

Havering Grove Farm, Hutton nr Brentwood, Essex.  
Description and analysis of the farmyard buildings.  
Surveyed 19 07 2011.



Havering Grove Farm positioned north of the A129 on the western edge of Havering Grove.



Google Earth 2006 annotated to name the buildings in the study.

This report deals with the farmyard buildings that were formerly part of Ellis's Farm and are now under conversion to residential use. Planning app. no: Brentwood Borough Council - BRW/0265/09 and BRW/0278/11. The buildings were recorded to report at RCHME Level 2.





Havering Grove Farm in the 1960's. Post 1967 as denoted by yellow number plate on car.

#### **Location.**

Havering Grove Farm is located c. 1km east of Hutton, to the north of the A129 Rayleigh Road at TQ 6469 9488. Formerly part of a larger farm complex which has been divided up and one modern barn already converted to temporary residential use. The adjacent Listed house has retained the name Ellices (552 Rayleigh Road) being a corruption of Ellis's Farm, the original name for the complex.

Ellices does not comprise part of the development but is here noted for reference.  
Ellices is Listed:



© Mr David Batterbury

IoE Number: 373524

Location: ELLICES, 552 RAYLEIGH ROAD (north side), BRENTWOOD, BRENTWOOD, ESSEX

Photographer: Mr David Batterbury. Date Photographed: 21 August 2002

Date listed: 20 February 1976. Date of last amendment: 20 February 1976. Grade II.

BRENTWOOD TQ69SW RAYLEIGH ROAD, Hutton 723-1/9/103 (North side) 20/02/76 No.552 Ellices II House. Early C19, C20. Red brick, irregular Flemish bond, hipped roof with flat C20 tiles. Rectangular plan with 2 rear C20 ground floor extensions, not of special interest and not included in this listing. 2 storeys.

Page | 3

Front, S elevation, E and W ends have plain brick pilasters, 3 window range, ground floor windows segment headed. All windows have moulded architraves and sashes with glazing bars, 4x4 panes. Central front doorway, C20, simple version of pedimented hood on brackets, plain door with upper glazed light with leaded panes, simple rectangular fan light. 2 stacks seen behind roof apex, towards E and W ends.

Rear, N elevation, twin hipped gabled roofs, 2 first-floor windows, one single casement, one double casement. Ground floor now part of C20 additions. E end elevation similar to front, 2 window range, all 4x4 sashes, ground floor with segment heads. Central stack to hipped roof - C20 W end elevation similar to E end elevation except no ground floor window at S end, single ground-floor window has horns - wall of extension though is C19 with horned sash window similar to one in main house. W extension probably rebuild of earlier rear addition. INTERIOR all reworked in C20.

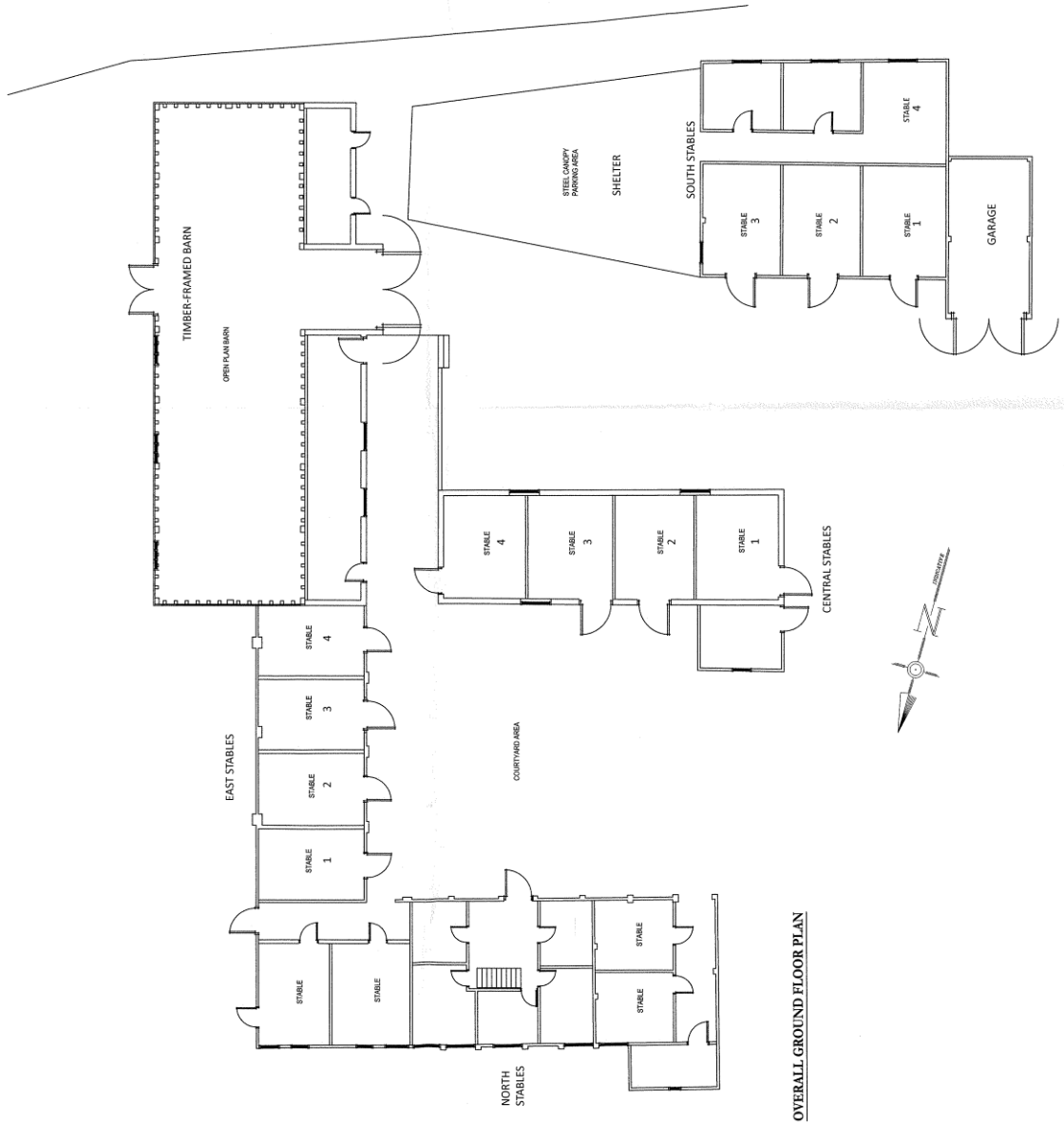


The division of the plots as drawn up in 2011.

