

Design and Access Statement

**Planning application for the
temporary siting of a Portakabin and ambulance parking**

located at

Former Dearne Valley Motor Co. Ltd, Cathill Road, Darfield, S73 9JG

5th January 2017

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1. Introduction

This Design and Access Statement forms part of a planning application for the temporary siting of a Portakabin at the former Dearne Valley Motor Co. Ltd on Cathill Road in Darfield.

Planning permission for the siting of a portakabin at the application was originally granted on 10th March 2008 for a period of 5 years (2008/0150). This application seeks to obtain a further permission for a period of five years.

This Statement explains the background to the development of the new 'Hub and Spoke' system that YAS are operating. The report also outlines the requirements of Stand-By points at the Spoke locations.

Role of YAS within the NHS Transforming the NHS Ambulance Services Report (2005)

In May 2004, the Department of Health invited Peter Bradley CBE, Chief Executive of London Ambulance Service NHS Trust, to become National Ambulance Adviser and to lead a strategic review of NHS ambulance services in England. The report of that review sets out how ambulance services can be transformed from a service focusing primarily on resuscitation, trauma and acute care towards becoming the mobile health resource for the whole NHS – taking healthcare to the patient in the community.

The vision set out in the Ambulance Services Report is that, over the next five years, ambulance services, working with patients and the public will:

- Improve the speed and quality of call handling, provide significantly more clinical advice to callers, and work in a more integrated way with partner organisations to ensure consistent telephone services for patients who need urgent care;
- Provide and co-ordinate an increasing range of mobile healthcare for patients who need urgent care;
- Provide an increasing range of other services, e.g. in primary care, diagnostics and health promotion;
- Continue to improve the speed and quality of service provided to patients with emergency care needs.

The benefits of delivering this vision include:

- Patients will receive improved care, consistently receiving the right response, first time, in time;
- More patients treated in the community, and potentially one million fewer unnecessary A&E attendees;

-
- Greater job satisfaction for staff as they use their additional knowledge and skills to care for patients;
 - More effective and efficient use of NHS resources;
 - Improvements in self care and health promotion.

The report acknowledged the need for consistent methods for capturing the quality of the care that ambulance services and urgent care as a whole provide. It considered the NHS needs to be able to demonstrate to patients that they are receiving better care as well as quicker care.

Under the sub heading of 'Matching supply and demand', the report comments that:

"Ambulance services need to become more rigorous and sophisticated in matching supply to demand, particularly given the consistent year on year increases in demand. Services need to ensure that they are constantly monitoring demand and adjusting workforce plans and vehicle deployment accordingly. If resources are properly matched to demand, response times – and therefore survival rates for those patients who are actively ill – will improve."

The report makes 10 recommendations, all of which have been accepted by the NHS.

Ambulance Trusts Merger 2006

The Department of Health's 2005 strategy, 'Taking Healthcare to the Patient' Transforming NHS Ambulance Services outlines the strategic direction of ambulance services, nationally, over the next five years. A national reconfiguration of ambulance services followed this strategy. North and East Yorkshire, South Yorkshire and West Yorkshire joined to become one organisation – Yorkshire Ambulance Service (YAS) NHS Trust in July 2006.

'Hub and spoke' and stand-by points – a new approach to the York Ambulance Service

In responding to government calls for the YAS to improve response times, YAS has taken the opportunity to revise the way in which it locates its vehicles in order to meet the more stringent national NHS response targets. This alternative approach as to how a more effective service is provided has led to the development of a more time and cost efficient service that is response-led, based upon a 'Hub and Spoke' system.

The extent of the geographical coverage is determined by the emergency 999 response times targets set by government as follows (Red calls are 'immediately life threatening' and 'serious but not immediately life threatening' cases and Green calls are 'minor' cases):

- Red 1: 75% of all calls within 8 minutes (due to increase to 80% next year)
- Red 2: 75% of calls within 8 minutes

Green 1: 20 minutes response

Green 2: 30 minutes response

The above response times are government targets that include taking the call and instructing an emergency team to attend.

The 'Hub and Spoke' system now being developed by the NHS Ambulance Service Trust across many parts of the country aims to develop a more responsive system by locating satellite ambulance response teams at key points on the edge of the urban area in close proximity to both densely populated areas and key highway networks. These response locations (Stand-By points) are located away from the Hub in a spoke-like manner and are positioned in locations where they can meet government response time targets at all times of the day.

