



## **PLANS PANEL (CITY CENTRE)**

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**Meeting to be held in Civic Hall, Leeds on  
Thursday, 10th September, 2009  
at 1.30 pm**

**Please note there are no site visits prior to this meeting**

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### **MEMBERSHIP**

#### **Councillors**

T Hanley  
J McKenna  
E Nash

M Hamilton  
(Chair)  
J Monaghan

Mrs R Feldman  
G Latty

D Blackburn

# A G E N D A

Item No	Ward	Item Not Open		Page No
1			<p><b>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</b></p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p> <p>(*In accordance with Procedure Rule 25, written notice of an appeal must be received by the Chief Democratic Services Officer at least 24 hours before the meeting)</p>	
2			<p><b>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</b></p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p><b>RESOLVED</b> – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	

Item No	Ward	Item Not Open		Page No
3			<b>LATE ITEMS</b>  To identify items which have been admitted to the agenda by the Chair for consideration  (The special circumstances shall be specified in the minutes)	
4			<b>DECLARATIONS OF INTEREST</b>  To declare any personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct	
5			<b>APOLOGIES FOR ABSENCE</b>	
6			<b>MINUTES</b>  To approve the minutes of the Plans Panel City Centre meeting held on 13 <sup>th</sup> August 2009  (minutes attached)	1 - 6
7	Hyde Park and Woodhouse;		<b>APPLICATION 09/02351/FU - THE ORANGE ZONE CAR PARK, UNIVERSITY OF LEEDS OFF WOODHOUSE LANE LS2</b>  To consider a report of the Chief Planning Officer on an application for the erection of an eight storey building to form University Business and Innovation Centre with café and landscaping  (report attached)	7 - 22

Item No	Ward	Item Not Open		Page No
8	Hyde Park and Woodhouse;		<p><b>APPLICATION 09/03060/FU - OFF VERNON ROAD WOODHOUSE LS2</b></p> <p>To consider a position statement by the Chief Planning Officer on an application for a ten storey car park with associated management suite and ancillary (Class D1/Cycle Hire and Workshop) space and landscaping</p> <p>(report attached)</p>	23 - 32
9	Hyde Park and Woodhouse;		<p><b>APPLICATION 09/02430/FU - UNIVERSITY OF LEEDS WOODHOUSE LANE AND CLARENDON ROAD WOODHOUSE LS2</b></p> <p>To consider a report of the Chief Planning Officer on the demolition of pilot plant building and construction of a new four storey research laboratory building with office accommodation at rear of the Houldsworth Building</p> <p>(report attached)</p>	33 - 44
10			<p><b>DATE AND TIME OF NEXT MEETING</b></p> <p>Thursday 8<sup>th</sup> October 2009 at 1.30pm</p>	

## Plans Panel (City Centre)

Thursday, 13th August, 2009

**PRESENT:** Councillor M Hamilton in the Chair

Councillors D Blackburn, Mrs R Feldman,  
T Hanley, J Monaghan, E Nash and  
N Taggart

### 17 Chair's opening remarks

The Chair welcomed everyone to the meeting and asked Members and Officers to introduce themselves

### 18 Declarations of Interest

The following Members declared personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct

Applications 09/02237/OT and 09/02239/CA – Western Campus University of Leeds – Councillor Hamilton declared a personal and prejudicial interest through being employed by the University of Leeds who were the applicants (minute 21 refers)

Applications 09/02237/OT and 09/02239/CA – Western Campus University of Leeds – Councillor Nash declared a personal interest as a member of English Heritage which had been consulted on the proposals (minute 21 refers)

### 19 Apologies for Absence

Apologies for absence were received from Councillor Latty and from Councillor McKenna who was substituted for by Councillor Taggart

### 20 Minutes

**RESOLVED** - That the minutes of the Plans Panel City Centre meeting held on 16<sup>th</sup> July 2009 be approved subject to the following amendments:

Minute 15 – Leeds Flood Alleviation Scheme (FAS) and the FAS Design Guide and Vision

- the need to relate the sum of money required for the scheme to the huge number of the city's assets which would be protected and also to consider the impact of flooding on a human scale in relation to the funding needed to help prevent this occurring – add the following – 'and that £100 million costs relative to the number of properties protected is not as significant'

Add additional bullet point under 'Members commented on the following matters:

- that the application for planning permission should include details of defence works for both a 1 in 200 year flood level and a 1 in 100 year flood level so that Members could decide which was appropriate

**21 Applications 09/02237/OT and 09/02239/CA - Demolition of the former gymnasium and existing lecture theatre and erection of 3 buildings with ancillary parking and landscaping and separate concurrent Conservation Area consent application for the demolition of the former gymnasium - Western Campus University of Leeds**

(Having declared a personal and prejudicial interest in this matter, Councillor Hamilton withdrew from the meeting)

Councillor Monaghan was elected to chair this item

Councillor Monaghan in the chair

Plans, drawings, graphics, photographs and a sample of the proposed colour of brick were displayed at the meeting

Officers presented the report which related to the erection of three buildings and associated Conservation Area consent on a site which comprised the former Leeds Grammar School which was a Grade II Listed Building

Building A would be a new law school and for which detailed permission was being sought; building B, an educational building for which outline permission for the scale and layout was being sought and building C a document archive store, with outline permission for the scale of the development only being sought. The site was situated in the Woodhouse-Moorlands Conservation Area and was adjacent to the University Precinct Conservation Area

The scheme formed part of the University's Strategic Development Framework for the campus which had been presented to Members at the Plans Panel City Centre meeting held on 28<sup>th</sup> February 2008. An informal, pre-application presentation on proposals for the former Leeds Grammar School site had been made to Panel Members on 26<sup>th</sup> March 2009