At present most of the hinterland is given over to horse husbandry and to storage.



Barry Hillman-Crouch  
Design & Recording Services



Ground plan of the site naming the buildings. 2011.











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Design & Recording Services

<p><b>TERMS AND CONDITIONS</b></p> <p>1. THE CLIENT AND DESIGNER SHALL BE GOVERNED BY THE TERMS AND CONDITIONS OF THE SCHEDULED CONTRACT DOCUMENTS. IF THE CLIENT AND DESIGNER ARE BOTH REGISTERED WITH THE ARCHITECTS REGISTRATION BOARD (ARB), THE DESIGNER SHALL BE GOVERNED BY THE ARCHITECTS CONTRACT (AC) AND SCHEDULED CONDITIONS OF CONTRACT (SC) AS SET OUT IN THE ARB'S 'CONTRACT ADMINISTRATION GUIDE' (CAG) WHICH IS AVAILABLE FROM THE ARB WEBSITE.</p> <p>2. THE DESIGNER'S FEES SHALL BE AS SET OUT IN THE SCHEDULED QUOTE. THE CLIENT SHALL BE RESPONSIBLE FOR PAYING THE DESIGNER'S FEES AS SET OUT IN THE SCHEDULED QUOTE. THE CLIENT SHALL BE RESPONSIBLE FOR THE COSTS OF ANY SERVICES NOT COVERED BY THE DESIGNER'S FEES.</p> <p>3. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM ANY RELEVANT AUTHORITIES AND FOR PAYING ANY FEES AND CHARGES IN CONNECTION WITH THE OBTAINING OF SUCH CONSENTS. THE CLIENT SHALL BE RESPONSIBLE FOR THE COSTS OF ANY SERVICES NOT COVERED BY THE DESIGNER'S FEES.</p> <p>4. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM ANY RELEVANT AUTHORITIES AND FOR PAYING ANY FEES AND CHARGES IN CONNECTION WITH THE OBTAINING OF SUCH CONSENTS. THE CLIENT SHALL BE RESPONSIBLE FOR THE COSTS OF ANY SERVICES NOT COVERED BY THE DESIGNER'S FEES.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">REV.</td> <td style="width: 50%;">DATE</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REV.	DATE			<p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p> <p>6222-4</p>
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**EXISTING SOUTH STABLE BLOCK**

**EXISTING SOUTH STABLE BLOCK**

**EXISTING STEEL CANOPY BETWEEN MAIN BARN AND STABLES**

**EXISTING STEEL CANOPY BETWEEN MAIN BARN AND STABLES**

**EXISTING DETACHED CENTRAL STABLE BLOCK**

**EXISTING DETACHED CENTRAL STABLE BLOCK**

**EXISTING NORTH WING (SOUTH ELEVATION)**

**EXISTING NORTH WING (SOUTH ELEVATION)**

**MATERIAL AND APPEARANCE TO BE ACHIEVED**

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EXISTING SOUTH ELEVATION (PLANN) SOUTH WING

EXISTING SOUTH ELEVATION (PLANN) CENTRAL WING

EXISTING SOUTH ELEVATION (PLANN) NORTH WING

PROPOSED SOUTH ELEVATION (PLANN) SOUTH WING

PROPOSED SOUTH ELEVATION (PLANN) CENTRAL WING

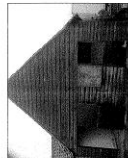
EXISTING SOUTH ELEVATION (PLANN) NORTH WING

South elevations existing and proposed.


<p><b>TERMS AND CONDITIONS</b></p> <p>1. ALL WORK SHALL BE TO THE SATISFACTION OF THE CLIENT AND SHALL BE SUBJECT TO THE TERMS AND CONDITIONS OF THE AGREEMENT BETWEEN THE CLIENT AND THE ARCHITECTURAL DESIGNER.</p> <p>2. THE ARCHITECTURAL DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.</p> <p>3. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO OBTAIN NECESSARY CONSENTS AND APPROVALS.</p> <p>4. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO PROVIDE NECESSARY INFORMATION AND DOCUMENTATION.</p> <p>5. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO PAY THE AGREED FEES AND CHARGES.</p> <p>6. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO COMPLY WITH THE AGREED PROGRAMME OF WORK.</p> <p>7. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO MAINTAIN ACCESS TO THE SITE.</p> <p>8. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO MAINTAIN ADEQUATE INSURANCE COVERAGE.</p> <p>9. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO MAINTAIN ADEQUATE SAFETY MEASURES.</p> <p>10. THE ARCHITECTURAL DESIGNER SHALL NOT BE RESPONSIBLE FOR ANY DELAYS OR COSTS INCURRED AS A RESULT OF THE CLIENT'S FAILURE TO MAINTAIN ADEQUATE RECORDING AND DOCUMENTATION.</p>	<p>REV. COMMENTS DATE</p>	<p><b>GH</b> RACS SURVEYING SERVICES ARCHITECTURE CONSERVATION AND RESTORATION IN ASSOCIATION WITH <i>Design &amp; Plan</i> ARCHITECTURAL DESIGNERS 10, WINDYBUSH ROAD SLEIGHTS CHUTE LAKE SUSSEX BN1 9JG TEL: 01797 60222</p>	<p><b>CLIENT</b> SUSSEX COUNTY COUNCIL 10, WINDYBUSH ROAD SLEIGHTS CHUTE LAKE SUSSEX BN1 9JG TEL: 01797 60222</p> <p><b>JOB TITLE</b> CONVERSION OF REMAINS OF THE PARK, RAVERLEY ROAD, HATTON</p> <p><b>DRAWN BY</b> ARCHITECTURE</p> <p><b>DATE</b> PROPOSED EAST</p> <p><b>APPROVED BY</b></p> <p><b>SCALE</b> AS SHOWN</p> <p><b>NO. OF SHEETS</b> 6/22-5</p> <p><b>DATE</b> 2010</p> <p><b>THIS DRAWING IS THE PROPERTY OF GH. IT IS NOT TO BE REPRODUCED OR ALTERED WITHOUT THE WRITTEN PERMISSION OF GH.</b></p>
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**EXISTING SOUTH STABLE BLOCK**