'The Hub'

The new Hub facilities will be different from the existing Ambulance Stations in that crews will not be stationed on site. The Hub will be a high speed turnaround facility used primarily for shift changeovers and cleaning and re-stocking immediately following an incident. The Hub will also act as a vehicle storage facility for Major Incident Vehicles.

The current practice of ambulance cleaning immediately outside the District Hospital A & E Unit is being dissuaded as these practices in this type of location are not helping the NHS to reduce the risk of cross-infection and in particular driving down the risks of MRSA. A purpose built 'Hub' cleaning and re-stocking facility staffed with dedicated teams will enable ambulance crews to drop-off and pick-up fresh vehicles within 10 minutes of leaving the hospital which in turn will improve overall efficiency of the service, make better use of qualified staff time and reduce the risk of cross infection through removing the 'dirty' vehicles immediately from the hospital site.

The 'Stand-By Points'

Each response location is expected to comprise a single parking bay with access to basic amenity features initially in the form of a temporary portakabin structure containing toilet and seating area. These initial Stand-By Point locations are being promoted as a temporary feature and will be reviewed closely to monitor for improvements in response times. Where no response time improvement occurs, the location will be revised. Where there are clear improvements to response time as a result of this new Stand-By Point, YAS will liaise with the Council to discuss a more permanent structure.

Ideal stand-by point locations include:-

- Fire Stations
- Supermarket Car Parks
- Football/ Sports Grounds

2. The Proposal and Design Issues

Design component

The existing cabin is of conventional PORTAKABIN design. They are mass produced and meet ISO 9001 (2000) accreditation together with BBA approval.

The cabin is used as a 'Stand-By' location to enable ambulance personnel to remain closer to the high area of activity rather than returning to their base station. It is used 24/7.

The public do not have any reasons to access the unit.

Quantity

1 No. unit only is located at the application site.

Location

The existing location of the unit is shown on the Location Plan at Appendix 1.

The position of the current unit has been carefully chosen so as not to interfere with current operations and activities relating to Dearne Valley Motor.

Appearance

The unit is manufactured from galvanised steel with a smooth plastisol finish giving a minimum life of 60 years. The unit is flat roofed, low level, producing minimum visual impact. The standard colour is Goosewing Grey BS ref: 10A05. The aesthetics are improved by the use of quadrant corners.

The specification of the Portakabin is provided at Appendix 3.

Policy Assessment

The application site is located within the Green Belt. An extract from the Barnsley UDP Proposals Map is attached at Appendix 4.

3. Access

Access to the portakabin unit is achieved off Cathill Road. Cathill Road is served off Doncaster Road (A635)

Proposal

During the day an ambulance or fast response vehicle is parked close to the portakabin unit. Responding vehicles generally do not use lights and sirens in built up area when traffic congestion is not an issue. This is more so the case during the evening and night time period when traffic flows are at their lowest.

