

Design and Access Statement



Two Storey Rear and Side Extension of the Chapel to Provide New Community Hall, Vestry, Kitchen and Toilets including demolition of existing rear extensions with Associated Car Parking and External Alterations.

**Affetside Chapel
Affetside
Bury**

October 2023

CONTENTS

CONTENTS.....	2
1. INTRODUCTION.....	3
2. SITE CONTEXT AND PLANNING HISTORY	4
3. DESIGN PRINCIPLES.....	8
4. PROPOSED DEVELOPMENT	9
5. ENERGY AND WASTE STATEMENT	Error! Bookmark not defined.
6. SUNLIGHT AND DAYLIGHT ASSESSMENT	Error! Bookmark not defined.

1. INTRODUCTION

- 1.1. This design and access statement has been prepared by Emma Jones MRTPI of Acer Town Planning. It accompanies a planning application for the two storey rear and side extension of the chapel to provide new community hall, vestry, kitchen and toilets including demolition of existing rear extensions with associated car parking and external alterations.

2. SITE CONTEXT AND PLANNING HISTORY

Site Context

- 2.1 The 0.05ha site is situated high density urban location in Barrow-in-Furness town centre. It is bound by Rawlinson Street to the east, number 4 Rowlinson Street to the north – an end terrace, St Georges Church of England Primary and Nursery School to the west and north and an access road to the rear of terraces facing onto Salthouse Road to the south.
- 2.2 The property and surrounds can be seen in Figure 1.



Figure 1: 2 Rawlinson Road: Google Maps satellite imagery: Accessed March 2023

- 2.3 The surrounding area is characterised by two storey residential terraces interspersed with larger 3 and 4 storey blocks of flats.
- 2.4 The site itself contains the former Queens Arms public house – a non-designated heritage asset - believed to date from 1853, but long vacant since 2009 and has fallen into a state of disrepair. There are also associated outbuildings and hardstanding to the rear and north side of the main building.
- 2.5 The school and the terraces facing onto Salthouse Road to the south are all grade II listed and the site sits adjacent to, within the setting of the St. George's Square Conservation Area.

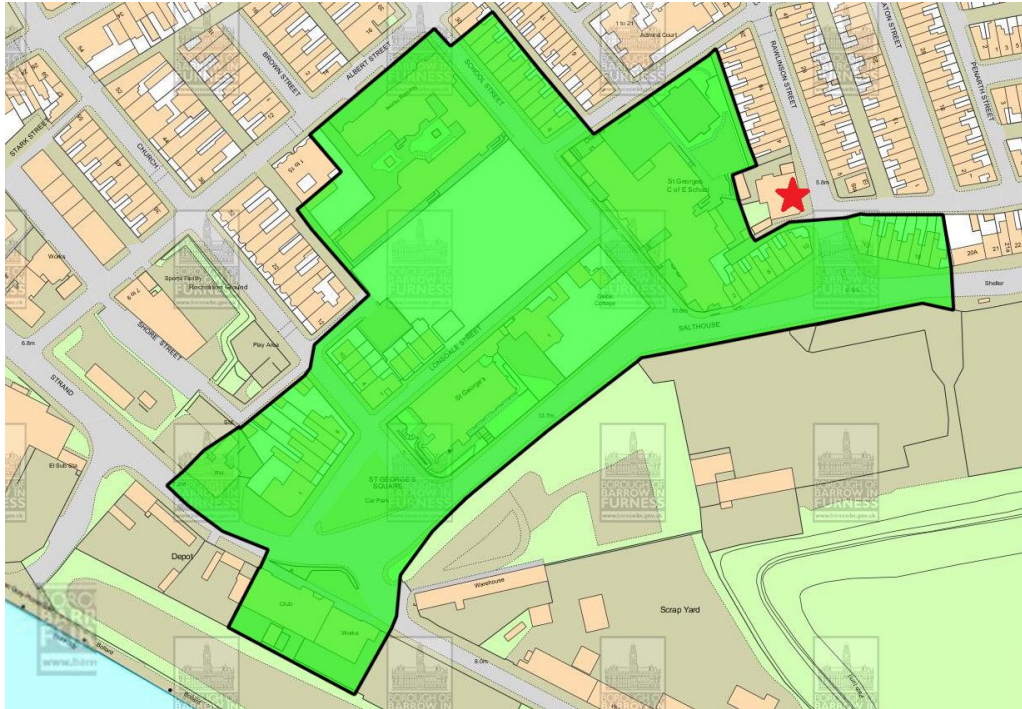


Figure 2: St Georges Square Conservation Area – site shown by red star :Source Barrow BC Online Proposals Map: Accessed March 2023

