

DESIGN AND ACCESS STATEMENT

Installation of Electric Vehicle Charging Point and Associated Works

Brook House, Wimland Road, Faygate, RH12 4SS

Listed Building Consent Application

1. Introduction

This Design and Access Statement has been prepared to support a Listed Building Consent application for the installation of an electric vehicle (EV) charging point and associated cable infrastructure at Brook House, Wimland Road, Faygate, RH12 4SS.

Brook House is a Grade II listed building of significant historic merit, comprising three distinct phases of construction spanning approximately 500 years. The earliest part of the building is estimated to date from the early sixteenth century. The property is constructed primarily of stone and red brick and represents a rare and well-preserved example of multi-period domestic architecture in the Horsham district.

This statement explains how the proposed works have been designed to respect and preserve the character and fabric of the listed building, whilst enabling the installation of modern energy infrastructure necessary for the sustainable use and enjoyment of the property.

2. Description of the Site and Setting

Brook House is a detached dwelling situated on Wimland Road, Faygate, within the district of Horsham, West Sussex. The property sits within a private curtilage comprising a gravelled driveway and garden areas. The building's multi-period construction is evident in its varied elevations, incorporating both stone and red brick elements characteristic of its different phases of development.

The site is accessed via the private driveway from Wimland Road. The area of proposed works is located to the side and rear of the property, away from the principal elevation, and the majority of the works will be largely screened from public view. The boundary wall to which the EV charger unit will be fixed is a modern structure constructed after 1 July 1948 and consequently does not fall within the scope of the listed building designation under the Planning (Listed Buildings and Conservation Areas) Act 1990. The charger installation therefore constitutes development in the curtilage of a listed building rather than works to the listed structure itself.

3. Description of Proposed Works

The proposed works comprise the following elements, described in sequence from the internal origin of the electrical supply to the final charging point:

3.1 Internal Electrical Upgrades

Two new consumer units will be added within the existing meter cupboard located beneath the stairs. One unit will serve the EV charging circuit. A second unit will be installed at the same time to serve the provisional cable described in sections 3.2 and 3.5, avoiding the

need to revisit the meter cupboard in the future. Both units are contained entirely within the existing cupboard and will not require any alteration to the visible fabric of the listed building.

3.2 Internal Cable Route

From the meter cupboard, a 25mm diameter hole will be drilled through the internal wall to allow two 6mm cables to pass through into the adjoining bathroom. Both cables will run alongside one another throughout their entire route. One cable will serve the EV charging circuit; the second is provisional infrastructure laid at the same time to serve potential future garden use, avoiding the need for further ground disturbance or additional penetrations to the listed structure at a later date. The cables will then be run along the top of the existing skirting board within discreet plastic trunking, following the line of the wall to minimise visual impact. The trunking route follows the natural junction of wall and floor and is positioned to be as unobtrusive as possible. Any disturbance to existing plaster around the internal wall penetration will be made good using lime putty surface filler finished in white to match the existing wall colour. Lime putty has been specifically selected as it is breathable and fully compatible with the historic fabric of the building, avoiding the risk of moisture entrapment associated with modern cement-based fillers.

3.3 External Wall Penetration

A single 25mm diameter hole will be drilled through the external wall of the bathroom to allow both cables to exit the building together. The hole will be finished with a weatherproof silicon seal to prevent water ingress and damp penetration. The location of the penetration has been selected to be as inconspicuous as possible, positioned close to existing service infrastructure including downpipes. By routing both cables through a single penetration, the impact on the listed fabric is kept to the absolute minimum.

3.4 External Wiska Box

A Wiska weatherproof junction box will be fixed to the external wall of the listed building adjacent to the cable exit point using four fixings. The box will be positioned discreetly behind the existing downpipes to minimise its visual impact on the elevation. The fixings are the minimum number required for a secure weatherproof installation and will be as small as practicable. The box is a compact, functional component necessary to safely connect the internal cabling to the underground cable run, and its placement behind the downpipes ensures it will not be visible from the public highway or materially affect the appearance of the elevation.

