



DESIGN & ACCESS STATEMENT
PROPOSED EXTENSION TO ASOS.COM
HOUGHTON MAIN
SOUTH YORKSHIRE

FOR

TEAL HOUGHTON MAIN SARL

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1.0 INTRODUCTION

1.1 General

AJA Architects have been appointed by Teal Houghton Main Sarl to act as Architects for a proposed extension to an existing distribution centre occupied by ASOS.COM on Park Spring Road, Houghton Main, South Yorkshire.

1.2 Design Proposals

The design and access proposals as shown on the accompanying drawings have been produced to meet the client brief, following a study of the site and its setting.

This statement provides a summary of the considerations taken into account in the design and access of this development.

2.0 EXISTING SITE AND BUILDING

2.1 General

The application site comprises 15.34 hectares and is situated approximately 1.km to the west of Great Houghton, on the outskirts of the village of Little Houghton (see Fig.1).

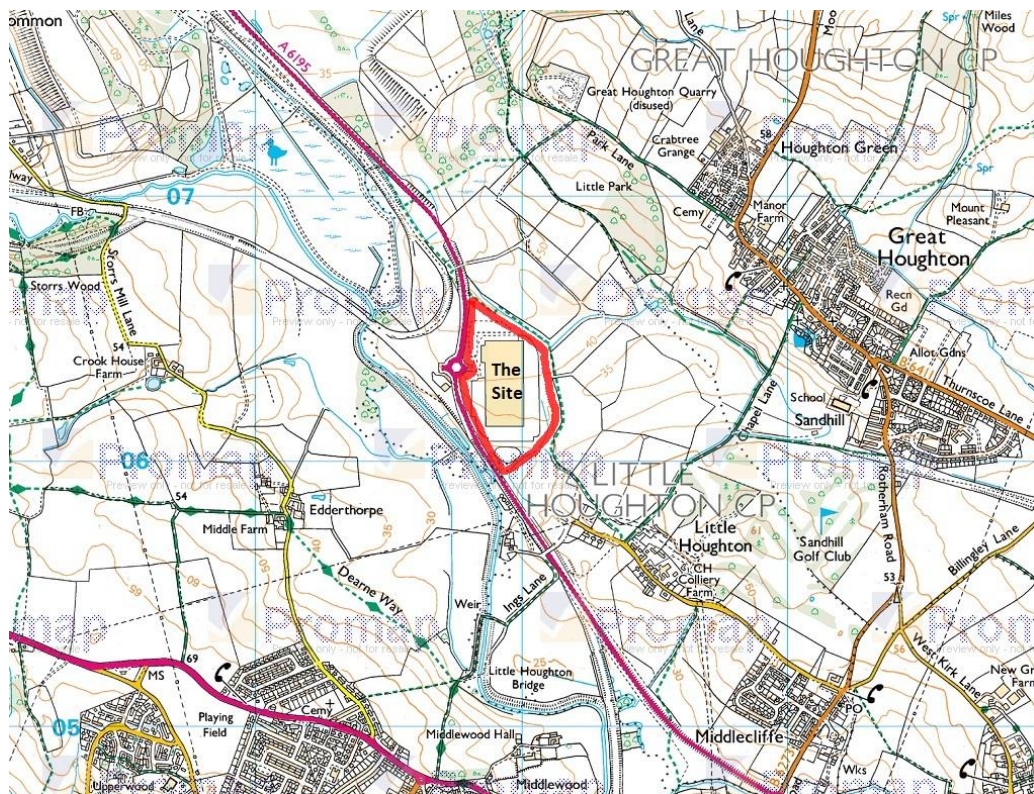


Fig.1

2.2 Extent

The site is bounded to the west by the A6195 running roughly north-south with the River Dearne and open farmland beyond. The land to the east is also predominantly farmland with Great Houghton situated beyond the ridge of a

low hill. To the south-east of the site beyond the screen bund is a future development site, which separates the ASOS site from Little Houghton.

2.3 Existing Use

The site is occupied by the existing distribution facility with associated offices, car parking, HGV service yards, balancing pond and soft landscaping (see Fig.2).

