TEAL HOUGHTON MAIN SARL

PROPOSED EXTENSION TO ASOS DISTRIBUTION CENTRE, PARK SPRING ROAD, HOUGHTON MAIN

PLANNING STATEMENT

SEPTEMBER 2012

TURLEY ASSOCIATES

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1. Introduction

1.1 This Planning Statement is prepared by Turley Associates on behalf of Teal Houghton Main Sarl. It is submitted in support of a full planning application for the proposed extension of the existing ASOS distribution centre at Park Spring Road in Barnsley, alongside associated additional surface car parking.

1.2 ASOS is a global online fashion retailer. The existing facility on Park Spring Road is the company's central distribution centre from where goods are shipped to over 190 countries, including the UK, Europe, USA and Australia. The facility opened in 2011 and currently employs approximately 1,500 people. It is one of the largest employers in the Borough and is of significant economic importance to Barnsley.

1.3 ASOS's popularity has increased significantly over recent years, and the company now require additional storage floorspace to maintain a satisfactory level of customer service by providing certainty that goods will be available within reasonable timescales. The ability to achieve this is critical to maintaining competitiveness in the online shopping environment.

1.4 ASOS wish to remain in Barnsley and in order to do so require additional floorspace to be provided at their existing facility. This planning application, therefore, seeks approval for two extensions to the existing distribution centre. The development will ensure that the building can continue to meet ASOS's operational requirements, thus securing its continued occupation and safeguarding existing jobs. The proposal is therefore entirely consistent with the key objective of the adopted Core Strategy to deliver economic growth.

1.5 This Planning Statement provides the background to the proposals and assesses them against the statutory development plan and other material considerations, including national planning policy.

1.6 The scope of the planning application was agreed with Planning Officers at Barnsley Metropolitan Borough Council prior to submission. As such, the application is accompanied by:

- Application forms and certificates
- Architectural plans – AJA Architects
- This Planning Statement – Turley Associates
- Design and Access Statement – AJA Architects

- Transport Assessment (including Travel Plan) – David Tucker Associates
- Flood Risk Assessment (including Proposed Drainage Strategy) – RPS
- Coal Mining Risk Assessment – RPS

1.7 A leaflet has been distributed to local residents to inform them of the proposed development and the forthcoming submission of this application. The leaflet was delivered to over 80 residential dwellings within the immediate vicinity of the application site, including properties in Little Houghton and along Edderthorpe Lane. A copy of the leaflet was also posted to Little Houghton Parish Council. This approach was agreed with Planning Officers during pre-application discussions.

1.8 The application proposals are considered against relevant development plan policy requirements and national planning policy within this Statement. The Statement demonstrates the reasons why the proposals fully comply with all policy requirements and represent a sustainable form of development.

1.9 The proposals have been subject to consultation with Barnsley Council Planning and Highways Officers, the Drainage Engineer, the Highways Agency and South Yorkshire Mining Advisory Service and have been developed to reflect comments received.

1.10 The remainder of this Statement is structured as follows:

- Chapter 2 sets out the context to the proposed development
- Chapter 3 provides a description of the application site and its surroundings
- Chapter 4 summarises the planning history of the site
- Chapter 5 provides a description of the proposed development
- Chapter 6 summarises relevant planning policy and guidance
- Chapter 7 assesses the application against relevant planning policies and material considerations, and
- Chapter 8 provides a summary and conclusions.

2. Context to Application Proposals

ASOS

2.1 ASOS is a global online fashion and beauty retailer, established in 2000. The ASOS.com website offers over 50,000 branded and own label product lines across womenswear, menswear, footwear, accessories, jewellery and beauty.

2.2 ASOS has websites targeting the UK, USA, France, Germany, Spain, Italy and Australia and also ships to over 190 other countries. The websites attract 16.6 million unique visitors a month and, as at 30 June 2012, had 8.7 million registered users and 4.7 million active customers[1] from 160 countries.

2.3 Since 2000, ASOS has seen a huge increase in popularity, sales and customer demand. The company now has over 2,000 employees and is the UK's largest independent online and fashion beauty retailer.

2.4 Sales for the financial year ending 31 March 2011 were £339.7 million. In May 2012, ASOS reported an increase in pre-tax profits from £15.7 million to £30.3 million, with sales up 46% to £495 million[2].

Current Operation

2.5 ASOS's central distribution warehouse was previously located at a 14,700 sqm facility in Hemel Hempstead. Due to increasing sales up to 2010, ASOS needed to expand and relocate to an area where there was a skilled labour pool from which to recruit. In June 2010, ASOS signed a deal to relocate to the speculatively-developed Prologis warehouse facility on Park Spring Road.

