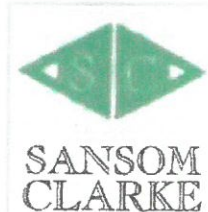


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**REPORT ON THE STRUCTURE
OF A BUILDING COMPRISING
GARAGES, STABLES & LEAN-TO
AT
THE MOORINGS
IBSTOCK ROAD
ODSTONE
CV13 0RE**



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REPORT ON THE STRUCTURE OF A GARAGE, FORMER STABLE BUILDING & LEAN-TO AT THE MOORINGS, IBSTOCK ROAD, ODESTONE, CV13 0RE

INTRODUCTION

This report has been commissioned by Karen & Roger Burnham, the owners of The Moorings, in order to provide information to support a planning application for conversion of the building to form a single dwellinghouse. It is understood that the planning authority will require independent confirmation that the existing structure is capable of conversion without significant extension, alteration and/or re-building.

The building was inspected on 3rd August 2021 and during the examination measurements, photographs and other details were taken. Most areas were accessible; although stored equipment and goods did obscure some isolated parts of the building structure from view, this was not to the extent that signs of any significant damage or movement would not have been visible. It was advised that this building was erected in the mid-1990's; there was no evidence seen on site to contradict that information. The lean-to appears to be a later addition.

A Location Plan and a short selection of photographs are attached.

N.B. All directions given, e.g. Front, Rear, Left and Right, are from an assumed stand-point on the driveway passing across the north-western front elevation, looking south-eastwards at the building.

GENERAL DESCRIPTION

The building is entirely single-storey with attic storage and comprises a rectangular north-west facing structure, arranged with two parallel roof pitches linked by a lead valley gutter along the central spine wall aligned along a N.E. – S.W. axis. Overall, the building has a footprint of 104.57m², of which the garage section occupies 63.029m² and the remainder 41.541m². The garage section is marginally wider with a frontage of 10.563m (as opposed to 10.308m to the rear

portion – thereby allowing for the valley gutter outfall on the south-west side). It is also marginally deeper at 5.967m to the centreline of the spine wall, compared with 4.030m beyond to the rear elevation.

The simple lean-to off the left-hand side of the rear elevation has a footprint of 25.30m², being 5.50m in depth and 4.60m in width. The main structure of the stable building to which it is attached, has an eaves height of 2.40m and a ridge-height of 5.00m; the lean-to eaves measures 2.32m, (all dimensions taken to *surrounding ground level/ DPC level/internal floor level*).

The main structure comprises single skin facing brickwork to the outer leaf, bonded to an inner leaf of 100mm blockwork, with blockwork internal walls and cast concrete slab floors throughout. The two pitched roofs comprise softwood cut roof structures with rafters collared and vertical-braced at wall plate level to support the attic floor-boarding and collared close to ridge level as well. The roof slopes are clad in small grey clay tiles set on battens and are provided with a modern permeable roof membrane throughout.

The lean-to springs off the left-hand side of the rear elevation and is supported by a series of stout treated timber poles. Profile steel sheeting to a shallow pitch provides the roof covering to the Lean-to, which is set upon a rough-tamped concrete floor which extends across the remainder of the rear yard.

An internal stout timber staircase is set along the right-hand side wall of the garage section, rising from back to front to the attic room above. There are two Velux-type rooflights on the rear slope and a gable window at each end providing a good level of natural light. The attic space has not been enclosed, therefore the elements of the roof structure are clearly visible. The attic space to the rear section can only be accessed via an external set of brick steps running up from front to rear along the left-hand gable. From these steps the facing roof slopes and the lead valley gutter between them can easily be seen. Internally, the attic space is of similar construction to the front and most of the roof elements were clearly visible.

OVERALL CONDITION

No areas of damage from the elements or significant disrepair were noted. There was no evidence of any significant movement in any visible part of the structure,



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either externally or internally. Overall, the structure was robust and in satisfactory condition.

CONCLUSIONS

It is not necessary to anticipate any loadings that might be imposed upon the existing structure by the conversion works, since the current standard practice, (mainly to accommodate adequate insulation for the latest Building Control purposes), is to form an independent inner skin to the walls and roof, (just like the inner wall of a modern cavity wall construction), which will support any loadings created. The existing concrete floors (and the boarded timber floors above) are adequate to carry any floor loadings that could be imposed by residential conversion and subsequent occupation.

It is however necessary to be satisfied that the existing structure is adequate for long-term use as it stands and as it has stood since construction in the mid-1990's. The conclusion reached, (particularly in view of the lack of any evidence to the contrary and the robust nature of the construction), is that this building is satisfactory for the purpose of being converted to a single dwelling of permanence and would not require major extension, alteration or re-building in order to do so.

