



PM10-let-01

20th May 2024

Bury MBC
Development Control
3 Knowsley Place
Duke Street
Bury, BL9 0EJ

Dear Sir,

Design and Access Statement for a change of use from light industrial to restaurant, to include a mezzanine floor at the former railway goods shed, Rowlands Road, Summerseat, BL9 5QY

1 Use :

As part of the Bury to Rawtenstall railway line, the tracks and station were opened in 1846.

Constructed soon after this date during 1847, the goods shed was designed to serve the local cotton mills for the transport of raw materials inward, and the finished products outward.

It has been designated a Grade II listed building, mainly because it contains a rare and working, hand-cranked crane.



Jib crane rotating goods from flatbed truck position to railway track

It demonstrates the original flow of traffic transferring cotton goods from road to rail transport, with its raised platform and jib crane as its centre piece.

Serving as a visible reminder of how the Lancashire cotton trade used to transport goods, the building survives virtually intact and unaltered from its original structure.

Railway sidings and yard were still in use up to the early 1960's, but the tracks were removed around the time the railway became single track in 1967.

Most recently used as a 'one man' engineering business, dealing in the repair of motors and generators, several permissions have been granted for the same restaurant use, the most recent being in August 2013.

As the conditions within this approval were not fully discharged at that time, this application aims to rectify the situation.

2 Amount of development :

Our applicant owns several restaurants in this area, and now wishes to convert the engine shed for use as a restaurant.

Themed with railway paraphernalia, links with the railway would be forged, encouraging train passengers to break their journey at Summerseat Railway Station to enjoy a meal in the engine shed.

Advertisements within East Lincs Railway literature could encourage passengers by the use of discount vouchers for customers using the railway as transport to the restaurant.

Aiming to utilise the building without forming any new openings, maintaining all original features and as far as possible appreciating the scale of the interior, the listed building will be enhanced.



Engine shed viewed from the original sidings

3 Layout :

A simple rectangular building fabric determines our proposed layout, with entrances and windows being limited within existing openings.

Requiring space for a bar area plus WCs and a kitchen, rather than sprawling across the existing floor area, these spaces have been stacked at one end, over two upper floors, leaving the raised platform to accept table sittings.

4 Scale :

Using this stacking of spaces, the full scale of the original structure remains visible with huge trusses spanning above the rotating jib crane.

Additional covers are indicated seated on a mezzanine floor, limited to one side of the building to maintain views to the trusses above, allowing a full appreciation of the scale.

5 Landscaping :

Located in a secluded part of Summerseat, it is separated from all other buildings by woodland.

Our proposals are to utilise the original goods sidings as car parking spaces, and to maintain the existing landscaping.

6 Appearance :

Apart from a small amount of signage, the image of the existing building will be unaltered, and the whole site made welcoming and tidy.

7 Access :

Being former railway sidings, the terrain is level as suited to the former railway tracks.

Access from the proposed car parking spaces into the building is therefore level, at which point level thresholds will be provided at each doorway.

As required by building regulations, a unisex toilet for the disabled will be provided on the ground floor to the standards required by Part M, with appropriate sanitary ware and fittings.

All internal signage and ironmongery will be of contrasting colours to assist the visually impaired.

Stairs leading to the upper floors will be designed to be suitable for use by the ambulant disabled.

Any further recommendations suggested by the local authority will be embraced and incorporated to their satisfaction.

Should you require anything further please do not hesitate to contact the writer.

Yours faithfully,

Gary Dearden

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