- 2.6 St. George's Square conservation area is on the Historic England at risk register due to its deteriorating condition. Centred around St George's Square which is flanked by a number of listed buildings, including the former headquarters of the Furness Railway and Barrow's first permanent train station which were completed in 1863. The adjoining structures are adjacent to the square along The Strand currently in a state of disuse. Amongst the other firsts for the town located in St. George's Square were the Lancaster Bank and Harbour Hotel Public House. Despite these buildings still standing, they have long served a different purpose (predominantly residential), as the town centre expanded northwards where land was more abundant.
- 2.7 The conservation area extends eastwards to encompass buildings on School Street including St George's School and the listed terraces on Salthouse Road.
- 2.8 The listing details for the terrace at 2-10, Salthouse Road:
- 2.9 Terrace of 9 cottages. 1846, altered. For the Furness Railway Company to house their workers. Red sandstone now mostly pebble-dashed and stuccoed; graduated slate roofs. 2 storeys; each has single window to each floor; to right of No.2, the cottages step down in reflected pairs. Nos 2, 3 & 4 are least altered and have quoined doorways, dressed lintels and projecting sills. Each pair has its doors together flanked by square-headed windows; smaller centralised 1st-floor windows. Later doors and various

casements; No.9 has a 16-pane sash. Broad stack at right end and at each step in roofline. Important as 1st row of cottages built following the arrival of the Furness Railway; on 10.1.1846 the company requested 10 cottages 'to be built as cheaply as could be, the price if possible, not to exceed 100 pounds each' (Pollard). (Transactions of the Lancs & Cheshire Antiquarian Society: Pollard S: Town Planning in C19. The Beginning of Modern Barrow In Furness: 1952-1953: 90).

- 2.10 The listing for the terrace at number 14-20 Salthouse Road.
- 2.11 Terrace of 7 cottages. 1849, altered. For the Furness Railway Company to house their workers. Red sandstone, partly rendered or pebble-dashed; graduated slate roof. 2 storeys; each has single window to each floor. 3 reflected pairs and single house at left end (No.14). Each pair has its doors together flanked by square-headed windows; smaller, centralised 1st-floor windows. Stone lintels and projecting sills; later doors and casements. Stack at right end and 3 ridge stacks on the party walls of adjoining pairs. Important as 2nd row of cottages built following the arrival of the Furness Railway; shown on 1850 OS map along with Nos 2-10 Salthouse Road (qv) prior to any other housing development. OS maps indicate that the left end of the row has been shortened following the development of Rawlinson Street. No.13 Salthouse Road (now adjoining No.14) is not part of the 1849 scheme and is not of special interest. (Transactions of the Lancs & Cheshire Antiquarian Society: Pollard S: Town Planning in C19. The Beginning of Modern Barrow in Furness: 1952-1953: 90).
- 2.12 Listing details for St Georges School
- 2.13 School. 1849. For the Furness Railway Company. Red sandstone rubble with ashlar dressings, graduated slate roof. Single storey, 3:3:1:1 bays; bays 1-3 and bay 7 are projecting gables, entrance in right return; gabled wing to rear. Rock-faced quoins. Central recess has 3 square-headed windows with later casements; blind 3-light mullioned window in half-dormer. Left gable has projecting sills and quoined reveals to 3 pointed-arched windows with later casements, the central window larger; shaped kneelers and moulded gable copings. Narrower right gable has Tudor-arched window, matching kneelers and copings and trefoil in corbelled base for a bell turret. Tudor-arched window to end bay on right. Right return: altered doorway has concrete lintel beneath original Tudor-arch; coped gable with terracotta cross. Link block set back on right adjoins No.2 Salthouse Road (qv). Built for Furness Railway employees' children. Formed part of the nucleus of the new town based on the railway terminus in St George's Square.