2.6 The Barnsley warehouse is ASOS's central distribution centre, from which goods are shipped to over 190 countries, including UK, Europe, USA and Australia. The site is, therefore, used for the storage, packing and distribution of good. It is of strategic importance to the ASOS business.

2.7 The existing site meets ASOS's requirements given its location close to both the M1 and A1 (M) and the availability of a skilled workforce in Barnsley who have the expertise that the business requires.

[1] Defined as having shopped in the last 12 months
[2] *'ASOS sales boosted by international growth'*, BBC News, 2 June 2011

2.8 ASOS currently employ around 1,500 people at the Park Spring Road site, the majority of whom live in the local area. As such, the site is one of the largest employers in Barnsley and is of significant importance to the local economy.

Need for Growth

2.9 Since 2010, ASOS's business and popularity has continued to grow and the company now require additional warehouse space. This will allow the company to continue to meet customer expectations by ensuring that stock is available and can be delivered within reasonable timescales.

2.10 The existing facility has served the business well as it has grown over the last few years. ASOS, therefore, wishes to remain in Barnsley and to continue operating from the current site. In order to meet the needs of the business as it grows, ASOS proposes to increase the size of their existing distribution centre at Park Spring Road. This application has been submitted in order to facilitate this expansion. The additional floorspace created will be used to hold additional stock.

2.11 The expansion of the distribution warehouse will ensure that ASOS can continue to meet demand for their products and remain in Barnsley. The site currently employs around 1,500 members of staff. These positions would be safeguarded if ASOS is able to expand remain at the current site.

2.12 The design, layout and scale of the proposed extensions is illustrated on the application drawings and explained in further detail in Chapter 5 of this Statement. As demonstrated, the extensions will extend to 19 metres in height (to internal haunch), which is slightly higher than the height of the existing distribution warehouse. This increase in height is required to accommodate the modern automated picking and packing machinery required by ASOS that will be installed within the extensions.

3. Site Context

Site Location and Surrounds

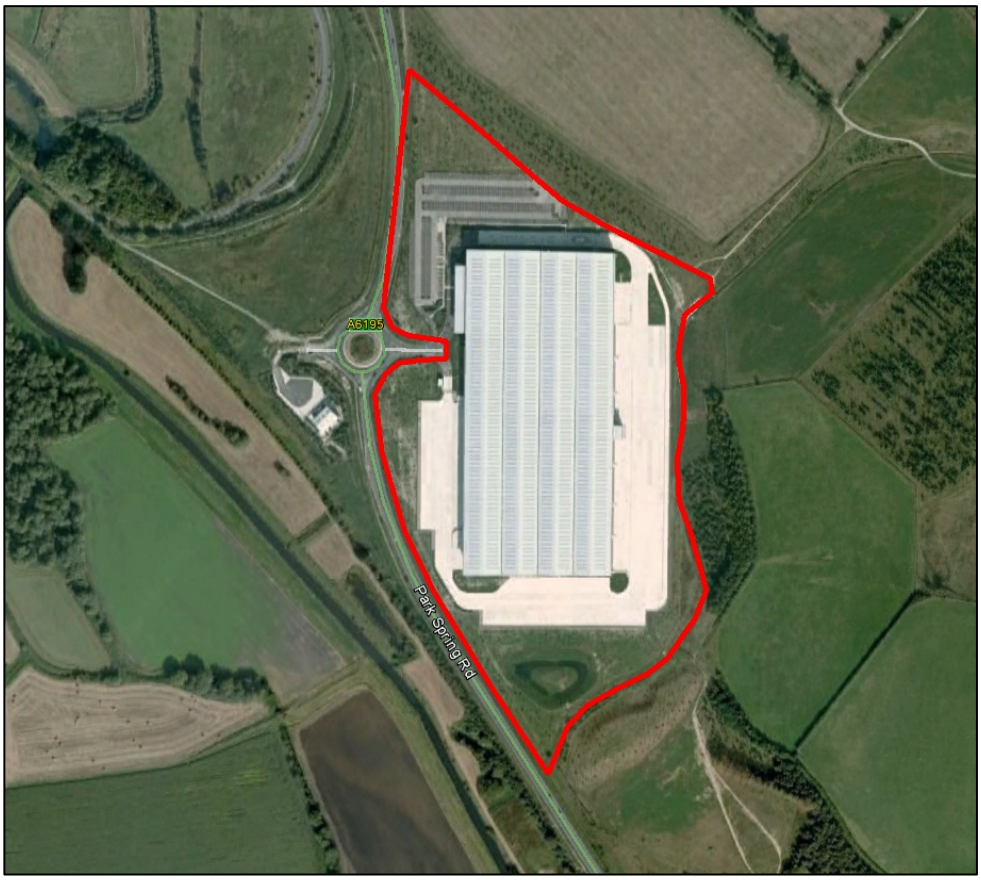


Figure 1: Site Location

3.1 The application site is located within the eastern part of the Local Authority area of Barnsley, approximately 11 km from Barnsley Town Centre. The settlement of Grimethorpe is located approximately 3.5 km to the north of the site and the settlement of Darfield approximately 2 km to the south east.