APPENDIX 1

LOCATION PLAN

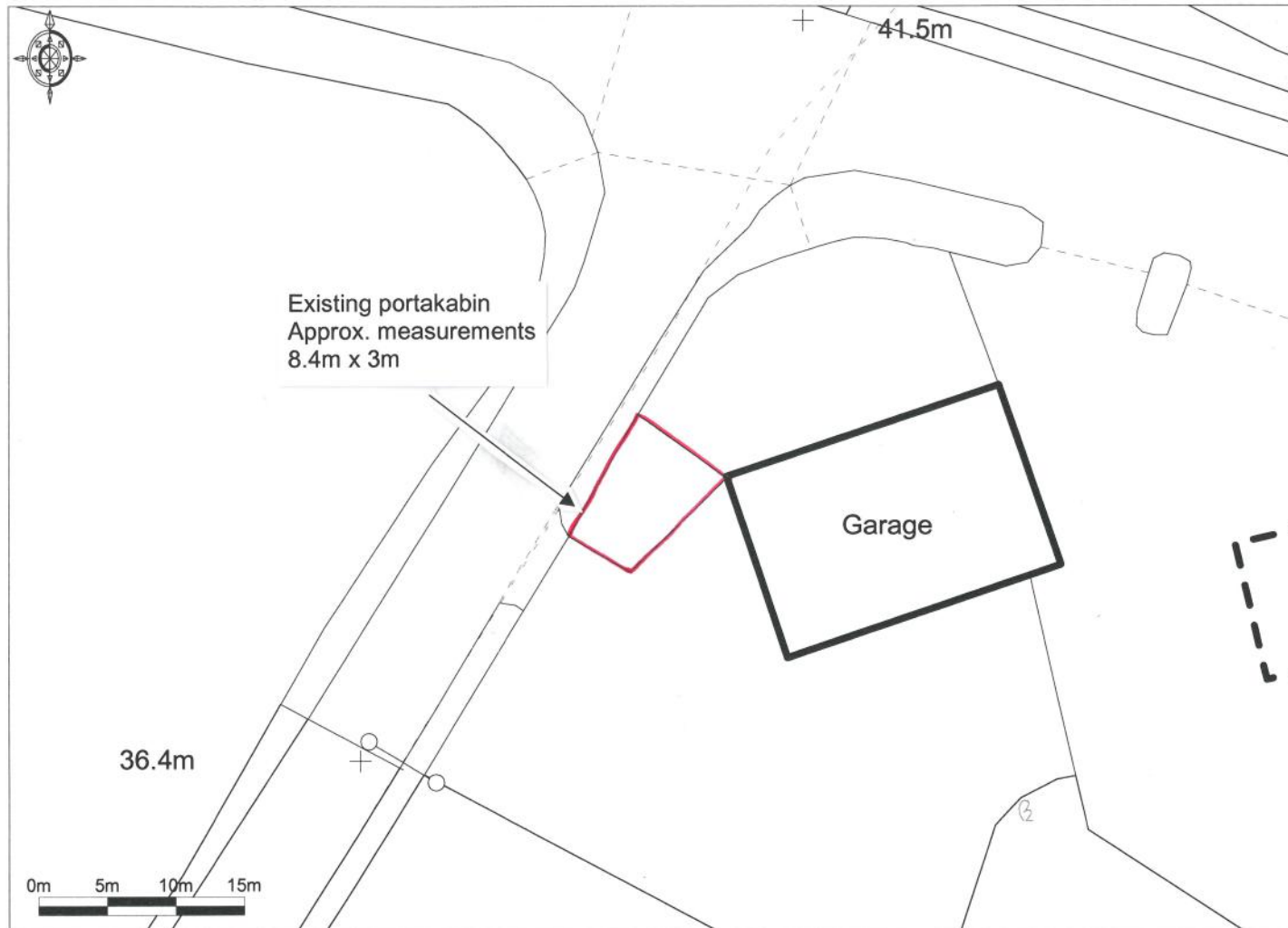
Yorkshire Ambulance Service
Siting of temporary portakabin, Doncaster Road, Darfield