PLANNING HISTORY

- 2.14 The Council's online planning search facility shows the following planning history for the site:

Reference	Proposal	Decision
2013/0036	Conversion of the former public house into 9 apartments	Approved 2013
2018/0541	Conversion of coach-house outbuilding forming two dwellings	Approved 26 th September 2018

Pre-application discussions.

- 2.15 Since 2021 several meetings have taken place with Maureen Smith regarding the proposed re-development of the site.

- 2.16 The initial advice provided in May 2021 can be summarised as follows:

Taking account of the unlisted status and deteriorating condition of the existing vacant pub, and that the proposal has the potential to result in the provision of new good quality housing, it is likely that the principle of the proposal would be acceptable. It should be demonstrated that the proposed development will preserve or enhance the setting of the St George's Conservation Area and listed buildings, in accord with policies HE3 and HE4 of the Local Plan. The proposal should also conform to Policy HE5 regarding the demolition of a building that makes a positive contribution to the special character and appearance of the conservation area. In terms of design, it should be ensured that the bulk of the proposed development will not harm the setting of the conservation area and listed buildings. The proposal should conform to other relevant Local Plan policies, including those relating to car parking, affordable housing, biodiversity and the loss of community facilities.

- 2.17 Guidance was given on the specific proposals and further meetings were held to work with the planning officer to refine the design to ensure that it was appropriate to the site context and constraints.

3. DESIGN PRINCIPLES

3.1 The proposal is to extend the chapel to provide a community hall, upgraded facilities and an improved access. Based on the site context, history and consultation undertaken the following principles guided the design:

- Produce a design that is respectful in scale and appearance to the existing Chapel building.
- Ensure the design respects amenity of the existing smaller scale adjacent residential properties to Watling Street.
- Replace and rationalise the ad hoc existing extensions to the building.
- Provide formal car parking to extend and replace the current hardstanding used.
- Provide disabled access and facilities at the chapel.
- Provide additional community space and upgraded kitchen and toilet facilities.
- Minimise the impact on the openness of the Green Belt through keeping a similar footprint to the existing buildings.

4. PROPOSED DEVELOPMENT

Use and Amount

- 4.1 The aim of the development is to create a site specific solution with a design of local distinctiveness and to be of appropriate layout and scale. The scheme must also be financially viable and sustainable.
- 4.2 The proposal is for the demolition of the existing ad hoc extensions to the rear of the Chapel building and redevelopment with a new two storey rear and side extension incorporating:
- Community hall
 - Kitchen
 - Vestry
 - WCs including disabled provision
 - Disabled access ramp
- 4.3 The existing internal floorspace of the buildings is 232.2 sqm and the proposed internal floorspace (including the retained areas) will be 237 sqm.
- 4.4 Externally there will be a new formalised car parking area for 18 vehicles, including 1 disabled space and 1 electric vehicle charging space. This will be a newly laid surface in a permeable material replacing part of the existing tarmacked area and a small area of existing grass. Beyond this the existing grass will be retained to the rear wall.

Layout and Scale

- 4.5 The proposed extension responds to the scale of the existing Chapel and demolished extensions but replaces with a slightly larger footprint and second storey.
- 4.6 The proposed car park is in roughly the same location as the current ad hoc car park but taking a slightly larger area to allow for formalised car parking.

Appearance

- 4.7 The proposal will use matching painted render and slate roof to blend in with the main Chapel building.
- 4.8

Access

- 4.9 The vehicular access onto Watling Street will be widened to improve access and egress to the site.
- 4.10 Otherwise, a bin area is provided located close to the access and concealed by the existing stone wall. A secure cycle store and garden store is proposed at the rear of the car parking area.
- 4.11 There will be a new access ramp into the Church to enable disabled access.

Landscaping

- 4.12 The undeveloped space to the rear of the site will continue to be grassed as at present. Hard landscaping includes a permeable surface area for the car parking and access areas.