3.2 The site occupies a prominent and highly accessible location, providing a frontage to the A6195 Park Spring Road from which the wider strategic road network, including the M1 and A1 motorway, can be accessed. The nearest public transport connections to the site are located on Park Spring Road immediately adjacent to the site boundary. These stops are serviced in both directions by the number 27 and 28 services, which provide early morning and late evening buses to coincide with shift changeover times during the early/ late hours. The services provide access to the site from surrounding residential areas as well as Great Houghton, Wombwell, Darfield, Grimethorpe and Barnsley Interchange.

3.3 The site is located on part of the former Houghton Main Colliery which covers an area of approximately 125 hectares. The colliery started production in 1875 but was closed in 1999. The whole site has since been reclaimed and there is little remaining evidence of the previous use. The three former colliery shafts are located to the south of the application site and have been capped at the base of the fill.

3.4 The closest residential properties are located on Middlecliff Lane and Chapel Lane, approximately 400m to the south east of the application site. There are also a number of residential properties on Edderthorpe Lane, over 700m to the south west of the site. Views of the existing warehouse from residential areas are limited due to the extent of existing boundary landscaping and the change in topography.

Site Characteristics

3.5 The application site extends to 15.34 hectares. The site is bounded to the west by Park Spring Road (A6195) and by open countryside and reclaimed colliery land on all other sides.



Figure 2: Application Site

3.6 The majority of the site is occupied by the existing ASOS distribution warehouse and associated service yards, access, car parking and landscaped areas. This facility was built speculatively in 2010 and ASOS moved in to the premises in 2011. The site functions as the business's principal distribution facility distributing

products to over 190 countries and employing approximately 1,500 people. The existing warehouse provides 49,025 sq m of floorspace, which includes a main distribution centre (46,451 sq m), ancillary offices (2,323 sq m), and distribution offices (251 sq m).

3.7 The existing warehouse is oblong in shape and located centrally within the site. Service yards are located to the east, south and west of the warehouse, although only the eastern yard is currently used by ASOS. 52 no. dock levellers are currently provided on the eastern elevation of the building, along with 66 no. lorry parking spaces in the eastern service yard.

3.8 Three storey office floorspace is located on the western elevation of the warehouse. This aspect of the building incorporates a high proportion of glazing which adds interest to the elevation and highlights the location of the main staff and visitor entrance to the building.

3.9 The vehicular access and egress to the site is via an access road from the Houghton Main Colliery Roundabout to the west of the site. This access then connects into a circular service road within the site, off which its constituent parts are accessed. A gatehouse and barrier is located to the north of the warehouse building and control access into the service yards. An ‘exit’ gatehouse is also located to the west of the building but is not currently used by ASOS.

3.10 The facility is served by a single surface car park accessed from the internal service road and located to the north west of the main building. This provides 392 no. car parking spaces, including 12 no. disabled spaces. 20 no. cycle parking spaces are also provided centrally within the car parking area.

4. Planning History

4.1 Planning permission for the development of Park Springs Industrial Estate (Use Classes B1, B2 and B8) was granted in December 1999 (LPA ref: B/99/1064/HR). This permission covered a large area of land, including land to the north of the application site, which has since been built out for employment uses.

4.2 Outline planning permission for employment development on the application site was granted in September 2003 (LPA ref: B/03/0762/HR).

4.3 Reserved Matters approval for a distribution warehouse and associated offices, car parking, service areas and landscaping was subsequently granted in November 2005 (LPA ref: 2005/1441). The existing cross-docked warehouse on the application site was developed speculatively by Prologis in 2010.

5. Proposed Development

5.1 As outlined in Chapter 2 of this Statement, the proposed extensions are required to increase the stock holding capacity of the existing ASOS facility to meet the future needs of the business. The extensions will increase the floorspace available to hold stock and will enable ASOS to better serve its customers by providing additional certainty that goods will be available within reasonable timescales. The ability to achieve this is critical to maintaining competitiveness in the online shopping environment.

5.2 The application proposals are for the erection of two extensions to the existing distribution warehouse on the site. Specifically the proposed development comprises:

- Southern extension to distribution centre comprising 8,103 sqm floorspace
- Western extension to distribution centre comprising 7,272 sqm floorspace, and
- Creation of 74 no. additional car parking spaces to north of distribution centre.