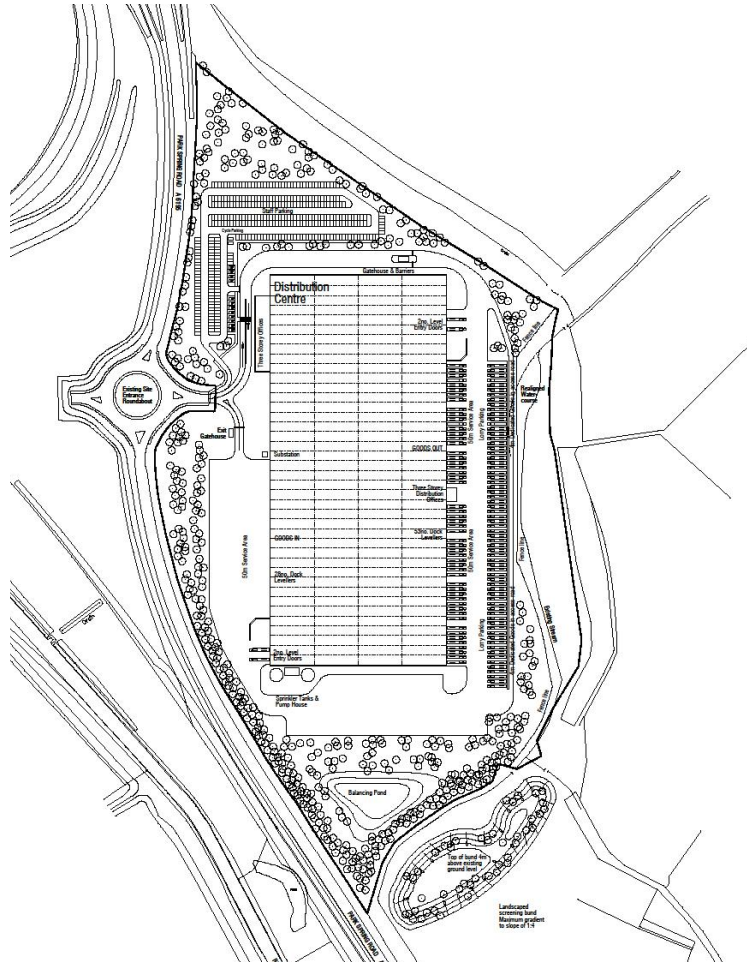


Fig.2

2.4 Existing Access

Vehicular access to the site is via the adjacent roundabout on the A6195, which in turn provides access to junction 36 of the M1 and the A635.

Pedestrian access to the site is from the footpath to the eastern side of Park Spring Road which links to the footpath constructed adjacent to the vehicular access point. This allows both pedestrians and cyclists access to the office building and parking areas via the internal site path infrastructure. The cycle parking is located centrally within the staff parking area.

There are bus stops immediately adjacent to the site on the A6195 easily accessible via the pedestrian links.

In addition there are railway stations in both Thurnscoe and Goldthorpe approximately 6km to the east of the site helping to reduce reliance upon private cars.

3.0 CONTEXT

3.1 Use and Character of Surrounding Area.

The site lies within an area of predominantly open countryside/farmland, interspersed with small settlements largely associated with past colliery activity, of which there are local examples of both disused and active sites (see Fig.3).



Fig.3

4.0 DESIGN AND ACCESS

It is recognised that design is of fundamental importance, as set out by the Government in Chapter 7 of the NPPF and it is this policy that has informed the general approach to extending this existing distribution development.

4.1 Use

The application proposes to extend the existing B8 distribution building to both the south and west, with an associated extension to the existing car park and modifications to the HGV circulation arrangement (see fig. 4). The extension to the distribution space is in order to accommodate additional storage volume.

