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Limelight Beds

Arthur Street
Barwell

SUPPORTING STATEMENT

23/108

Friday, 22 December 2023

Introduction

Limelight Beds have been based at the building on Arthur Street since 1999. They design and produce high quality bedframes and are a trade supplier to UK furniture and internet retailers. They are a local company who employ people from the local community.

Existing situation

The existing factory unit is located near the centre of Barwell on the junction between Kingsfield Road and Arthur Street. The part of the building fronting Arthur Street (The George Ward Building) is within the Barwell conservation area and listed as a “key local building”. Whilst this area of Barwell is traditionally industrial it is not designed for modern industrial use, the roads are narrow and the service yards are not large enough to accommodate modern delivery vehicles. Further development of Barwell has led to residential units directly adjacent to the industrial units which inevitably leads to conflict, particularly with regards to delivery vehicles.

At present large lorries making deliveries and collections to the building either reverse into the yard between Limelight Beds and the neighbouring Kings Court unit or, if that access is blocked, pull up on the road. This can cause problems with lorries reversing opposite the houses on Kingsfield Road and with the road being blocked.

Complaints have been received from local residents and the local councillor and Limelight Beds are keen to resolve the issue.

Proposal

The existing yard between Limelight Beds and Kings Court is shared between the two businesses meaning that it is not always available for use when required. Limelight Beds would like to increase the size of the existing service yard, accessed from Kingsfield Road, which is within their sole ownership, this will enable delivery / collection vehicles to park off the road which will be a significant improvement on the existing situation. Limelight Beds already have trained banksmen to assist with vehicle manoeuvres and an application to move the existing street light to the opposite side of the road has been approved.

In addition to increasing the size of the delivery yard we propose to increase the width of the access into the yard. This will require the removal of a section of boundary wall. This section of wall is outside the conservation area and is of no significant benefit to the street scene.

The proposal will not affect the existing use of the site, the number of employees or the number and frequency of deliveries.

A separate application will be submitted for an the extension of the double yellow lines outside the access.

Conclusion

Whilst we recognise that the proposal will not comply with current highways requirements for an industrial unit it will be a significant improvement on the current situation in terms of highway safety. By enabling the lorries to reverse into the service area the road and pavement will be kept clear for vehicle drivers and pedestrians. In addition, the service area is located away from the houses on Kingsfield Road meaning that the manoeuvring vehicles will not disrupt the residents or cause damage to their boundary fencing.

This is a thriving business in an industrial unit on a tight site. The company cannot afford to lose much space within the building without compromising the business. As such, we believe that increasing the size of the service yard and widening the access is the best solution.