
2017/0039

Applicant: Yorkshire Ambulance Service, C/o Agent Johnson Mowat

Description: Continuation of siting of temporary portakabin unit and ambulance parking.

Site Address: Former Dearne Valley Motor Co Ltd., Cathill Road, Darfield, Barnsley, S73 9JG

Site Description and Past Planning History

The site is located to the south of Doncaster Road at its junction with Cathill Roundabout, Darfield.

It is occupied by a split level building which operates as a car loan shop on the upper level and a used car & tyre sales centre on the lower level; with an existing portakabin structure adjacent to the entrance to the car and tyre sales premises. The site is accessed off Doncaster Road and Cathill Road respectively. To the east of the site is a petrol station. To the north, west and south are agricultural fields.

The existing portakabin was erected as part of previous planning consent (application 2008/0150) granted for its temporary siting, which has since expired.

Proposed Development

The applicant is seeking approval to continue the temporary siting of the existing portakabin so that it can be used by Yorkshire Ambulance Service (YAS) as part of a 'Hub and Spoke' system being developed by the NHS. The 'Hub and Spoke' system consists of a central 'hub' where emergency vehicles are cleaned and shift changeovers take place; with ambulance response teams located at various stand-by points in a spoke-like manner so that they can provide a faster response to emergency incidents.

The site of the existing portakabin will be used as a stand-by point, which consists of a parking bay with access to basic amenity features in the form of a temporary portakabin structure containing facilities such as a toilet and seating area. An ambulance or fast response vehicle can be stationed close to the site in a yellow hatched area established as part of the previous permission.

No external alterations or additional buildings are proposed other than those existing on site.

Policy Context

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

Core Strategy

CSP29 – Design Matters – sets out the overarching design principles for the borough to ensure that development is appropriate to its context. The policy is applied to new development and to the extension and conversion of existing buildings.

CSP34 – Protection of the Green Belt – states that in order to protect the countryside and open land around built up areas, the extent of the Green Belt will remain safeguarded and unchanged.

CSP 40 – Pollution Control and Protection – states that development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural or built environment or to people.

UDP Designation

UDP Green Belt

Saved UDP Policy GS8A – The Re-Use and Adaption of Buildings in the Green Belt – states that any development permitted should not have a materially greater impact than the present use on the character and openness of the Green Belt and will not adversely affect the amenity of local residents or the appearance of the locality nor lead to traffic or safety problems.

Publication Consultation Document

The Council has submitted our emerging Local Plan to the Secretary of State but we are at an early stage in the examination process. It establishes policies and proposals for the development and use of land up to the year 2033. The document is a material consideration and represents a further stage forward in the progression towards adoption of the Local Plan. As such increasing weight can be given to the policies contained within the document although, in accordance with paragraph 216 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The emergent policies of the Local Plan that are attributable to this development are GD1, D1 and GB1. In general they resonate with the requirements of Core Strategy Policy 29 and Core Strategy Policy 34.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, 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 where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Paragraphs of relevance would be:

- 80, 87, 88 and 91 in respect of development in the Green Belt
- 58 & 65, which relate to good design

Consultations

Billingley Parish Council – No comments received.

Drainage – No objections to proposal.

Enterprising Barnsley – No comments received.

Highways DC – No objections to proposal.

Pollution Control – No objections to proposal.

Ward Councillors – No comments received.

Representations

Notification letters were sent to the neighbouring businesses and a site notice was posted. No comments or representations were received

Assessment

Principle of Development

Core Strategy Policy CSP34 – Protection of the Green Belt – states that in order to protect the countryside and open land around built up areas, the extent of the Green Belt will remain safeguarded and unchanged. Proposals for development outside of generally accepted Green Belt uses – as set out in the NPPF para. 89 – will not be allowed, except in special circumstances; in which case, the Council will weigh up any harm that could be caused against any potential benefits.

Under normal circumstances, the erection of a portakabin would be considered inappropriate development in the Green Belt as its use is not one that is generally accepted and so would be unacceptable. However, in this case the applicants have put forward the following justification:

“In responding to government calls for the YAS (Yorkshire Ambulance Service) to improve response times, YAS has taken the opportunity to raise the way in which it locates its vehicles in order to meet the 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.”

When the original temporary permission was granted in 2008 the justification was similar to the above and this was considered to amount to sufficient very special circumstances. It is considered that the use of this portakabin for the purposes given provides a valuable emergency service and as such the justification given for this type of proposal is again considered sufficient to amount to very special circumstances to justify this form of development in the Green Belt.

Residential Amenity

The area immediately around the site is solely commercial, with a service station & convenience store, car loan shop and car & tyre sales business the only buildings nearby. The nearest residential property is approximately 180m away from the site and although emergency vehicles have more of an impact than regular vehicles due to their use of sirens and flashing lights, it is unlikely to have a significantly detrimental effect on the amenity of local residents.

The proposal is therefore considered to be acceptable in this context.

Visual Amenity

Any development within the Green Belt should not have a detrimental effect on the character and openness of the Green Belt. The portakabin is located adjacent to an existing group of buildings and is located at a lower level away from the highway, with no nearby residential dwellings its visual impact is considered to be minimal. It is a small structure that does not form a dominant feature within the locality and has minimal effect on the openness and character of the surrounding Green Belt land. The proposal is therefore considered acceptable.