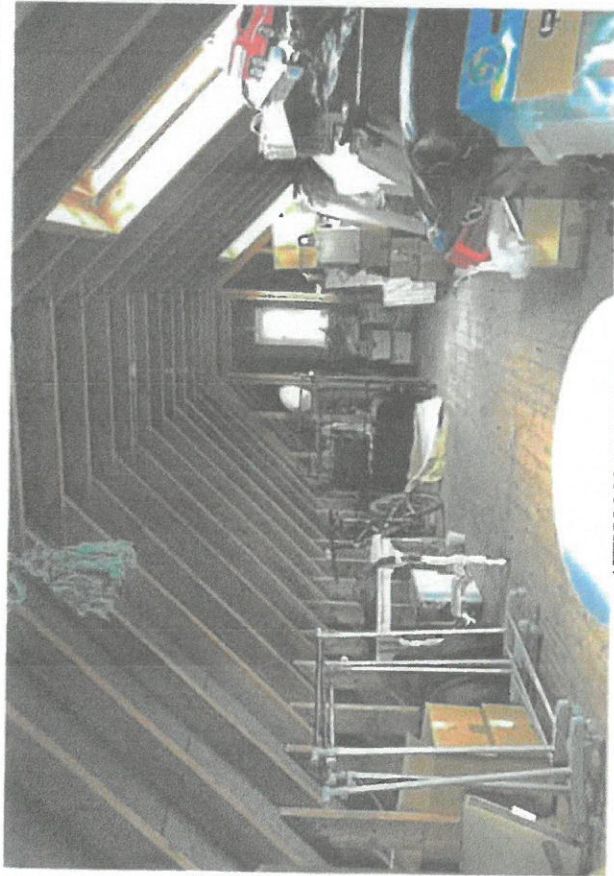
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Stephen M Clarke MRAC FRICS FAAV



Promap
● LANDMARK INFORMATION

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GARAGE INTERNALS



ATTIC LOOKING TO LEFT



BRACING DETAIL

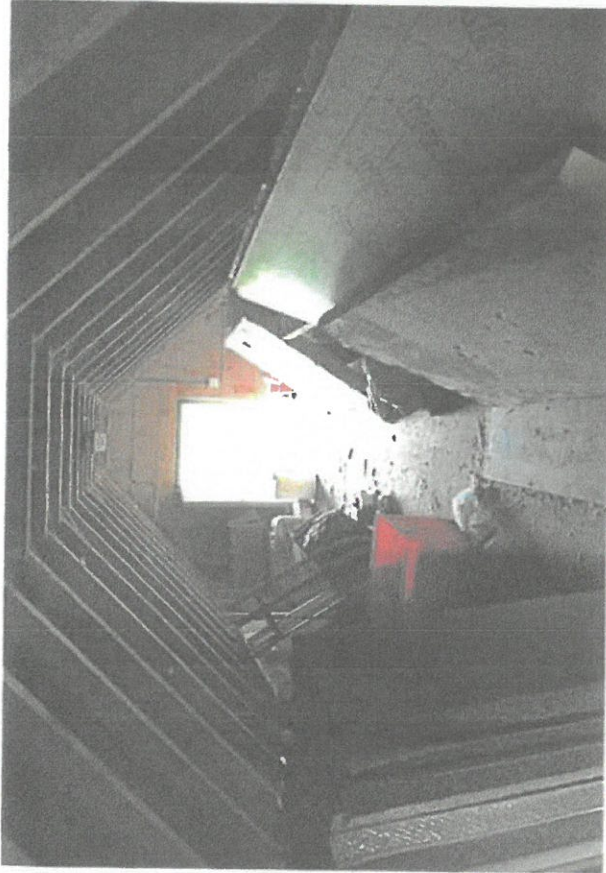


PILLAR SUPPORT WITH STAIRS TO ATTIC THE RIGHT



BRACING DETAIL

STABLE INTERNAL VIEWS



ATTIC LOOKING NORTH-EAST



FLOOR AND THRESHOLD

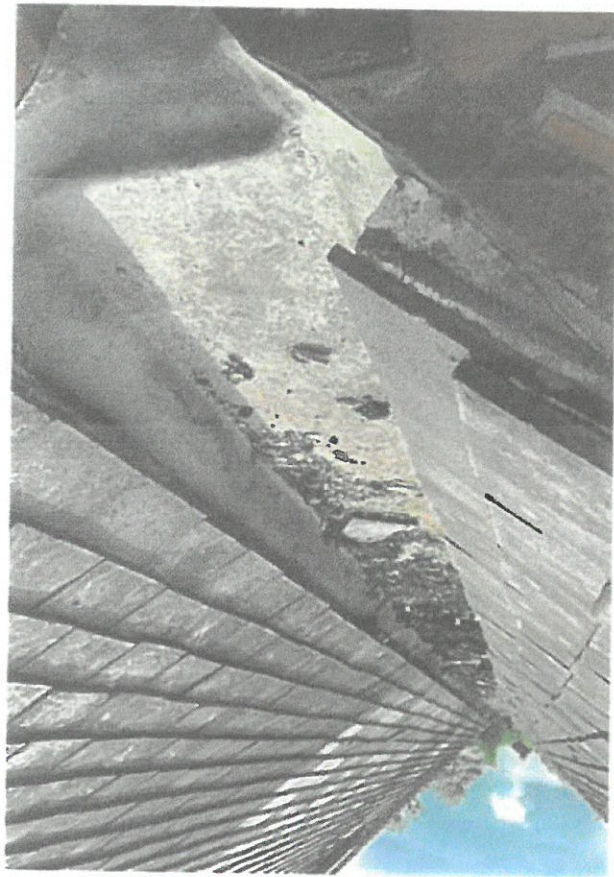


ATTIC LOOKING SOUTH-WEST



ATTIC FLOOR CONSTRUCTION

EXTERNAL VIEWS



LEFT - VALLEY GUTTER

BELOW - SOUTH-WEST ELEVATION