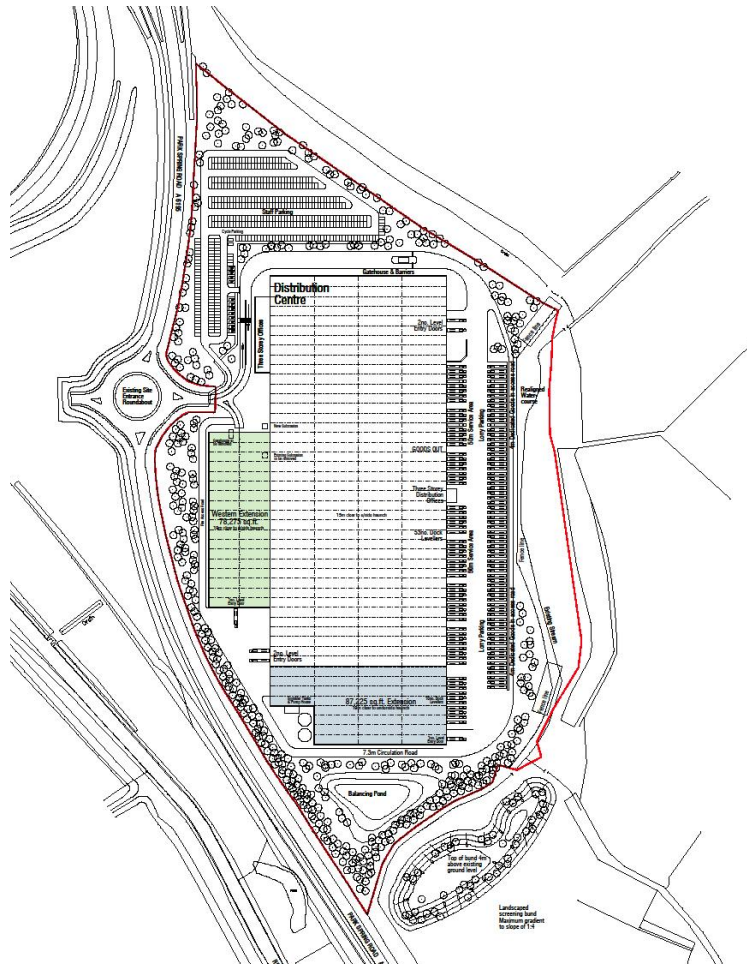


Fig.4

4.2 Amount

The Proposed Site Layout Plan indicates the following gross internal areas:

Existing

Three Storey Offices	2,323 sq.m	(25,000 sq.ft.)
Distribution Centre	46,451 sq.m	(500,000 sq.ft.)
Distribution Offices	251 sq.m	(2,700 sq.ft.)
Total	49,025 sq.m	(527,700 sq.ft.)

Proposed Extension

Southern Extension to DC	8,103 sq.m	(87,225 sq.ft.)
Western Extension to DC	7,272 sq.m	(78,275 sq.ft.)
Total Extension to DC	15,375 sq.m	(165,500 sq.ft.)
Proposed Total Development	64,400 sq.m	(693,200 sq.ft.)

4.3 Layout

The proposals seek to create two separate extensions to the existing building which will be constructed largely over the areas of service yard to the south and west which are not used by ASOS. Both of these extensions will be 19m high internally in order to provide sufficient clearance to accommodate ASOS's operational racking needs. The western extension will include a level access door to its southern elevation, whilst the southern extension will introduce a further ten loading docks and a level access door, as an extension of the existing eastern yard provision.

Whilst both the southern and western service yards will be lost, this will not change the way in which existing goods vehicle circulation will operate. The occupier's existing operation means that only the eastern yard is used for loading, unloading and HGV parking. Therefore, all HGVs enter the site through the gatehouse and barrier control to the north and once they have carried out their requirement within the eastern yard, turn round within the 50m depth and exit the site in the same way. There is currently no clockwise circulation of the building, as originally intended when the building was developed as a speculative unit. In addition, the existing exit gatehouse will be removed as part of these proposals and the adjacent sub-station will be relocated.

The additional car parking requirement is met by simply extending the existing car parking to the north.

4.4 Scale

The footprint of the western extension measures approximately 145m long x 51m wide. The footprint of the southern extension measures approximately 146m long (i.e. the full width of the building) x 64m wide (at its widest point).

Both extensions measure 19m to underside of internal haunch and a further 3.5m approximately to the ridge.

4.5 Landscaping

4.5.1 Hard Landscaping

The car parking areas will be a combination of block paviors to the circulation lanes with macadam to the parking bays with white bitumastic paint to delineate the spaces, together with symbols and direction arrows as appropriate, all to match the existing.

Pedestrian footpaths will be as existing.

4.5.2 Soft Landscaping

The proposals do not include any specific changes to the large areas of existing soft landscaping, except where areas are lost to accommodate the extremities of the extensions and the adjacent circulation/fire access roads

and the additional car parking spaces. Despite the loss of these areas, due to the original high percentage of soft landscaping, the result will still provide a considerable area in relation to the size of the development.

4.6 Appearance

In order to ensure that the proposed extension provides a completed development of high visual quality that will maintain and enhance the character of the area, care has been taken to emulate the elevational treatment of the original building envelope (see Fig.5).



Fig.5

This will ensure that the new elements of the building form are carefully detailed and articulated, so as to provide interesting and attractive views from both the immediate and more distant surroundings.