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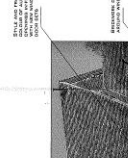
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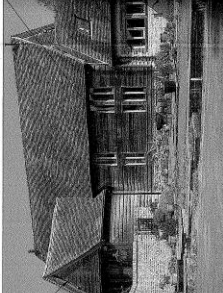
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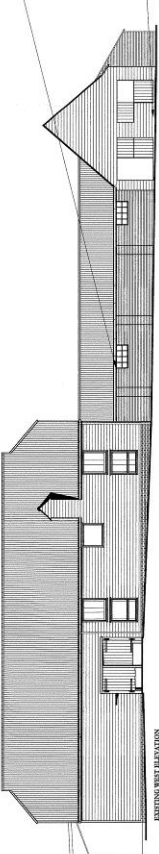


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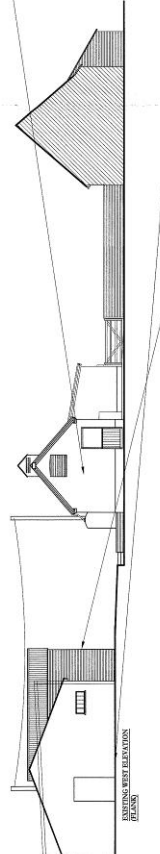


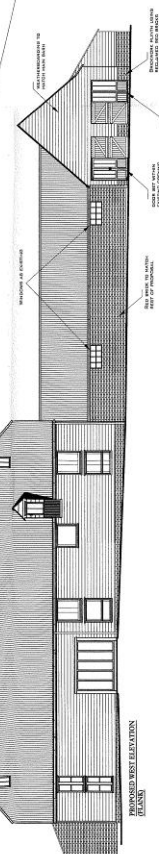
**EXISTING WEST ELEVATION (PLAN)**



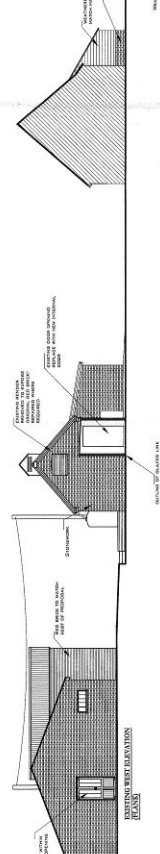
**EXISTING WEST ELEVATION (PLAN)**



**PROPOSED WEST ELEVATION (PLAN)**



**PROPOSED WEST ELEVATION (PLAN)**



**MATERIAL AND APPEARANCE TO BE ACHIEVED**

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West elevations existing and proposed.



**Description - General**



The Barn, East Stables and North Stables from the NE.



The North Stables from the NW.



The North and East Stables from the west.



The East and Central Stables with the Barn behind.





The North, East, Central Stables with Barn roof behind from the west.



The Central Stables from the west.





The Central Stables, Barn, Shelter and South Stables from the west.



The Barn and Shelter from the NW.





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The South Stables looking WSW.



The flank of the Garage from the west.



Looking north into the site from the lane.

### **Description - General**

The farmyard consists of the remnants of three C19th buildings heavily modified in the C20th sprung off an early C19th timber-framed Barn to form an F shaped plan. To the south are two C20th buildings and a LC20th open shelter that create an overall E shaped plan. All the other buildings on the site are post 1967 as shown in the aerial photograph of that time.

The farmyard is entered from a lane off a side road from the main A129 which divides the original farmhouse known as Ellices from the farmyard. There is also a parallel lane to the west which will presumably be the entrance to the plot north of the site once the site is developed.

At the time of the survey the Barn was stripped to its frame and the floor level reduced to insert a suspended concrete floor on piles. All the external surfaces of the farmyard and nearly all the internal floors were of poured concrete and the water run-off had considerably rotted the timber frame of the Barn on the side where the farmyard level had been raised.

This report describes the following buildings.

1. North Stables (conjoined with)
2. East Stables
3. Central Stables
4. South Stables
5. Garage
6. Shelter
7. Timber-framed Barn.



## 1. North Stables.



The N, W, S and E elevations of the North Stables.

### Description - External

The North Stables consists of a 6 bay E-W oriented range with a small brick outshut on the NW corner all roofed with C20th single roman clay tiles. Originally the building was open on the north and south sides but the walls have been under-built in flettons and textured engineering bricks set in grey cement. The east and west gabled ends are clad in C20th weather-boards over scantling studwork frames and the lower part of the western elevation is built in flettons on a low plinth of soft red bricks.

The building is divided into three double bays each with LC20th softwood gate and ledger stable doors on reversible hinges. It is known the whole farmyard was converted into a livery c.1975 and most of the doors were fitted then. The windows on the north elevation are rolled steel casements of the 1930's or 40's many with yellowed Perspex sheets in place of glass.

There is a high level hatch door in the west gable and it is evident that there was a hay loft at this end. The bays were used as horse stables except the central one which is currently a secured store for the harness and tack with a LC20th loft above.

The west and south elevations have been rendered in hard cement and painted. The metal plastering beads can be seen on the corners and this would have been done in the 1975 refit.

## Description - internal



The eastern bay showing the stalls and the weather-boards on the partition. Looking NW.



The eastern gable and the roof structure above the stalls. Looking NE and NW.

The easternmost bays have been divided with medium density blockwork and modern timber and wire grille partitions into two large stalls. There are two entrances from the east and another from the south. This allows the horses to be walked through the building from the yard into the eastern field.

The eastern wall is composed of sawn quarter poles clad in C20th weather-boards and the lower section is reinforced with blockwork. The western wall is clad with C19th weatherboards above the tie-beam and modern blockwork below.

The roof is a simple clasped side purlin design with raking queen struts off the tie-beam to the purlins. The roof has been recently reroofed and a blue plastic membrane inserted as well as a number of modern sawn softwood timbers. Most of the rafters are machine sawn but there are a few quarter poles. The roughly sawn collars are lapped and heavily nailed.







The central bay has been converted into a secure store with loft above. Looking NW and W.

The two central bays have been converted from pig pens to discrete lockable stores for riders to stow their harness and gear safely. The pens are divided by brick partitions and each has a low-level poured concrete trough and a sliding tether rail close to the ground. Each pen has then been made secure with mild steel bars and marine ply doors.

On the wall of each pen is a saddle tree and a set of harness hooks. In the SE corner pen is a tall steel cabinet and some fixed shelving. The room is not currently in use and it is obvious from the damp and spiders webs that much of the tack and clothing has been abandoned. It is understood that only two very old horses belonging to the owner's family are kept on site at present.