Scheme Details

5.3 Full details of the application proposals are provided in the Design and Access Statement and are summarised below.

Scale

5.4 The western extension will provide 7,272 sq m of additional floorspace and measure approximately 145 m long x 51m wide. The southern extension will be approximately 146 m long (i.e. the whole length of the building) x 64 m wide, providing 8,103 sq m of floorspace.

5.5 Both of the proposed extensions will measure 19 m in height to the underside of the internal haunch and a further 3.5 m to the ridge. The extensions will be slightly higher than the roof level of the existing warehouse. This additional height is required to accommodate the modern automated picking machinery that will be installed to further improve ASOS's delivery timescales and customer satisfaction.

Siting and Layout

5.6 The proposed extensions to the distribution centre will be located on the southern and western elevations of the building. The majority of these areas currently comprise hard standing and function as additional service yards. However, ASOS have no requirement for these yards to meet their operational requirements and so they are not currently utilised.

5.7 The southern extension will provide 10 no. additional dock levellers on the eastern elevation of the building which will be accessed from the existing service yard.

Design and Appearance

5.8 The proposed extensions have been designed to emulate the appearance of the existing building. They have been carefully designed so that they provide interesting and attractive views from both the immediate and more distant surroundings.

5.9 The main design features of the extensions will be the projecting eaves with bullnose fascia profile and raking support struts. The shadowing effect of the projection will assist in reducing the scale and mass of the building.

5.10 The proposed materials are detailed on the Proposed Elevation drawing, and comprise a carefully selected palette of neutral colours and materials to match the existing building.

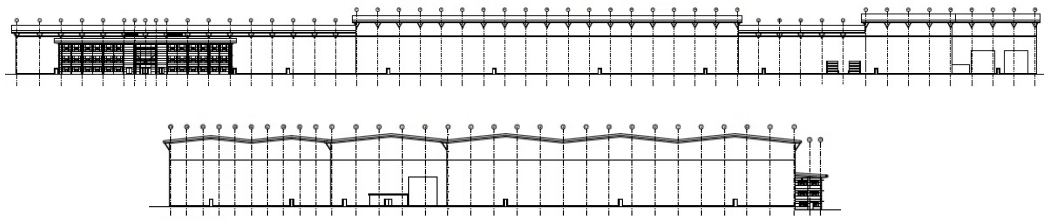


Figure 3 Proposed West and South Elevations

Car Park and Access

5.11 The existing car parking spaces are located in the north western part of the application site. It is proposed that an additional 74 no. parking spaces are added. These spaces will form three additional lines of car parking and be located to the north of the existing car parking spaces.

5.12 Vehicular access and egress will continue to be taken from the Houghton Main Colliery Roundabout. This will continue to be the only access point to the site for staff, visitors and delivery vehicles.

5.13 Alterations to the internal service vehicle circulation road are also proposed as a result of the location of the proposed extensions. This will not, however, alter the way in which goods vehicles currently circulate the site. ASOS's current operation only requires that the eastern yard be used for loading, unloading and HGV parking. All HGVs will continue to enter the site through the gatehouse and barrier control to the north of the site, carry out their requirement within the eastern service yard, and then exit the site in the same way. The existing 'exit' gatehouse which is also surplus to ASOS's requirements will also be removed as part of the application proposals.

Landscaping

5.14 The additional car parking area will be constructed from a combination of block paviors to the circulation lanes with macadam to the parking bays with white bitumastic paint to delineate the spaces, all to match existing.

5.15 The new service yard areas will be constructed from reinforced concrete, sized appropriately to the functional and manoeuvring requirements of delivery vehicles.

5.16 No changes to the large areas of existing soft landscaping are proposed, except where small areas are to be lost to accommodate the extremities of the proposed extensions. The loss of these areas will not be significantly detrimental as the existing site benefits from a high percentage of soft landscaping.

Drainage and Flood Risk

5.17 The proposed drainage strategy is provided in Appendix D of the submitted Flood Risk Assessment (FRA), prepared by RPS.

5.18 The FRA has been prepared in consultation with the Environment Agency and confirms that the site is located entirely within Flood Zone 1. The site is not, therefore, at risk from flooding.

5.19 The drainage strategy confirms that the current maximum discharge rate to the adjacent watercourse (218 l/s) will be maintained. If required following detailed design/ rigorous network modelling, the existing attenuation volume will be expanded by enlarging the existing balancing pond or raising the existing bank level.

6. Planning Policy Context

Introduction

6.1 This section of the Planning Statement provides an overview of the planning policy context against which the planning application will be determined.

