

## **LATE MATERIAL – PLANNING COMMITTEE 7<sup>TH</sup> FEBRUARY 2023**

### **ITEM 5: GREAT WESTERN ROAD YARD/SIDINGS, GLOUCESTER - 22/00770/FUL**

#### **Gloucester City Plan status**

The Gloucester City Plan has now been adopted. This means that the policies of that Plan cited in the report now have full weight as part of the development plan alongside the JCS, although this does not alter the Officer recommendation. Specific references in the committee report conclusions can be clarified to note:

The application is for a use and quantum of development allocated to this site in the adopted City Plan.

It remains the case that subject to conditions and completion of the legal agreement/s, the proposal is considered to be broadly consistent with the relevant policies and guidance and with the development plan and other material policy considerations. Furthermore that the limited conflicts with the adopted Gloucester City Plan are not considered to be overriding and material considerations indicate that non-compliance is justified.

The recommendation remains that planning permission should be granted subject to conditions and s106 agreement/s.

#### **Conditions**

Minor changes are proposed to the wording of condition 12 regarding invasive species. This simply reflects progress on those works that has been discussed since the committee report (a first phase of works has already been undertaken, to be followed by a second phase and then validation of the works).

Changes are proposed to highways conditions 43, 46 and 47 at the applicant's request. These still serve the purpose of preserving highway safety.

#### **Condition 12 as amended**

No development shall commence within the southern phase as defined on Proposed Phasing Plan ref. 03-0-01 PL2 (or such phases as may subsequently be approved on a revised phasing plan that relates to that same extent of the site) until works have been undertaken in accordance with a detailed method statement for the removal/eradication of invasive species on the site that has been submitted to and approved in writing by the Local Planning Authority and a validation report for those works has subsequently been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of invasive species during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981.

#### **Reason**

To protect the amenity of the local area by dealing with Japanese Knotweed and any

other invasive species.

**Condition 43 as amended**

Prior to commencement of above ground building works within a phase details shall be submitted to and approved in writing by the Local Planning Authority of existing accesses within that phase including details and timing of proposed permanent access closure works. All works shall be completed in accordance with the details so approved.

**Reason**

In the interests of highway safety

**Condition 46 as amended**

No development of a phase shall commence, including any demolition works, until a Construction Management Plan for highways matters for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition and construction period for that phase. The plan shall provide for:

- 24 hour emergency contact number;
- Parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Any temporary access/es to the site;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles including a banksman if necessary;
- Booking system for deliveries, etc including seeking to ensure deliveries to the site do not correlate with school drop off and collection times;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

**Reason**

In the interests of safe operation of the adopted highway during the demolition and construction phase of the development.

This is required pre-commencement given the impacts on the highway will commence immediately.

**Condition 47 as amended**

Prior to any occupation of a residential unit within a phase details of a service vehicle management plan for that phase shall be submitted to and approved in writing by the Local Planning Authority and approved measures implemented. The plan shall include but is not restricted to methods to ensure that the impact of service vehicles associated with the site is suitably mitigated.

## **Reason**

In the interests of safe operation of the surrounding highway network at peak times of operation. Comprehensive details for the whole development would be acceptable and preferable.

## **ITEM 6: GLOUCESTER ROYAL HOSPITAL, GREAT WESTERN ROAD, GLOUCESTER – 22/01141/FUL**

### **Safety**

The proposed external façade work to the hospital tower involves the installation of aluminium panels to the external concrete face of the existing tower. Due to the nature of this proposal the agent has supplied the following statement in hope to clarify the proposals safety implications in response to any potential concerns raised by members of the Committee.

*'You will be pleased to hear that the trust was extra vigilant when selecting the cladding system and contractor who have an unsurpassed track record of success extending more than 20 years, with zero failures, zero litigation and every completed project, meeting today's enhanced standards. The system is fully tested to BR135, has proven real-time fire performance. All elements within the system are non-combustible with full fill mineral wool cavity barrier compartmentation to meet Building Regulations in all respects. In summary, the building could not be in safer hands.'*

### **Carbon Footprint**

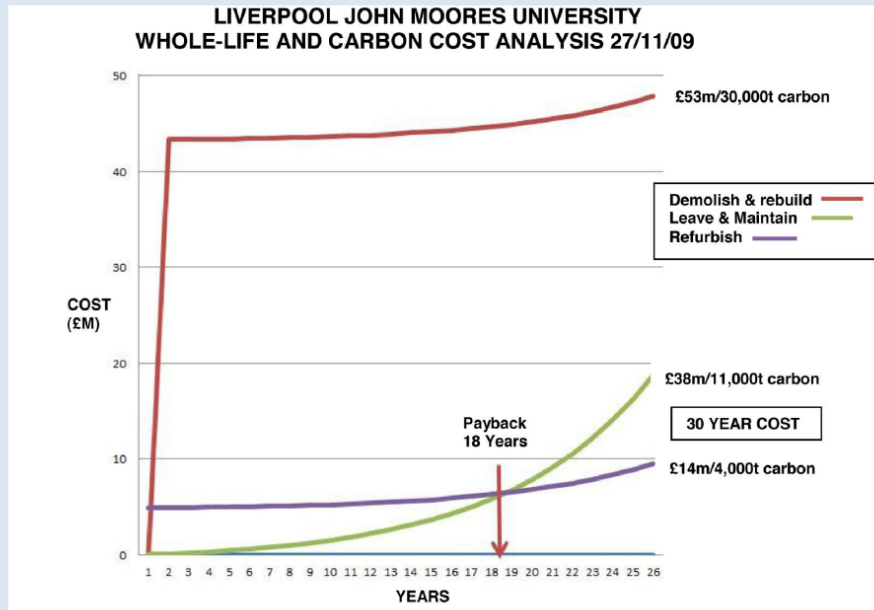
The proposed façade work to the hospital tower aims to provide environmental benefits including reducing energy consumption, reducing carbon footprint, improving the return on the original embedded energy from its construction and minimising wastage of materials.