The present loft is LC20th made of recycled packing and breathable sheathing.



Timber framed eastern wall and C19th batten loft ladder.

There is an inserted loft floor made of treated softwood joists and batch marked ply board stamped 'APA Perforated Sheathing 15/36'. The joists appear to be recycled from large packing crates.



Loft looking west at the central hatch door.



Although the loft is obviously modern it replaces an older one whose presence is marked by a nailed batten loft ladder on the eastern wall frame (common with the Eastern Bay). In the opposite wall is a small hatch hung on wrought iron T-strap hinges with spoon terminals.



Carpenter's mark on the raking strut. Birds-mouthed struts reinforce the roof structure.

The roof is similar to that on the eastern Bay with raking queen posts supporting the clasped side purlins. The central tie-beam appears reused and the northern raking strut is heavier and squarer than all the other timbers and is marked II with a bolster to match a mark on the tie-beam. The collars are tenoned in and the weight further taken up by inserted birds-mouthed struts to prevent the roof from sagging. The rafters are pit sawn scantling with a principal rafter constituting a true truss. There is also a blue membrane under the battens.



Modern partitions form two stables north and south.

The western room is also two bays and is divided axially using heavy beams to form two stalls. Inside the flettons and engineering bricks are clearly visible. There is a remnant of a timber hay rack in the NE corner above which the partition is clad with aged weather boards.





Corridor leads to northern outshut. Side purlin roof similar to the eastern bays.

The partitions and steel grille match those in the central bays and are from the 1975 refit. A corridor has been created leading to the northern outshut which is used as a secure store for the harness and tack belonging to 'Star' the horse who is currently stabled here. All the floors are concrete except for a small section of 55-50x110x230mm yellow paviors in the corridor which have been repaired at the threshold with larger much worn bricks.

The roof structure is similar to that in the east bay with side purlins clasped in lapped and nailed collars. There are two raking struts from the tie-beam to the purlins and no principal rafters. The tie-beams are secured with wrought iron ties although those on the central tie-beam are heavily rusted and may be mild steel.

## 2. East Stables



West elevation facing into the yard.

The East Stables is position N-S linking the North Stables to Barn and its western outshot. It is very similar to the north Stables being a previously open timber framed building that has been underbuilt in flettons and textured engineering bricks. The roof is clad in single roman clay tiles. The western elevation has been rebuilt in rendered brickwork to create four stables divided by blockwork. The doors are all LC20th softwood pattern split doors hung on reversible hinges.



Eastern elevation of the east Stables.

The eastern elevation has been left unrendered and is made of textured engineering bricks. Each elevation has full height buttress reinforcing the single skin walls. There are two rolled steel casement windows each with 8 lights.

#### Internal Description.



Stalls 1 and 2 (from the N) are separated with a steel sheet.



Stall 3 is typical of the internal space. Stall 4 has a blocked door into the Barn.



The inside is divided into four featureless stalls divided by textured celcon block except for between the 1<sup>st</sup> and 2<sup>nd</sup> from the north. These are divided by two large steel sheets painted white. Possibly an exceptional fractious horse was kept in the first stall. The partitions are positioned partially across the windows so that they are lit except Stall 3. There is a bricked up doorway in Stall 4 that original went into the Barn.



The low-pitch roof has short raking struts to the purlins. Stall 4 looking SE and NE.

The roof structure is again a simple clasped side purlin design with short struts off the reused elm tie-beams, halved and nailed with large clouts. The principal rafters pass alongside the tie-beams so there are no true trusses. The rafters are sawn 2x4in softwood nailed onto a ridgepiece and the eastern side is boarded horizontally.

The pitch of the roof is low, suitable for grey slate tiles and a few remain near the eaves. One of the rafters on Stall 2 has a merchant's mark '201' made with a race knife.

### 3. Central Stables



North elevation facing the yard.

The Central Stables is a separate building with an outshut building on the NW corner which serves as a small kitchen and WC. The main range is oriented E-W and the gabled roof is clad with single roman tiles to match the other stables and has a centrally placed timber louvre. The outshut has grey slates on a very low pitch roof.



South elevation of the Central Stables.



West and East elevations.

The main range is built of red 70x110x230mm bricks set in a beige sandy mortar and laid in Flemish bond. The building is near symmetrical having a LC20th stable door and louvre in both gable ends, two LC19th 8 pane tilting windows on the southern elevation, a similar window on the northern elevation alongside two LC20th split stable doors with reversible hinges and galvanised fittings all Pozidrivn into place. The render is painted concrete.

### Internal Description.



Stalls 1 and 2 (from the west) have blockwork partitions.

Four stalls have been created by inserting blockwork partitions with mild steel grilles above to separate the horses but provide light through the windows. The blockwork and lower parts of the external brickwork were rendered with hard cement.





Stalls 3 and 4. All the stalls are featureless without fixings.



Roof structure looking west. Oak planks are stored on the tie-beams.

The roof structure is again a clasped side purlin design with short raking struts off the tie-beams. However all the timbers are machined. The 2x4in rafters are nailed to a ridgepiece, the side purlins are 4x6in, the tie-beams 3x9in and the principal rafters are 3x4in and secured with halved and nailed collars of the same section. The tie-beams are secured with iron ties which are rusty enough to be mild steel.

The roof is heavy battened with no underlay but all tiles look relaid. The walls, timbers and tiles have been coated in limewash which has been rubbed off the tiles. Some very wide and long oak planks have been stored on the tie-beams along with various other planks.

There are no fittings in the building except for a modern electricity meter box in Stall 1. Adjacent is a galvanised water tank with a modern alcatene pipe connecting it to an older pipe network for taps and the WC in the outshut.



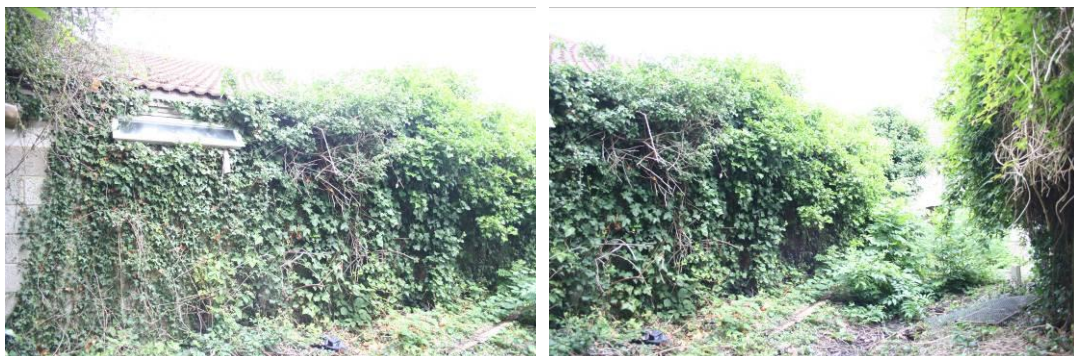
Interior of the outshut. Kitchen and WC.