6.2 In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan as a whole is the starting point for the consideration of applications for planning permission:

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

6.3 Other planning policy and non-statutory documents of relevance to the determination of this planning application comprise national planning policy contained in the National Planning Policy Framework (NPPF), informal policies and studies, and Government statements.

Development Plan

6.4 The Development Plan for Barnsley comprises:

- the Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (RSS) (2008), and
- the Barnsley Core Strategy (2011), and
- the saved policies of the Barnsley Unitary Development Plan (UDP) (2000)

The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (RSS) (2008)

6.5 The RSS for Yorkshire and the Humber was formally adopted in May 2008. The document was prepared under the 2004 Act and is an up-to-date development plan in the context of the NPPF. As such, full weight may continue to be given to the relevant policies in the RSS, until such a time as it is formally revoked in accordance with the Localism Act (2011).

6.6 The RSS sets out general strategic themes and core principles aimed at promoting sustainable patterns of development; securing economic growth; the renewal and

regeneration of urban and rural areas; the efficient use of land and reducing the need to travel. It also includes broad objectives of making the best use of land, location development in accessible locations and supporting job creation.

Barnsley Unitary Development Plan (2000)

6.7 Following the adoption of the Barnsley Core Strategy, a number of policies within the Barnsley Unitary Development Plan (UDP) have been deleted. However, some policies remain part of the development plan and will do so until superseded by policies within other Development Plan Documents being produced as part of the Council's Local Development Framework.

6.8 The UDP was adopted in 2000, and was prepared under the Town and Country Planning Act 1990. Whilst the plan is an 'old-style' development plan in the context of the NPPF, the weight to be attached to relevant policies in the UDP depends upon their consistency with the Framework. In this respect, the strategic objectives and policies of the UDP seek to promote and encourage sustainable economic development. This approach is entirely consistent with the aims of the NPPF and, therefore, the UDP should be afforded full weight in the determination of this planning application in accordance with Paragraph 215 of the NPPF.

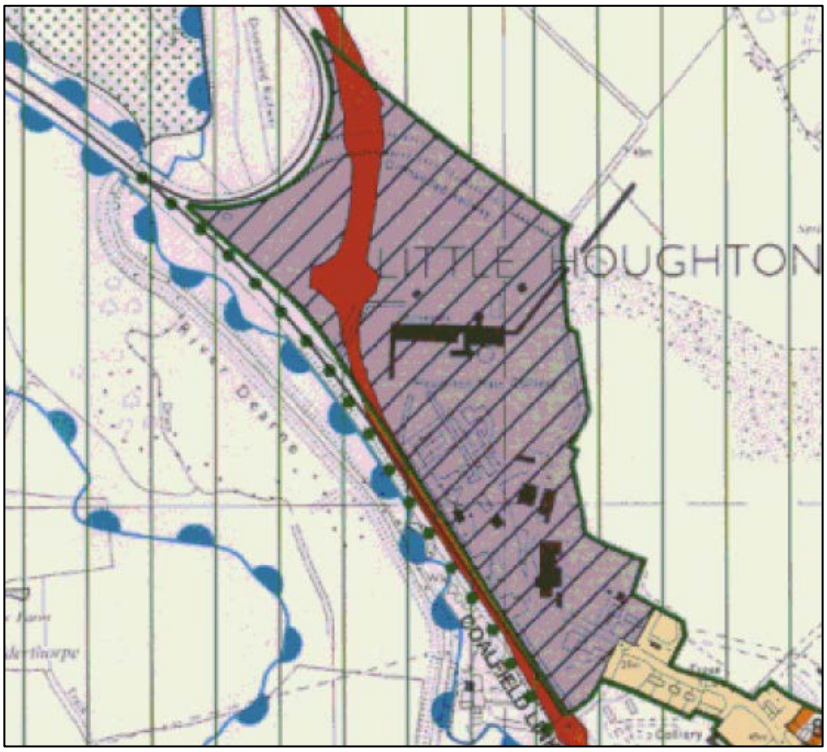


Figure 4: UDP Proposals Map extract

6.9 Saved Policy DA4 designates the application site as part of a wider 'Area of Investigation for Potential Employment Sites' (shown in purple on Figure 4). The supporting text to the policy confirms that site investigations will need to be carried out to identify the area which is suitable for employment development. No specific uses are proposed.

6.10 The Coalfield Link Road, to the west of the site, is allocated as a 'Strategic Highway Proposal' under Policy T4 and has since been built out as the A6195.

6.11 Policy ED10 is concerned with the growth of existing firms. This policy confirms that the expansion of existing firms will be permitted subject to satisfactory standards of design, the amenity of neighbouring uses and provision of adequate car parking, loading and vehicle manoeuvring facilities. Firms seeking to expand are also expected to take care with the siting and design of their proposals to ensure that damage to others is avoided. The supporting text to this policy confirms that the Council will seek to avoid placing unnecessary obstacles in the way of business expansion.