Highway Safety

One emergency vehicle is proposed to be stationed at the site, within a yellow hatched area off Cathill Road, away from the junction with Doncaster Road. Enough space is provided for vehicles entering/exiting the car & tyre business adjacent to the site to pass safely. Cathill Road is not an adopted highway and is gated off to vehicles just down from the site, meaning that it is highly unlikely there will be much passing traffic. Highways DC have raised no objections to the proposal and so it is considered to be acceptable.

Conclusion

The proposal would normally be considered inappropriate development in the Green Belt as its use as an ambulance station is outside what would be a generally accepted use as set out in NPPF para. 89. However, sufficient justification has been provided on the need for the proposed use, which was similar to that given for the previous permission, to justify an additional temporary permission. The site is situated within a group of commercial buildings and is deemed to not have a significantly detrimental effect on the visual amenity of the Green Belt. It is therefore considered that the new proposal will not have a significantly more detrimental effect than what has been granted before; and so the proposal is considered to be acceptable.

Recommendation

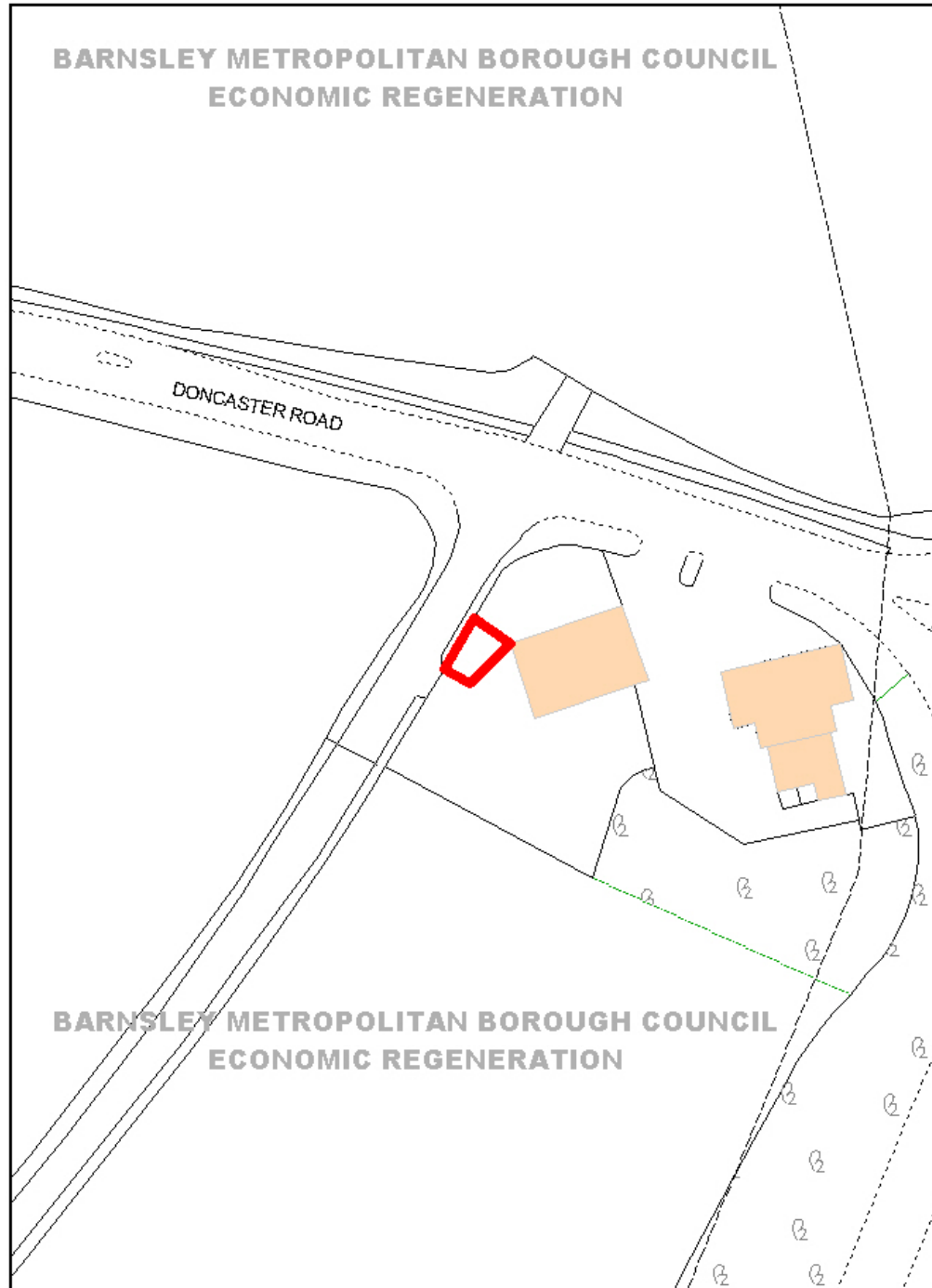
Approve – subject to conditions

- 1 The development hereby approved shall be carried out strictly in accordance with the plans (Drawing No. BR0028 and Site Plan submitted 5/1/17) and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.
- 2 Within 5 years of the date of this permission, the development hereby permitted shall be removed from the site, and all works necessary to reinstate the land to its original condition shall have been carried out.
Reason: In the interests of visual amenities and the character and openness of the Green Belt in accordance with CSP29 and CSP34.

PA reference :-

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