The outshut houses a LC20th outfitted kitchen and a studwork cubicle for a WC.

#### 4. South Stables



Northern elevation of the South Stables.



The south elevation is consumed by foliage. Window to store. Looking NE.

The South Stables is a peculiar building in that it has a modern two pitch roof that has been put over two small mono-pitched buildings previously having corrugated asbestos roofs. The current roof is built of BS146 softwood clad with cement single roman style tiles. There are three LC20th split stable doors into stalls on the northern side.





East elevation obscured at time of survey. Passageway between former buildings.

In the eastern elevation there is a passageway allowing entrance to a store and another stable at the rear and it is here that it can be seen that there were originally three C20th buildings. Part of the asbestos roof remains embedded in the top of the SE stall. There are a rolled steel 5 pane casements that define the earlier larger building set in the rear and flanks of the stalls and it is apparent that the gap between this and the garage was only recently filled in.

#### Description - Internal



Stalls 1 and 2 (from the west). Windows in Stall 2 define an earlier mono-pitched building.



Stall 3 and the store behind it.

The building has been outfitted with marine ply partitions and doors and all the glass removed from the casements. The few fittings are all LC20th. The store has a double glazed top hung slit casement.



The modern roof is housed in the garage wall. Earlier roof held on steel joist hangers. Stall 1.

The very modern roof is made of sawn softwood marked BS146. The rafters are nailed onto a thick ridgepiece and braced with very long narrow collars. There are purlins lodged in the side of the Garage and rested on the top of the old walls with short struts up to the roof purlins. The whole construction is nailed. There is an asphalt membrane.

In the side of the garage are modern steel joist hangers for the previous mono-pitch roof between the Garage and Stall 2 showing it was also a LC20th addition.

## 5. The Garage.



Northern and western elevations of the garage.

Although obviously a garage the building has full height timber, tongue and grooved, softwood, gate and ledger doors hung on reversible hinges of a pattern common in the 1930's and onwards. It is constructed of Fletton bricks and has a LC20th single roman concrete tiled roof with asphalt membrane. North gable is LC20th weather-boarded.



Blank interior and repaired roof using a C19th machined timber truss.



### Description - internal.

The interior is devoid of features and is currently in use to store hay for the stables. The floor is concrete. There are no windows. The roof is supported on a reused LC19th king strut truss cleated to support pairs of reused side and ridge purlins. A second pseudo truss has been created using a plank. The rafters are all LC20th and are bright in comparison to the old brown timbers.

### 6. Shelter



Asbestos roofed shelter. Looking SE.

Lodged between the Barn and the South Stables is a LC20th steel framed implement shelter with a corrugated asbestos roof, front valance and rear panels. The lower rear wall is built of brick to the same pattern as the stables. On the walls are modern galvanised tethering rings and a sign saying 'Grooming Bay'.

Asbestos was regulated in 1969 (the Asbestos Regulations 1969) but not banned until 1985 (Asbestos (Prohibitions) Regulations) but its use was phased out in the 1970's as it became realised what a dangerous material it was. However prefabricated buildings continue to be reused where the danger of exposure is negligible. Aerial photography shows the building was not in place c.1980.

## 7. The Barn.



Western elevation.



North and eastern elevations.

At the time of the survey the Barn had been stripped of its weather-boarding and roof tiles and shored with a scaffolding armature to prevent further collapse of the frame. Historic photographs (see later section) showed that the frame has been previously sheathed with internal boards to try to arrest its collapse. The floor had also been excavated out and a suspended concrete 'Clayformer' floor was being constructed on piles.

The Barn is a typical Napoleonic War Era construction of interrupted studwork nailed onto straight primary bracing. Most of the frame was of reused oak and the frame was numbered throughout on the outside on the studs and the mid-rails. The Barn has 7 bays with the midstrete porch in Bay 5 from the north. The building is more easily understood from the inside where the scaffolding doesn't obscure the detail as much.





South elevation of the Barn. Note rotted away sole plate.

The south wall exemplifies the style of construction throughout the Barn. The tie-beam is reused with the original mortices left and the studs repositioned and in most cases turned through 90 degrees and nailed in place. Many have darts for wattle and daub panelling either turned or upside down. The primary braces are set in a V formation either side of the central post. The mid-rails are secured with Georgian style wrought iron straps and ties clout nailed and stapled. Much of the lower part of the south wall and the west walls have rotted away due to the raised levels on the outside from tree growth and the laying of concrete.



The SW corner of the Barn. Bays 4 and 5. Note trenched studs out of place.

Each bay has a single primary brace above the mid rail and the 6in thick oak studs are all clearly reused with darts and trenches for earlier braces all out of place. Where possible the original mortices have been used but many studs have been turned.





Bays 3 and 4 looking west.



Bays 1 and 2 looking west. Note severed mid-rail and sole plate for former openings.





The northern elevation. Note opening for door into East Stables.



Bays 1 and 2 looking east.





Bays 3 and 4 looking east. Note openings for high level hatch and doorway.



Bay 5. Framed doorway for full height doors. Note hanging knee and straight braces to tie-beams. Also mid-rail removed to insert door lintel.





Bays 6 and 7 looking east.

The barn was stripped of its cladding and windows, roof tiles and battens prior to its conversion. This may seem premature but the historic photographs clearly demonstrate that all this was part of a LC20th conversion and that any original cladding material was lost then. The frame is in remarkable sound condition except for some of the sole plates and rotted off studwork on the south and west sides and most can be retained. New oak can replace the reused oak now lost from the frame.



North and south outshuts.

There are two late C19th outshuts either side of the midstrey porch. Each have machined rafters on a simple purlin retained with raking struts from the tie-beams and end walls. The northern one retains its LC20th weather-boarding over a plastered brick infill but the presence of small post brackets show it was originally open sided. The southern one lacks this feature and has two external doorways in a brick wall so was most likely always secure.

