quality, as well as cultural services such as recreation, cultural heritage, tranquillity and inspiration / spiritual values. Natural capital is recognised as a highly valuable resource, but one which is vulnerable to impact from human activities and therefore requires careful management and protection. This is reflected in policy SD2 which states that development will be permitted where they have an overall positive impact on the ability of the natural environment to contribute goods and services, through high quality design which includes the protection of land and water environments and their quality,

the provision of enhanced and joined up natural habitats, management and mitigation of flood risk and climate change, provision of improved opportunities for peoples’ health and wellbeing and access to the natural and cultural resources which contribute to the special qualities.

This Ecosystem Services Statement, produced as a requirement of policy SD2, sets out how the development proposal impacts on ecosystem services. This evaluation and the work which underpins it is integral to the designs and consultant input submitted with this application.

Ecosystems Services Actions	Policy SD2 criterion
Lighting will be installed in line with Strategic Policy SD8: Dark Night Skies. This is for the benefit of both people and wildlife.	B, I, J
Use of traditional, sustainable and where possible locally sourced high quality materials.	E, I
Improvement in the thermal performance of the building.	E, I
Safeguard wildlife habitats and protected species;	B
Important conservation repairs to heritage asset.	K

1.8 Dark Skies

As part of the works, new lighting will be installed in place of existing. The fittings will be downward facing, below 500 lumens and with a colour temperature of ~ 3000k in accordance with South Downs National Park “Dark Skies Technical Advice Note Version 2”.

1.9 Access

Access will be improved through the introduction of new walkways, ramps and steps all of which will be installed in accordance with Part K & M of the building regulations.

1.10 Noise Impact Assessment

It is not thought that the proposals will cause disturbance by noise or reduced tranquillity.