



## DESIGN AND ACCESS STATEMENT

Proposal:

Change of use of former Methodist chapel (Class F1) to office (Class E)

Revision [1] 29/01/2024

Site address:

Wesleyan Methodist Church, Albert Street, Markyate. AL3 8HY

Background:

Planning permission is sort for the change of use from a place of worship to office with new vehicle crossover and parking area.

The applicant:

Capital Sky Ltd is a demolition and enabling works specialist company with over 30 years experience. They can provide the following as a tier 1 main contractor or tier 2 sub contractors.

Specialist services

- Demolition
- Enabling Works
- Soft Strip and Refurbishment Works
- Recycling and Waste Management
- Temporary Works – Design and Install
- Asbestos - Surveying and Removal
- Remediation and Ground Improvement Works
- Façade Retention

Their ethos is to deliver a high degree of initiative and dynamism and create an ability to understand clients' biggest construction and deconstruction challenges. They are a local Company who strive to employ local people and pride itself in training and employee development.

Capital Sky was the main contractor who delivered the alterations and development of Luton Town Football club ground redevelopment that enabled the team to compete the in the Premier League.

Site assessment:



The Methodist Chapel dates from 1859 and is located within a predominantly residential area and has an established frontage on both Albert Street and Wesley Road. The original principle elevation was located on Albert Street but following a single storey extension in 1967 the main entrance was relocated to Wesley Road. A single storey extension was added in 2005 to provide an accessible entrance and toilet facilities. The building is situated tight to the Southern, Eastern and Western boundaries but is set back from the road along the Northern boundary behind a low brick boundary wall with metal railings with soft landscaped borders both sides with maintained hedgerows. The building is not listed but is located within the designated Markyate conservation area. Following meeting and gathering restrictions imposed during the Covid19 pandemic the congregation and use of the building declined up until the Chapels official closure in June 2022. Since this time the building has been vacant and was eventually marketed for sale in May 2023. It remained unsold until January 2024 when it was purchased by the applicant.

## Planning history:

| Application reference | Description  | Status    |
|-----------------------|--|-----------|
| 4/01878/03/FUL        | Demolish existing single storey extension and construct single storey extension and internal alterations   | Permitted |
| 01375/05/DRC          | Details of materials as required by condition 2 of planning permission 4/01878/03 (demolish existing single storey extension and construct single storey extension and internal alterations)                 | Permitted |
| 4/01633/05/DRC        | Details of archaeological investigation required by condition 6 of planning permission 4/01878/03 (demolish existing single storey extension and construct single storey extension and internal alterations) | Permitted |
| 4/02167/05/DRC        | Details of hard and soft landscaping required by condition 5 of planning permission 4/01878/03 (demolish existing single storey extension and construct single storey extension and internal alterations)    | Permitted |

## Design:

No external alterations to the building are proposed. The internal alterations are limited to non permanent partition systems.

## Site parking and travel strategy:

The existing building is located within a residential area and has no off street parking provision. The Chapel operated various activities during weekdays and Sunday worship with the visitor's and worshippers vehicles being dispersed on the highways immediately surrounding the site. As part of the proposal a new vehicle crossover is proposed providing 3 dedicated visitor parking spaces. Employees would use the surrounding roads for parking provision. The peak demand for parking during the daytime would be compatible with the demand for residential parking during the evening. During frequent visits to the site the demand for on street parking during the proposed operating hours is lower and demonstrates that there is sufficient capacity to accommodate the proposal.

Whilst the proposed change of use would not comply with the current parking standards, the demand for on street parking spaces would not exceed that of the historical use of the site and would result in lower trip generation associated with the proposed office use.

The applicant operates hybrid working arrangements for design and clerical staff which would provide a contribution towards minimising the impact on the existing highway. Construction related staff employed by the applicants company are located on the construction sites.

Impact on residential amenity:

The existing windows are obscured to mitigate impact on the amenity of adjoining residential neighbours. The proposed change of use would in our opinion result in an improvement on the impact to adjoining residents.

Proposed development statistics:

|                              |                      |
|------------------------------|----------------------|
| Site area (within red line)  | 370m <sup>2</sup>    |
| Building internal floor area | 233.43m <sup>2</sup> |
| Office areas (to be staffed) | 102.85m <sup>2</sup> |

Access:

A new vehicle crossover is included within this proposal to provide dedicated visitor parking. No changes to the proposed building access are proposed.

Proposed operating hours:

|           |         |
|-----------|---------|
| Monday    | 8am~5pm |
| Tuesday   | 8am~5pm |
| Wednesday | 8am~5pm |
| Thursday  | 8am~5pm |
| Friday    | 8am~5pm |
| Saturday  | Closed  |
| Sunday    | Closed  |

Recycling & waste storage:

Waste will be stored in the yard fronting Albert Street as indicated on the enclosed site plan. Collection will be as current arrangements.

Drainage:

No changes to the existing foul or storm water drainage system are required or proposed. The new parking area would be surfaced with a permeable paving system.

Conclusions:

Based on an understanding of the building and its significance, the proposal will preserve the architectural and historic significance of the non-designated heritage asset as per the requirements of Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The change of use makes use of a redundant building whilst providing local employment opportunities and would be a positive impact on the local economy.