

7<sup>th</sup> January 2025.  
2414L01.

Barnsley MBC  
Planning Services  
PO Box 634  
BARNSELEY  
South Yorkshire  
S70 9GG.

Dear Sir/Madam,

**Re: Additional Storage Buildings, 13/14 Beevor Street Ind Est, Barnsley, S71 1HN.**

We write to enclose our client's planning application for the above for your attention.

You should find enclosed our completed application form, the associated drawings, including our site location and block plans for the site and our plans and elevations for the proposed buildings and from a design, access and context perspective may we clarify the following.

**Physical Context**

13/14 Beevor Street are land and buildings off the western end of Beevor Street and form the north western boundary of the Industrial Estate where it meets the eastern boundary of the former Barnsley Brewery site itself east of Barnsley Football Club approximately 1.3km due east of Barnsley town centre in Hoyle Mill a small district on the edge of central Barnsley that encompasses a collection of traditional town houses together with a public house, a snooker club and the industrial estate, centred on Pontefract Road that forms its main axis as it travels east out of the town centre towards Pontefract through Cundy Cross, Cudworth, Shafton and Hemsworth.

To the north is the Dearne Valley Park and to the south-east is the former Barnsley Main colliery.



### **Socio-economic Context**

The proposed additional storage will allow the owners to centralize their storage operations on to their main site from their satellite sites to ease operation and reduce inter-site travel/ handling to improve the company's operational sustainability and viability for the longer term and maintain the employment opportunities the site offers.

### **Planning Policy Context**

The planning policies that have been a material consideration in the preparation of these proposals include at a national level the relevant aspects of the National Planning Policy Framework and at a local level the current Local Plan and associated SPD's and the relevant policies on Design and Parking with the site being in the existing "urban fabric" of central Barnsley and where specifically policies SD1, GD1, E3, T3, T4, D1 and POLL1 apply on sustainability, design, employment land, transport and travel and pollution control as with recent previous applications.

### **Environmental Context**

Flood plans have been reviewed and this has highlighted that the site is in Flood Zone 1 and thus has a low probability of flooding as can be seen on the attached report/map. Also, there were no obvious signs of protected/priority species on the site with the buildings having well-sealed roofs and walls and limited entry or roosting points in this urban setting.

### **Evaluation**

The assessment of the conversion has highlighted the main considerations relevant to the scheme and these factors have been used to guide and influence the design wherever possible as discussed further in the remainder of this statement.

### **Design**

#### **Use**

The proposed buildings will be used for storage purposes for the applicants publications that have been stored elsewhere to centralize operations and improve manageability and sustainability.

#### **Amount**

Three "infill" buildings are proposed to "slot" into gaps between the existing buildings and boundaries with Building 1 being 30x15M wide, Building 2 25M long x 15M wide and Building 3 having a length of 25M x 10M wide as shown on drawings.

#### **Layout**

As previously mentioned, the buildings have been designed to slot into gaps in between the existing...continued over...



buildings and boundaries enabled by a slight repositioning of the previously approved storage building to in turn enable the relocation and reconfiguration of the sites parking areas to maximize the spaces available outside the commercial vehicle access and manoeuvring area shown on the Block Plan as outlined previously on the most recent planning submission

### **Scale**

All the new buildings are single storey “industrial” building of similar proportions to the most recently approved building with matching eaves heights but reduced apexes due to the shorter building spans as shown on the proposed elevations.

### **Landscaping**

The whole of the site is hard landscaped with tarmac surfacings surrounding the existing and proposed buildings bounded by galvanized steel palisade security fencing and this will remain the case post-development.

### **Appearance**

The new buildings will be clad in the same manner as the existing buildings with matching powder coated metal sheet profiles to walls and roofs as indicated on drawings.

### **Access and Transport**


The property will continue to be accessed by vehicles and pedestrians etc via the existing highway and footpath network and its private access(es) at the western end of Beevor Street off Pontefract Road in Hoyle Mill. The existing commercial vehicle access and turning area is unaffected by the current proposals. The parking areas for staff are reconfigured and rationalized to maximize spaces and provide up to 58No 2.5x5.0M parking spaces for private cars.

### **Summary**

Taking all factors into consideration the proposals appear compatible with local and national planning policy and will enable the applicants to centralize their operations for easier and more efficient management and improved sustainability and that as a result it is hoped that this scheme can be viewed favourably during the planning process.

Generally, we trust you have all the information you need to validate and consider our application, however, if you should require anything further, please don't hesitate to get in contact.

Yours faithfully,



Mr. John Early  
For JE Architectural Ltd.