Barnsley Core Strategy (2011)

6.12 The Barnsley Core Strategy was adopted in September 2011 and replaces the majority of policies within the UDP of relevance to this application, aside from those summarised above The document can be afforded full weight when determining planning applications as it is considered to be 'up-to-date' and fully compliant with the NPPF.

6.13 The Core Strategy outlines a spatial strategy for the future development of Barnsley up to 2026. Economic regeneration is established as a primary objective of the Core Strategy in order to stem the decline in economic activity which Barnsley has experienced in previous years. 'Ambition 9' is to build a prosperous and sustainable local economy, and is to be achieved by attracting new businesses to Barnsley and developing existing ones.

6.14 Policy CSP11 allocates between 70 and 80 hectares of employment land in Cudworth (including Grimethorpe). This allocation includes the continued provision of land within the Park Springs/ Grimethorpe area where the application site is located (Policies CSP11 and CSP12). This land is designated to help to meet the development needs of existing and future industry and businesses.

6.15 Policy CSP19 confirms that the Council will seek to retain existing employment land in order to safeguard existing and potential jobs.

6.16 The Core Strategy also contains a number of detailed technical policies relevant to this application. These are summarised as follows:

- New development is expected to reduce and mitigate the impact on the environment and carbon emissions and located and designed to reduce the risk of flooding. Priority should also be given to development on previously developed land in sustainable locations (Policies CSP1 and CSP2).
- New development is expected to be located and designed to reduce the need to travel, be accessible by public transport and meet the needs of pedestrians and cyclists (Policies CSP25 and 26).
- The Council expects new development to be of a high quality which respects, takes advantage of and enhances the distinctive features of Barnsley (Policy CSP29).
- Development which would be at an unacceptable risk of flooding or would increase the risk of flooding elsewhere will not be permitted (Policy CSP3).
- Application proposals which may be affected by contamination or stability issues must be accompanied by assessments which detail measures to address land stability issues resulting from former coal mining activities (Policy CSP39).

National Planning Policy Framework (NPPF) (2012)

6.17 The National Planning Policy Framework (NPPF) was published and came into effect on 27th March 2012. The document replaces all previous planning statements and guidance notes (except PPS10).

6.18 Paragraph 14 of the NPPF sets out a clear presumption in favour of sustainable development and for development proposals which accord with the development plan to be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole, or specific policies in the Framework indicate that development should be restricted.

6.19 The document also sets out twelve core principles of the planning system which include the requirement to proactively drive and support sustainable economic development to meet the needs of business (paragraph 17). The planning system

should also do everything that it can to support and encourage sustainable economic growth (paragraph 19).

6.20 Paragraph 18 of the NPPF confirms that local planning authorities are required to *"plan proactively to meet the development needs of business and support an economy fit for the 21st century"*. This includes ensuring that investment in business is not over-burdened by the combined requirements of planning policy expectations.

6.21 The NPPF also reaffirms the importance of good design as a key aspect of sustainable development. Planning decisions are required to ensure that developments function well, establish a strong sense of place, optimise the potential of the site, respond to local character, are visually attractive and create safe and accessible environments (paragraph 58).

6.22 Overall the NPPF is clear in that it requires Local Planning Authorities to take a pro-active and positive approach to development and economic growth.

Other Relevant Policy

Parking Supplementary Planning Document (SPD) (2012)

6.23 The Parking SPD was adopted by the Council in March 2012. The document supplemented Core Strategy Policy CSP25 by setting out the parking standards that the Council will apply to all new development.

6.24 For B8 Storage and Distribution Uses outside of the Barnsley urban area, the following standards are specified:

- 1 short stay cycle parking space per 1,000 sqm gross floor area for visitors and 1 long stay space per 40 members of staff
- 1 car parking space per 3 members of staff or 1 space per 100 sqm up to 1,000 sqm and 1 space per 150 sqm thereafter.

Emerging Development Sites and Places DPD

6.25 Barnsley Council is currently in the process of preparing the Development Sites and Places Development Plan Document (DPD) which will, once adopted, form part of the Local Development Framework. The document will allocate land for specific uses and also contain general and site specific policies which will be used to determine planning applications.

6.26 This document is currently at the very early stages of preparation and has not yet been subject to public consultation. As such, no weight can be attached to this document in the determination of this planning application.

Summary

6.27 The Government has made clear its expectation that Local Planning Authorities should adopt a positive approach to sustainable economic development which will meet identified needs and would not compromise the key sustainable development principles set out in national planning policies.