3.5 Underground Cable Trench

A trench of approximately 450mm depth will be excavated across the gravelled driveway and alongside the building to carry the armoured cables underground to the EV charger location. A second cable will be laid within the same trench to serve potential future garden use, running alongside the EV charger cable throughout its entire length. Laying both cables within a single trench at the same time avoids the need for any further ground disturbance in the future. On completion, the gravel surface will be fully reinstated to its original appearance.

3.6 EV Charging Unit

A Hypervolt Pro 3 EV charging unit will be installed on the modern boundary wall at the far end of the cable run. This wall was constructed after 1 July 1948 and accordingly does not form part of the listed building for the purposes of the Planning (Listed Buildings and Conservation Areas) Act 1990. The charger is a compact, purpose-designed unit appropriate for residential use and will not be visible from the public highway.

4. Design Approach and Heritage Considerations

The proposed works have been designed with careful consideration of the significance and sensitivity of Brook House as a Grade II listed building. The following principles have guided the design approach:

Minimal intervention: The physical impact on the historic fabric of the listed building is kept to the absolute minimum. The interventions to the listed structure itself are limited to: two small drilled holes of 25mm diameter (one internal, one external), and the fixing of a small Wiska weatherproof junction box to the external wall using four fixings. Both penetrations are the smallest diameter required for the cabling and will be fully sealed on completion. The Wiska box is positioned behind existing downpipes and will have no material impact on the appearance of the elevation. The EV charging unit is located on a post-1948 boundary wall that falls outside the scope of the listed building designation, and the underground cable trench is groundwork within the curtilage only.

Reversibility: The works are substantially reversible. The cable trunking, junction box, and consumer units can be removed without damage to the historic fabric, and the drilled holes can be filled and made good. The underground cable trench will be reinstated to its original appearance.

Concealment and discretion: The cable route has been planned to follow existing junctions and service runs wherever possible. The external Wiska box is positioned behind existing downpipes to minimise its visibility. The EV charger itself is located on a modern, non-listed boundary wall away from the principal elevations of the historic building.

Appropriate materials: The cable trunking and junction box are standard, neutral-coloured components appropriate for their functional purpose. The silicon weatherproofing seal will be colour-matched to the surrounding masonry where possible.

No impact on character-defining features: The proposed works do not affect any of the character-defining features of the listed building, including its principal elevations, historic windows and doors, roof structure, or interior finishes of historic significance.

5. Access

The proposed development does not alter or affect the access arrangements to Brook House. The property will continue to be accessed from Wimland Road via the existing private driveway. The installation of the EV charging point will, if anything, improve the convenience and accessibility of the property for users of electric vehicles by providing a dedicated home charging facility.

The proposed charging unit is located in the driveway area of the property and will be accessible to the occupants and any visitors arriving by electric vehicle. No changes are proposed to pathways, gates, or access routes serving the property.

The works do not introduce any new structures that would impede existing access, and the reinstatement of the gravelled driveway surface following cable installation will ensure that access is fully maintained throughout and following completion of the works.

6. Conclusion

The proposed installation of an EV charging point at Brook House has been carefully designed to deliver modern energy infrastructure with the minimum possible impact on the historic fabric and character of this Grade II listed building.

The works are modest in scale, reversible in nature, and have been sited and routed to be as discreet and unobtrusive as possible. The interventions to the listed structure are limited to two 25mm drilled penetrations (both fully sealed on completion) and the fixing of a small weatherproof junction box positioned discreetly behind existing downpipes. The EV charger unit itself is located on a post-1948 boundary wall that falls outside the listed building designation.

It is submitted that the proposed works represent a proportionate and sympathetic response to the legitimate need for modern EV charging infrastructure at the property, and that they will not cause any harm to the significance, character, or appearance of the listed building or its setting.

*Prepared on behalf of the Applicant
Brook House, Wimland Road, Faygate, RH12 4SS
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