## Carpentry and Timber Marks, Apotropaic Marks and Grafitti



Merchants mark in the East Stables. C19th and C20th race knives and circle scribes.

Only one merchant's mark was found on the site, in the East Stables on a rafter. The number '201' was scribed with a race knife which was a common tool on the C19th and EC20th as well as hundreds of years before.

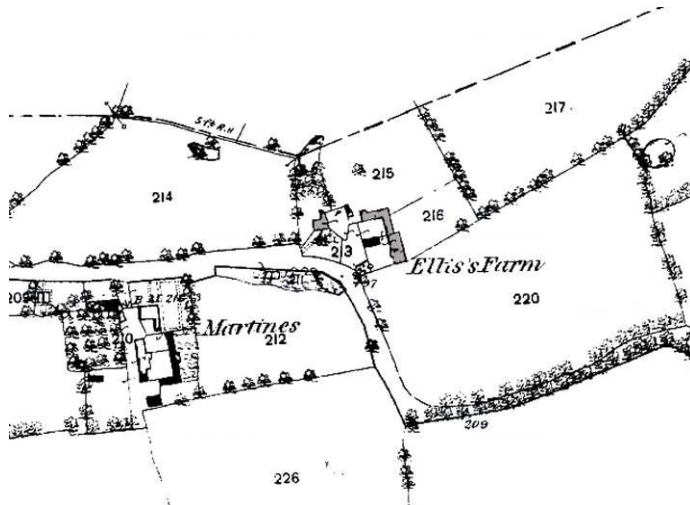


Variety of carpenter's marks on the Barn frame.

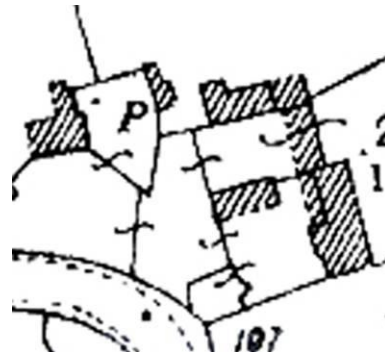
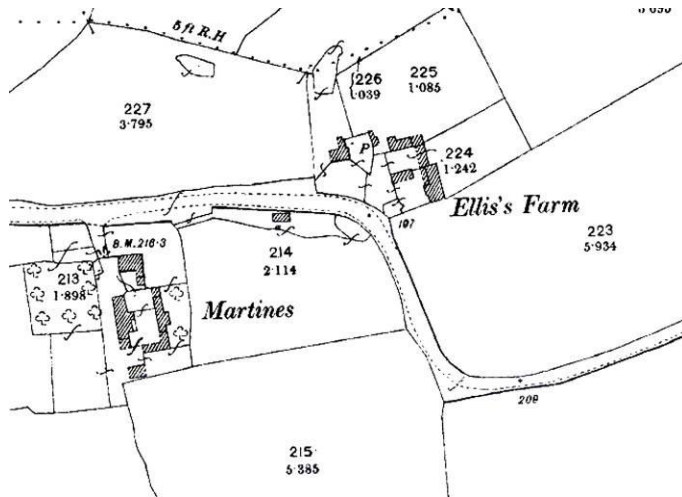
The Barn frame was numbered through on the outside using either a narrow chisel point on the western side or a wide bolster on the eastern. There were also levelling marks and older numbers on reused studs randomly placed.



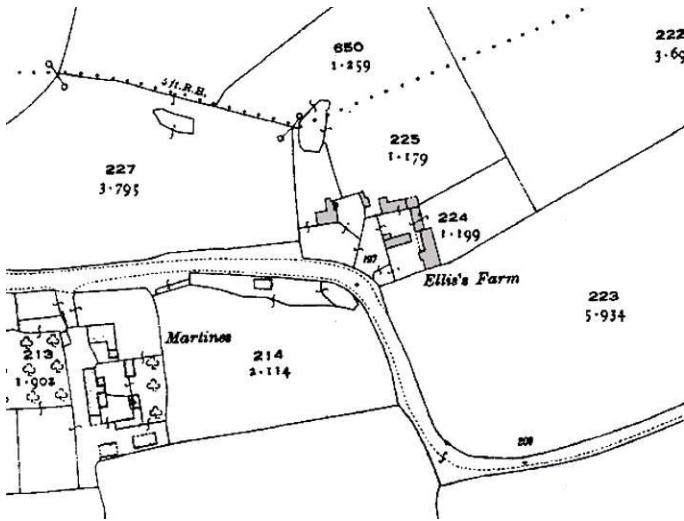
**Topographical Survey from Maps**



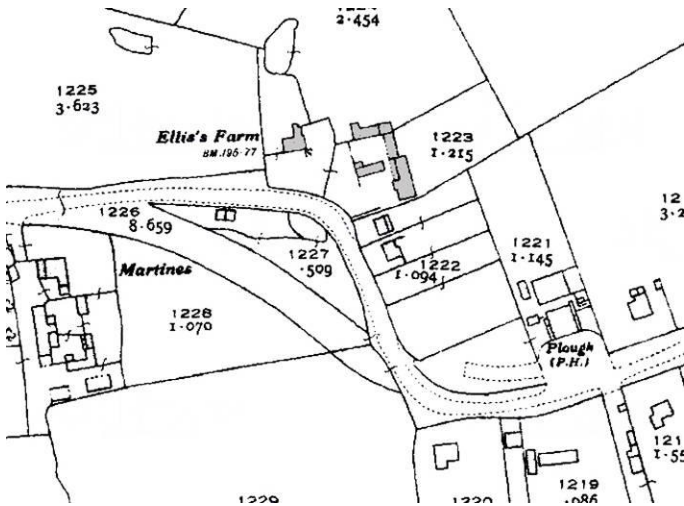
**1876 First Edition Ordnance Survey**



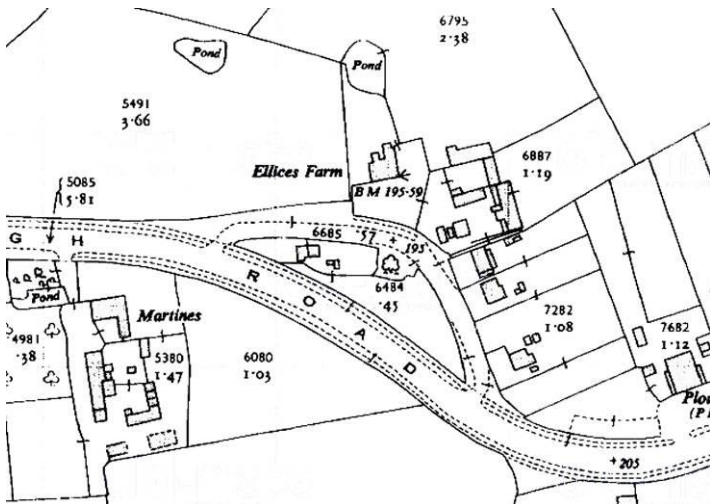
**1896 Second Edition Ordnance Survey**



1921 3rd Edition (New series) Ordnance Survey.