6.28 Relevant planning policy is contained in the National Planning Policy Framework, the Regional Spatial Strategy, the adopted Barnsley Core Strategy and the saved policies of the Barnsley Unitary Development Plan. A key theme to all those policies is for sustainable development that contributes to meeting regeneration objectives including the re-use of previously developed land and buildings.

6.29 Planning policy at all levels encourages economic growth, especially in the former mining communities in Barnsley. The application site is already in employment use and the UDP confirms that the expansion of existing firms will be permitted.

7. Assessment of the Proposed Development

Introduction

7.1 This section outlines the key issues to the determination of the planning application having regard to national planning policy and law and other material considerations.

The Principle of Development

7.2 As outlined in Chapter 6, national policy contained within the NPPF places a clear emphasis on supporting proposals for sustainable economic growth. This aim, alongside the need to support economic regeneration, is also established as a primary objective within the adopted Barnsley Core Strategy. Specifically, ensuring that existing businesses are able to expand to meet their needs is supported by both the NPPF and the Core Strategy as an important way of achieving sustainable economic growth.

7.3 The application site forms part of the Former Houghton Main Colliery site which is identified as an 'Area of Investigation for Potential Employment Sites' under saved UDP Policy DA4. This policy firmly establishes the principle of the use of the site for employment development as acceptable. The presence of the existing facility further endorses this acceptability.

7.4 The development of the proposed extensions to the ASOS distribution centre would also result in significant economic and employment benefits.

7.5 The distribution centre currently employs around 1,500 people, the majority of whom live (and therefore spend) within the local area. The proposed extensions will enable ASOS to retain and improve their existing operations at the application site, thus safeguarding existing jobs at the site for the foreseeable future.

7.6 The existing operation contributes significantly to the local economy, which is characterised by high levels of economic and social deprivation. The retention of the business within Barnsley, therefore, represents a significant benefit to the local economy. Further jobs would also be created and supported during the construction phase. The proposed development would also make a significant contribution towards the local economy as a result of indirect employment opportunities and economic multipliers.

7.7 In summary the principle of the proposed development is wholly consistent with the objectives of the Core Strategy and UDP, as well as the NPPF and RSS.

7.8 The NPPF makes clear that local planning authorities should proactively drive and support sustainable economic development and respond proactively to opportunities for growth. Paragraph 19 states that significant weight should be placed on the need to support economic growth through the planning system.

7.9 The development is acceptable in principle and there are no other matters to resolve in this regard.

Scale, Layout and Design

7.10 The proposed extensions have been designed to make the most efficient use of available land within the site. The extensions will be built on the existing western and southern service yards which were provided as part of the speculative development of the warehouse but which are surplus to ASOS's operational requirements. This will, therefore, improve the efficiency of the operation by removing under-utilised land.

7.11 The extensions have also been located to avoid more sensitive landscaped parts of the site thus ensuring that the majority of the existing landscaping can be retained. This landscaping enhances the appearance of the building and ensures that it is integrated within its setting.

7.12 The scale and design of the proposed development is discussed in Chapter 5 of this Statement and within the Design and Access Statement. In summary, the extensions have been designed to reflect the scale and appearance of the existing building and respond to the functional and operational requirements of the business. They are entirely appropriate within the site's setting as an employment site.

7.13 The proposed extensions will be constructed of high quality materials to reflect the existing elevations. The position and layout of the extensions has had full regard to the operation of the existing warehouse and views into the site from the surrounding area. Furthermore, the application site is somewhat isolated from surrounding land uses, which include mixed industrial/ commercial uses, and as such, the scheme will not raise any detrimental amenity impacts.

7.14 The design of the development is considered to be wholly appropriate for the site and has been considerately designed to reflect the architectural features of the existing distribution centre on the site. The proposal is, therefore, compliant with Core Strategy Policy CSP29. There are no other Core Strategy or saved UDP policies which relate to design, layout, scale and landscaping.

Other Technical and Material Considerations

7.15 In addition to the key issues discussed in the preceding paragraphs, there are a number of other technical and material considerations relating to the proposals. Detailed information is provided in the relevant supporting documents.

Transport and Access

7.16 The vehicular and pedestrian access and egress points to the site will remain as existing. The internal vehicular circulation route within the site will, however, be modified to accommodate the proposed extensions.

7.17 Whilst the erection of the extensions on the existing southern and western service yards will result in the loss of these areas, this will not result in any change to the way in which existing good vehicle circulation operates within the site, as explained in Chapter 5 of this Statement.

7.18 In accordance with Core Strategy Policy CSP25, the potential impacts of the proposed development on the highway network have been fully assessed in the accompanying Transport Statement, prepared by David Tucker Associates. This Statement concludes that the proposed development will not have any material adverse impact on the operation or safety of the existing highway network and that the proposed level of car parking is within the Council's maximum standard.