APPENDIX 2

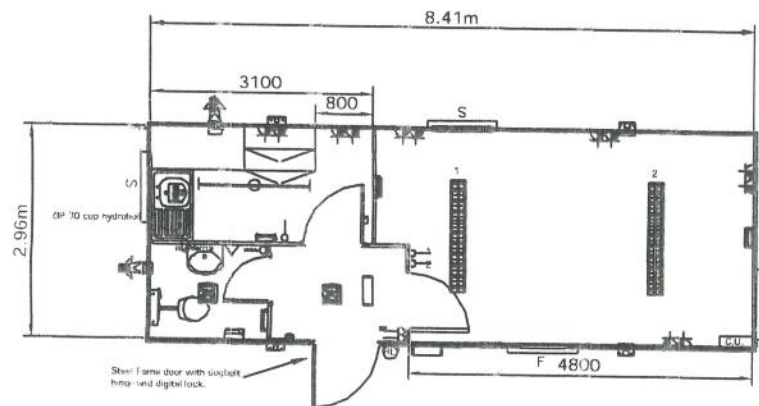
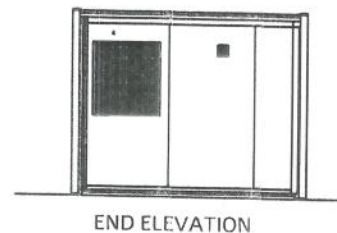
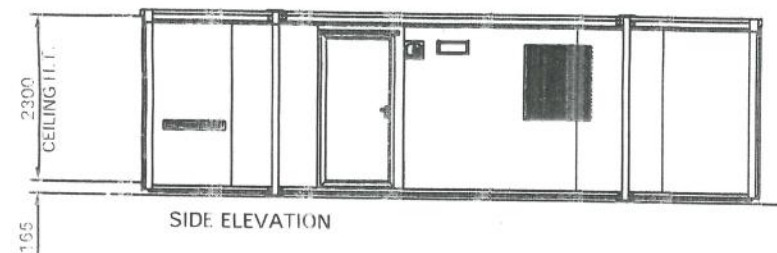
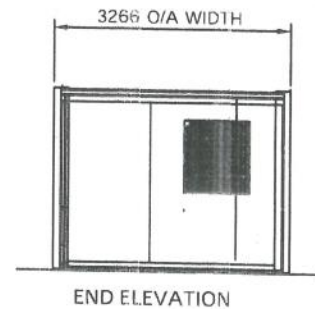
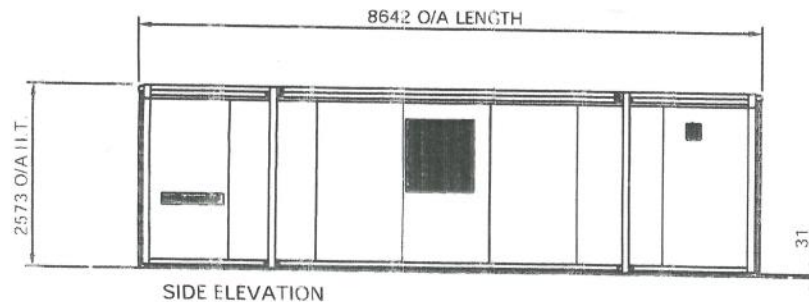
LAYOUT PLAN

Site Plan
Yorkshire Ambulance Service
Siting of temporary portakabin, Cathill Road, Darfield



APPENDIX 3

PORTAKABIN SPECIFICATION



FOUNDATIONS

Simple foundations or level hard standings are required to be capable of taking the foundation design load at each Lodastrut leg position of 30 kN, which includes the dead weight of the unit, imposed floor load of 3 kN/m², imposed roof load of 0.75 kN/m² and wind loads based on a basic wind speed of 25 m/s (BS 6399:part 2:1997).

It is recommended that professional advice is obtained for the design.

Foundations shall be constructed with level tops with a tolerance of ± 3 mm.

The area of ground under the building, plus a surrounding 500mm, must not be higher than the foundations.

All Lodastrut legs should be fully retracted onto the safety stops with the leg pins fitted through the outer legs and secured by the locking cotter.

All single storey buildings are to be anchored to the foundations, unless it can be established that no climatic or other forces are likely to be applied so as to exceed the intrinsic stability of the building in its unfolded state. It is recommended that the buildings are secured via the leg base plate using M20 anchor bolts.

KEY

- O OPEN WINDOW
- F FIXED WINDOW
- RWP RAIN WATER PIPE
- CU CONSUMER UNIT

STANDARD COLOURS

External: Walls

Door leaf

Door Frame

Door Furniture

Roof

Facile & Corner

Wall Trim

Bottom Wall Trim

Legs

- Goosewing Grey nearest BS ref. 10 A 05
- UK Sales - Merlin Grey nearest BS ref. 18 B 05
- Hire & Continental Europe - Goosewing Grey nearest BS ref. 10 A 05
- Silver Anodised Aluminium
- Manhattan Grey NCS S 2502-Y RAL-DS 090 70 05
- White nearest BS ref. 00 E 55

- Goosewing Grey nearest BS ref. 10 A 05
- Goosewing Grey nearest BS ref. 10 A 05
- Grey to BS 4800 ref. 00 A 05

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Rev. Date

By

Portakabin

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Project OUT STATIONS

Client YORKSHIRE AMBULANCE SERVICE

Title
PK282
PACEMAKER
SPECIFICATION
DRAWING.

Date 06.09.07

Drawn A. HULL

Scale 1:5 & 1:50 @ A2

Org. No. BR0028

Rev.

APPENDIX 4

BARNSLEY UDP PROPOSALS MAP EXTRACT