1935 Ordnance Survey.



1955 Ordnance Survey.



**Historic Photographs.**



**Late 1960's. Post 1967. From the SW.**



**C.1980. From the SW. Note the much larger trees.**





**The east side of the Barn in 2011.**



**The west side of the Barn in 2011.**



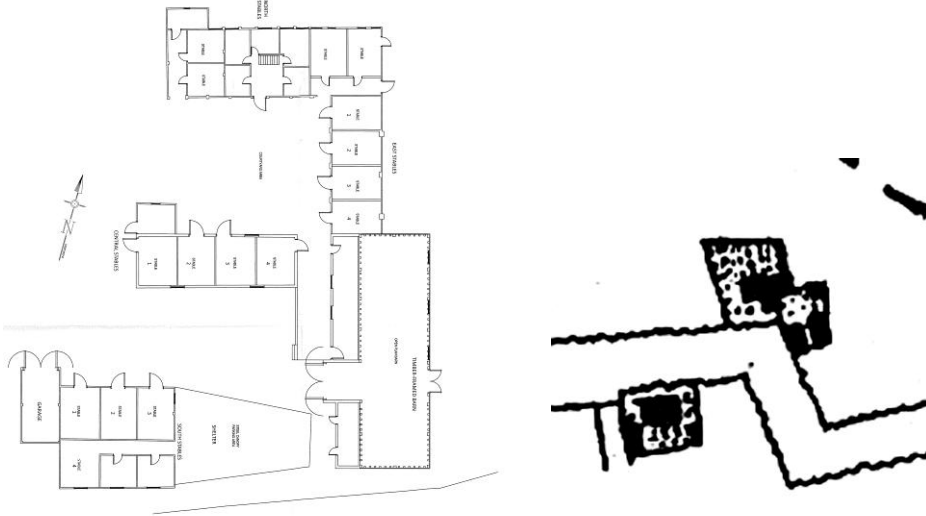


**East side of the Barn in 2011 showing previous LC20th sheathing.**



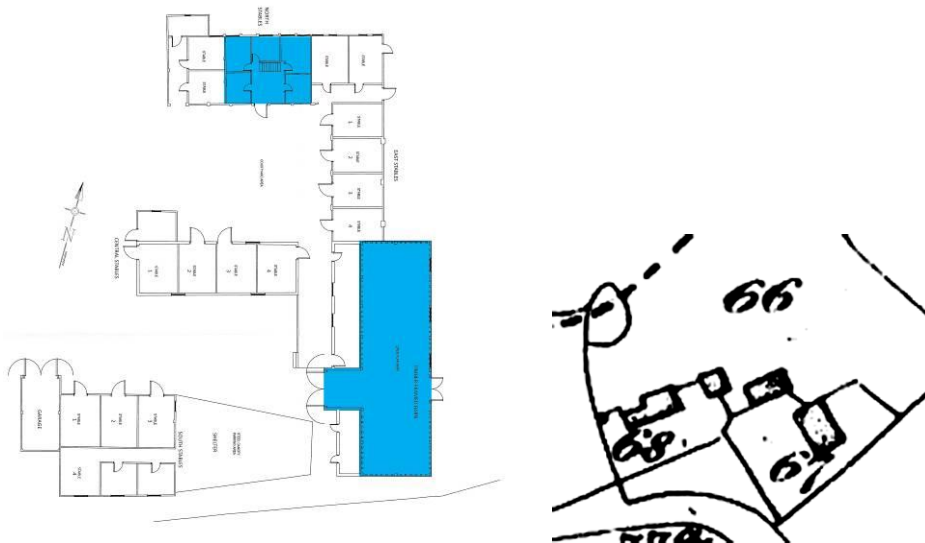
**West side of the Barn with outshots. 2011.**

**Phasing the Development of the site**



The present site compared to Chapman and Andre’s map of 1777.

It can be seen from Chapman and Andre’s map of 1777 that none of the buildings mapped by them exist today. They have all been removed in favour of later buildings.

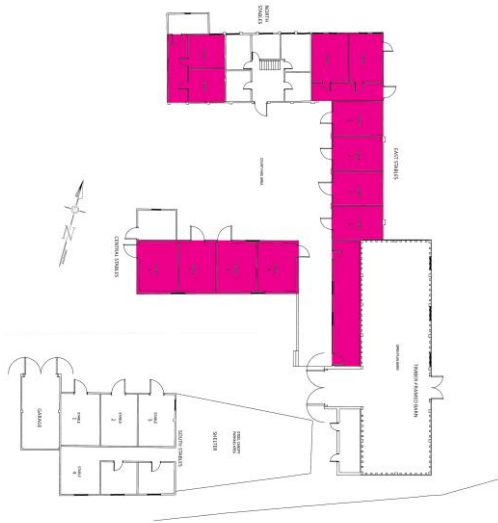


**Phase 1. 1777 to 1838.**

Shown on the Tithe Award Map of 1838 are two buildings corresponding to the Barn and the central two bays of the North Stables. In the description it can be divined that this was a two bay timber-framed building clad with weather boarding and fitted with a hayloft above. The gable ends inside the extended building with a small hatch door and the central truss with its marked up raking strut remain from this period.

The Barn is a typical Napoleonic War Era barn built to an accepted and common pattern reusing the timbers of an older barn which may have been one of the buildings shown by Chapman and Andre.