To match the existing treatment, the external wall treatment comprises a carefully selected simple palette of neutral colours and materials. This comprises vertically spanning built up cladding and a horizontal feature band, composed to create a clearly articulated rhythm and cohesive, refined appearance, which will sit comfortably within its surroundings and provide a sensitive backdrop to the maturing perimeter landscaping.

The main feature 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, whilst also creating a clean termination against the skyline (see Fig.6).

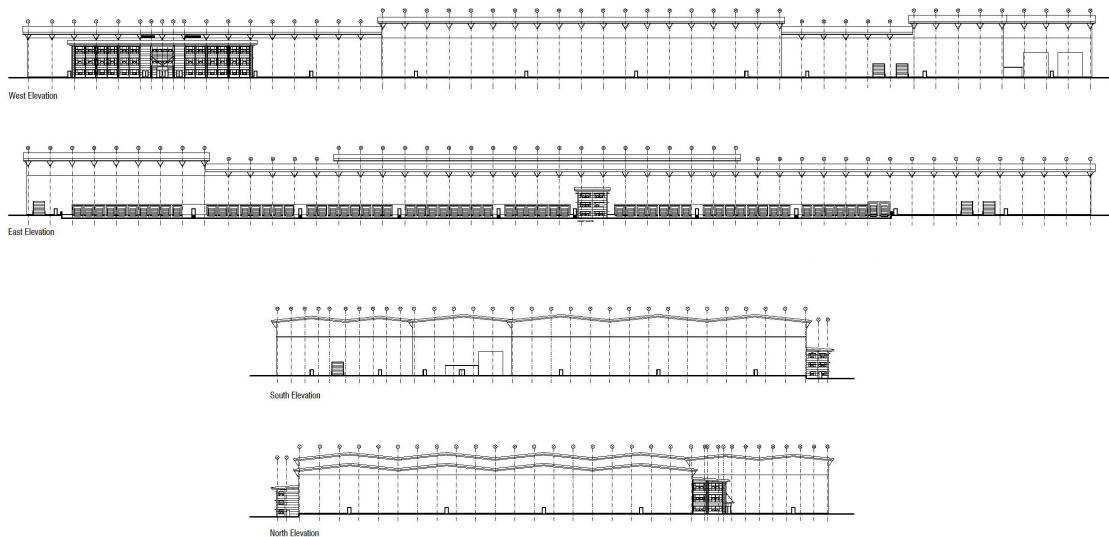


Fig.6

The parking areas will be illuminated during the hours of darkness, to an appropriate lighting level. The lighting design will utilise good quality, attractive 'dark sky' downward directional fittings with no light spillage above the horizontal to avoid light pollution.

The service areas will be similarly illuminated with building mounted fittings over and adjacent to service doors and column mounted lighting as required at the perimeter.

4.7 Access

4.7.1 Vehicle

Vehicular access to the site is unchanged (see section 2.4 above). The principles of service vehicle circulation within the site are described under section 4.3 above.

4.7.2 Pedestrian

Pedestrian access to the site is unchanged (see section 2.4 above).

4.7.3 Cycle

Cycle access to the site is unchanged (see section 2.4 above).

4.7.4 Inclusive Access

Inclusive access to the site is unchanged. However, in summary accessible DDA compliant parking is provided immediately adjacent to the main offices. Gradients in the parking areas allow safe and convenient access to all.

4.7.5 Parking

Existing

Staff Car Parking	380 spaces
Accessible Car Parking	12 spaces
Total Car Parking	392 spaces
Lorry Parking	66 spaces
Cycle Parking	20 spaces

Proposed

Staff Car Parking	454 spaces
Accessible Car Parking	12 spaces
Total Car Parking	466 spaces
Lorry Parking	66 spaces
Cycle Parking	20 spaces

4.8 Sustainability

The simple nature of the extensions will incorporate the following measures within the design:

- Use of a balance of cut and fill in the design of the earthworks so as not to import or export material.
- The use of 15% rooflights and vertical bands of glazing to increase the natural daylighting to the distribution centre.

5.0 SUMMARY

The design proposals have been developed having due regard to the existing site and its immediate context, to create an appropriate solution to the occupiers need for additional space within the distribution unit.

The design of all the elements of the submission seeks to make a positive contribution to its surroundings, with attractive contemporary design, which functions well and is safe to use for everyone.

In particular the issues of form, scale, materials and colour have been considered and the relationship of the building within its environment.

Overall, these proposals offer a form of development and quality of design appropriate to its location and in accordance with guidance offered within the Barnsley MBC Core Strategy and the NPPF.