7.19 A Travel Plan has also been produced, which will help to encourage members of staff to access the development by a range of sustainable modes. The Plan replaces an earlier Travel Plan for the site which was prepared in 2006.

7.20 The site is, and will continue to be, accessible by a range of modes of transport including cycling and public transport. The proposed development is, therefore, compliant with relevant RSS and Core Strategy policies including YH7, CSP25 and CSP26. The proposals are also in accordance with the NPPF (in particular paragraphs 17 and 35) and strategic policies contained in the Barnsley Core Strategy.

Landscaping

7.21 The application site and existing operations are currently partially screened from views into the site by the extensive boundary landscaping which was provided as part of the development of the existing distribution centre. This boundary landscaping is continuing to mature and will continue to reduce the visual impact of the development from the surrounding area.

Flood Risk

7.22 A Flood Risk Assessment (FRA) has been undertaken by RPS in respect of the application site. The assessment confirms that the proposed use is regarded as "less vulnerable" to the effects of flooding and the site is wholly within Flood Zone 1. The FRA also confirms that there is no significant risk of flooding from any potential source and that the proposed development will not increase the risk of flooding elsewhere.

7.23 The proposed development is, therefore, considered to comply with paragraph 100 of the NPPF and Core Strategy policies CSP1 and CSP4.

Drainage

7.24 The proposed drainage strategy, contained within the FRA, confirms that any additional surface water flows generated by the proposed development will be accommodated within the existing balancing pond, should this be required following detailed design and rigorous network modelling.. This will ensure that the current maximum discharge rate to the adjacent watercourse (218 l/s) is maintained.

7.25 The proposed development is, therefore, compliant with Core Strategy Policies CSP1, CSP3 and CSP4.

Coal Mining

7.26 A Coal Mining Risk Assessment, including Coal Authority Mining Report, has been undertaken by RPS and accompanies the planning application.

7.27 The assessment considers that it is unlikely that former shallow mine workings are currently present beneath the site. Historic opencast mine workings in close proximity to the site have since been backfilled to an engineered, end-product specification. Subsidence due to the collapse of mine workings is, therefore, considered to be "unlikely".

7.28 The report also confirms that there is no record of mine gas emission requiring action by the Coal Authority within the site boundary. As such, no potential issues have been identified which are not capable of being dealt with by means of monitoring and remediation following more detailed investigations. This work can be secured via condition. This approach satisfies the requirements of Core Strategy policy CSP39.

Summary

7.29 The principle of B-Class employment development on the application site has been established for a number of years through the allocation of the site in the Barnsley UDP and the granting of a number of permissions for employment development.

7.30 The proposed development will provide economic and employment benefits within the local economy by retaining ASOS in Barnsley and, therefore, safeguarding local jobs. Additional jobs will also be created and maintained during the construction phase, as well as indirect economic and employment benefits.

7.31 The design of the proposed extensions has been sensitively developed to respect and reflect the design of the existing distribution centre. The proposed materials and elevational design reflect those used on the existing building.

7.32 As such, the proposed development complies with relevant planning policies within the development plan and there are no other material or technical considerations which indicate that the development would be inappropriate. In line with guidance in the NPPF, therefore, the planning application should be approved without delay.

8. Conclusions

8.1 This Planning Statement has been prepared in support of an application on behalf of Teal Houghton Main Sarl for full planning permission for the extension of the existing ASOS Distribution Centre on Park Spring Road. The proposed extensions will be constructed to the south and west of the existing building and comprise a total of 15,375 sqm (increasing the overall size of the distribution centre to 64,400 sqm).

8.2 The extensions are required by ASOS to ensure that they continue to meet customer expectations in terms of stock availability and delivery timescales during a period of rapid growth. The development will ensure that ASOS's operation is maintained in Barnsley, safeguarding the existing 1,500 jobs at the site. In addition, the development will generate a number of construction jobs and knock-on economic benefits through the supply chain and multiplier effects.

8.3 The proposed development is acceptable in principle given the previous permissions for employment uses on the site, and the allocation of the wider site as an 'Area of Investigation for Potential Employment Sites' in the Barnsley UDP.

8.4 This Statement and accompanying supporting documents demonstrate how the proposals accord with all relevant planning policies and have been carefully assessed against the principles of sustainable development. It concludes that the proposals fully comply with national policy contained in the NPPF and development plan policy contained in the Yorkshire and Humber RSS, the Barnsley Core Strategy and the saved policies of the Barnsley UDP. Assessments submitted with the application show that the proposed development would not have any significant adverse environmental impacts. Therefore, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004) and guidance in the NPPF, planning permission for the proposed development should be granted without delay.

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