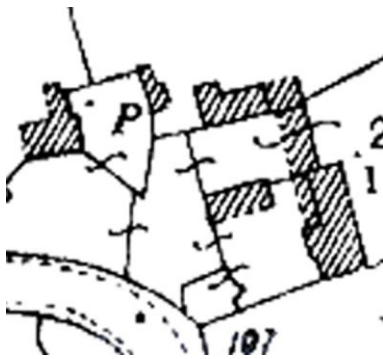


1876 OS Map.

**Phase 2. 1838 - 1876.**

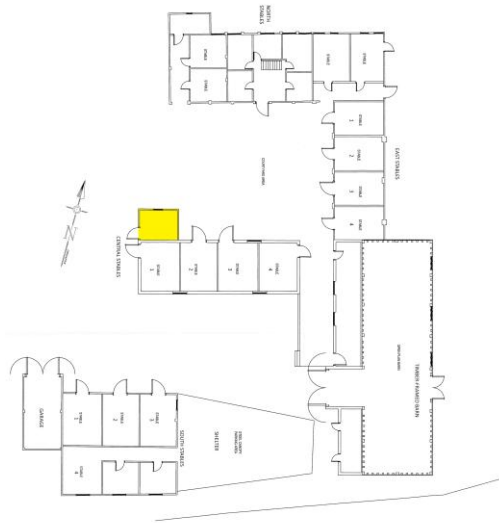
By the time of the 1<sup>st</sup> Edition OS map the North Stable shad been extended in both direction, the East Stables built and the Central Stables erected. There was also an outshut on the North Stables on the NW corner but nothing of that remains today.

While the Central Stables is close to its original design in brick and timber the other buildings have very little original fabric left. The tie-beams and trusses appear original but the roofs have been rebuilt in the C20th. The internal layout is LC20th.



1896 OS Map

The northern and southern outshuts on the Barn have been erected. The later 1896 OS map implies that the northern one was indeed open as indicated by the bracketed posts while the southern one was closed. The East Stables is also showed as open sided into the yard. The Central Stables is also shown open sided to the south but this is either a mistake or the windows were reused in their current positions as the brickwork shows no disruptions and the top-plates are not strong enough to support and open side.



1921 OS Map

**Phase 3. 1896 -1921.**

The only significant change is the addition of the small office on the NW corner of the Central Stables.

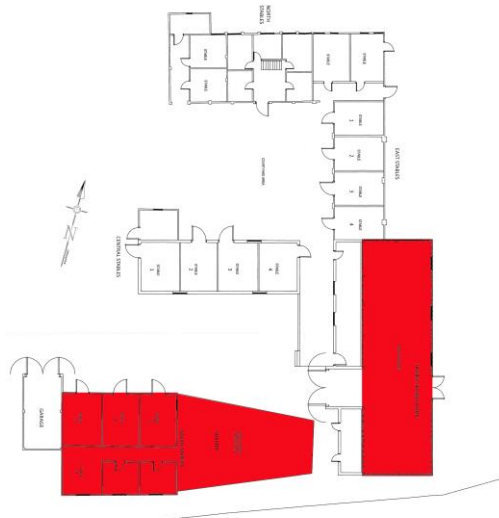


1951 Ordnance Survey map.

**Phase 4. 1921 - 1951.**

By 1951 the garage and the central part of the South Stables had been built. It is also during this period that all the Fletton brickwork was inserted into the other buildings. Judging by the beige cement it would have been relatively early in this time period before grey cement became popular after the 2<sup>nd</sup> World War.





### **Phase 5 - LC20th.**

In 1975 it is known that the farmyard was converted to a Livery as a business concern. Prior to this it is possible horses were kept on the farm but the North stables is outfitted to house pigs with low-level troughs and tethering rails. The pigpens were converted to a secure store to keep all the valuable tack and a new loft put in

It is highly likely that the Shelter was brought in then as the 'Grooming Bay' and the South and East Stables converted. The Central Stables had blockwork divisions put in and new doors were fitted throughout the site.

The Barn was also part converted, stripping it and sheathing it with ply and adding full height modern windows. The ginger woodwork shown in the historic photographs was very popular from the 1980's onwards but may be earlier.

### **Discussion and Significance**

Whilst the site maintains something of the format of a Victorian High Farm much of its layout is attributed to the LC20th. The buildings are only hollow remnants of the originals with the exception of the Central Stables which is nearly intact. The Barn is a typical example of a circa AD1800 threshing barn but only its highly altered frame remains.

The farmyard has been divorced from its original farmhouse and swamped by modern agricultural buildings one of which is a temporary residence.

### **Acknowledgements**

I am very grateful to the owner Mrs Pauline Exley for engaging me to record the farm. I am also grateful to Adam Garwood of Essex County Council HEM Team for his guidance on the content of this Level 2 report.



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Page | 44

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**ESSEX HISTORIC ENVIRONMENT RECORD/ESSEX ARCHAEOLOGY AND HISTORY**

**SUMMARY SHEET**

Page | 45

Site name/Address: Havering Grove Farm, Rayleigh Road, Hutton, Essex.	
Parish: Hutton	District: Brentwood
NGR: TQ 6469 9488	Site Code: BWH G11
Type of Work: Historic Building Recording	Site Director/Team: Barry Hillman-Crouch
Date of Work: 19 07 2011	Size of Area Investigated: 100x100m
Location of Finds/Curating Museum: N/A	Funding source: Owner
Further Seasons Anticipated?: No	Related EHER Nos:
Final Report: Havering Grove Farm, Hutton nr Brentwood, Essex. Description and analysis of the farmyard buildings. Surveyed 19 07 2011. Barry J Hillman-Crouch MStPA DipFA BSc HND.	
Periods Represented: LC18th - C20th	
<p><b>SUMMARY OF FIELDWORK RESULTS:</b></p> <p>The farmyard consists of the remnants of three C19th buildings heavily modified in the C20th sprung off an early C19th timber-framed Barn to form an F shaped plan. To the south are two C20th buildings and a LC20th open shelter that create an overall E shaped plan. All the other buildings on the site are post 1967 as shown in an aerial photograph of that time.</p> <ol style="list-style-type: none"> <li>1. North Stables. Central 2 bays of the EC19th, extended both ways 1838-1876.</li> <li>2. East Stables - 1838-1876. Both heavily modified 1921- 1951.</li> <li>3. Central Stables - 1838-1876.</li> <li>4. South Stables - 1921- 1951.</li> <li>5. Garage - 1921- 1951.</li> <li>6. Shelter - 1975</li> <li>7. Timber-framed Barn. C1800. Only frame remains. Converted in 1975.</li> </ol>	
Previous Summaries/Reports:	
Author of Summary: Barry J Hillman-Crouch MStPA DipFA BSc HND.	Date of Summary: 17 08 2011.