In terms of the proposed carbon footprint created through the creation and installation of the panels and its comparison to that of keeping the original tower in its current design and materials, the agent has supplied the following data and graph in response.

*'There is an average of 70% saving on operational CO2 emissions on high-rise building after installation of this typed of system and when combined with improved patient experience and footfall, payback can be as little as 9 years.'*

This Whole Life Cost Analysis was for a different project in 2009 but the same principles apply.

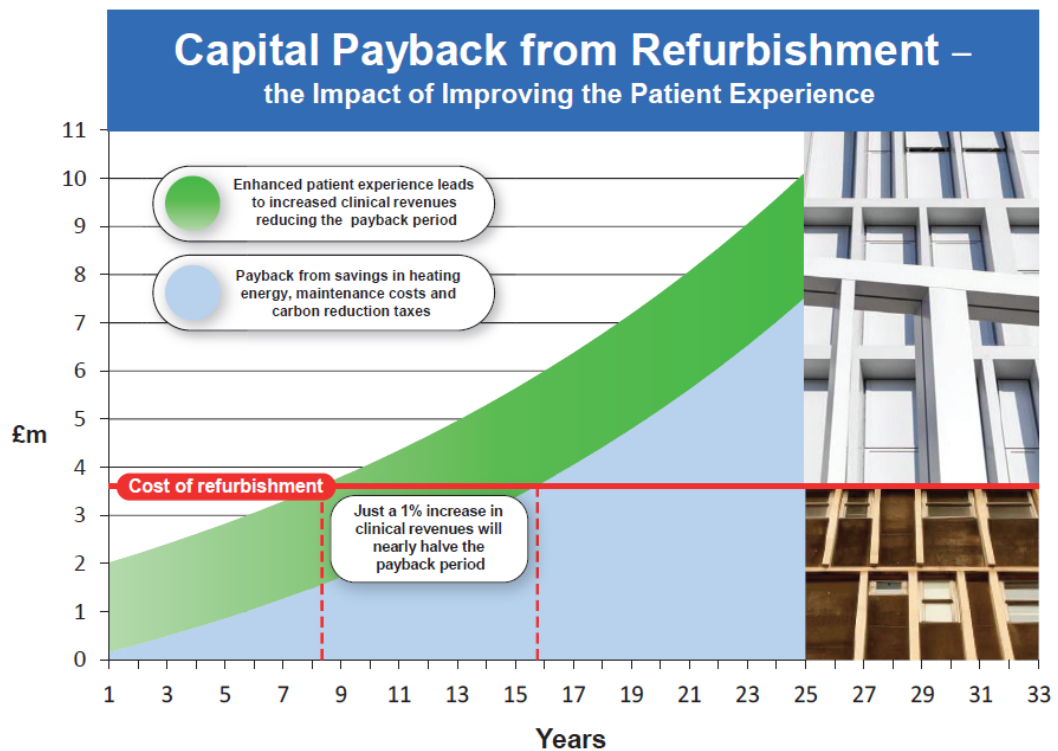
# Whole Life Cost Analysis



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## Capital Payback from Refurbishment

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### **Lifespan / Guaranteed Warranty**

The proposed aluminium panels would ensure that the existing concrete panels that make up the façade of the hospital tower currently would be fully protected from rainwater by the insulation and so their deterioration is arrested, and their life expectancy indefinite.

The new aluminium panels, cladding system has a lifespan to 1st major maintenance (repainting) of +60 years, and a lifespan in excess of 100 years as the system comprises only inert aluminium that will not degrade.

The agent supplied the following statement, *'There are buildings with this cladding system in place that adopted this system as early as 1990 that perform and look as good as when they were installed, requiring zero maintenance.'*

### **Construction Timescale**

The trust has already secured funding to sustainably regenerate the building to reduce carbon emissions subject to the work being completed by mid-2024. As such the work is programmed to begin as soon as planning permission is granted.

### **Conclusion**

The newly supplied information in regard to the proposed applications safety, proposed carbon footprint, expected lifespan and warranty and construction timescale clarifies some outstanding questions raised in regard to the application, but does not result in a significant change in understanding nor assessment of the proposal.

The recommendation for the proposed application remains to grant planning permission.