Members were informed that as part of the proposals the greenspace within the site would be enhanced by tree planting to create a collegiate feel to the area. Enhanced connectivity through the site would be provided by a pedestrian and cycle route which would run diagonally across the site

The demolition and construction works would be phased with the Law School being the first building to be erected. This would see the provision of an enhanced courtyard treatment to the south of the Law School, improved pedestrian access and disabled parking spaces, together with a basement car park for 59 cars which would be accessed off Belle Vue Road. The Listed boundary wall surrounding much of the site would be retained, with only a break in this forming the access to the car park which would be softened by the use of structures which would support climbing plants

During the construction of building A a temporary car park providing 77 spaces was being requested; this use would cease upon occupation of building A

A limited palette of materials would be used throughout the site, these being stone-coloured brick, glazing and pre-treated copper which would be used as the

material for the protruding feature of a moot court which would be included on the Law School building

A BREEAM rating of 'Very Good' was being sought for building A, and the provision of a biomass boiler would assist in attaining this. For buildings B and C a rating of 'Excellent' was being sought, with these matters being conditioned as part of any approval

A limited amount of plant would be situated on the roof and this would be screened with louvered cladding for minimal visibility

Regarding building B, this would be set further back from the Belle Vue Road frontage, by 5m to the lower floors and a further 5m to the upper floors

In respect of building C, some flexibility was being sought regarding the siting of the archive. Members were informed that there was also the potential for a hard landscaped seating area outside this building

The development would be screened on the Woodsley Road side through the existing bank of trees which would be retained. The gaps between the buildings would lessen the impact of the development along the Belle Vue Road frontage and to further enhance the scheme a double row of trees around the perimeter of the central green space would be provided

Officers were of the view that in terms of design and scale the proposals respected the character of the Conservation Area and recommended approval of the applications to the Panel

The Panel heard representations on behalf of the applicant and an objector who attended the meeting

Members commented on the following matters:

- the massing of the buildings along Belle Vue Road with concerns they were overdominant
- the roof line of the proposed Law School and whether this could be sloping to reflect the Listed Grammar School and the nearby residential properties
- the use of copper in the scheme, with mixed views on this, but with the majority of the Panel expressing concern at the copper projection on the Law School in terms of it being too much of a contrast with the brick and glazing and that it created a 'solid' element to the building
- the use of copper in the long term, whether this would endure or begin to look dated, so diminishing the visual impact of the scheme
- concerns at the principle of siting an archive building on a green area
- the design of the archive building, that it was too square and was not sited correctly within the scheme
- an acknowledgement of the limitations on the design of archive buildings due to their specific requirements
- concerns regarding the use of copper cladding on the archive building as the primary elevational treatment
- cycle and access arrangements; concerns at the proposed diagonal route across the site and the view this should remain as open space
- concerns that a cycle track was being proposed across Woodhouse Moor
- the car parking being proposed and whether the University encouraged staff to use alternative transport methods

- the height of the wall of the lecture theatre in building A facing onto Belle Vue Road
- the possibility of extending the 'green' wall to add interest to the plain wall
- the images presented to inform Members; concerns that several of the views shown could never be seen from normal viewing points and that it was unreasonable to provide such images

Officers provided the following responses:

- regarding the dominance of the buildings along the Belle Vue Road frontage, that the buildings were largely set back by 3 metres and that there was a 35m space between the proposed Law School and the frontages of the adjacent terraced properties
- that the eaves line of building A was a critical detail, and whilst a sloping roof might not be appropriate, the possibility of introducing a taper to the eaves line could be considered
- that in the design of the Law School the client had wished to make a statement regarding the moot court and that copper had been chosen as the material to visually express this. The Civic Architect, Mr Thorp, stated that there were three expressions, ie brick, glazing and copper, in one elevation and that if Members were unhappy at the use of copper, this could be reviewed. This would also lead to a review of the use of copper on buildings B and C as the intention had been to create some architectural language between the buildings. That the use of copper to the moot court could be enhanced by the use of vertical standing seam copper for added interest, however Mr Thorp stated that for the archive building a more muted material might be suitable together with a textured surface
- that the application provided for enhancements for cycle and pedestrian access within the site only. The Panel's Highways Officer stated that a project existed to improve a network of cycle routes across the city and that currently a track across Woodhouse Moor existed, with the aim being to resurface this. However it was agreed to consult local Ward Members, the Friends of Woodhouse Moor and Councillor Nash on any proposals for works within the Moor arising directly from the development
- that it was part of the University's Strategic Development Framework to erect a multi-storey car park, but that it also had in place a comprehensive Green Travel Plan for staff and students and that no student parking provision was being included in the development
- regarding the height of the wall, that ground levels fell away down Belle Vue Road and that some extra wall height was required to provide a retaining parapet to the courtyard space above
- that the aerial graphics helped to demonstrate the set backs to the buildings and that the architectural images were often helpful in assessing the application and were not intended as views of the scheme from around the site

Members considered how to proceed



## **RESOLVED –**

09/02237/OT

To approve in principle and to defer and delegate final approval to the Chief Planning Officer subject to:

- the conditions set out in the submitted report (plus any others which might be considered appropriate)
- further discussions regarding the eaves line detail on building A
- the use of copper cladding or alternative treatment
- a review of the lecture theatre wall treatment to Belle Vue Road
- the elevations and materials for the archive building to be reconsidered, with the Reserved Matters application being brought to Panel for determination
- reconsideration of the diagonal footpath across the greenspace
- details of any works to Woodhouse Moor arising directly as a result of this development to be referred to Ward Councillors, Friends of Woodhouse Moor and Councillor Nash for comment

together with the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed by the Chief Planning Officer, to include the obligations as specified in the Appraisal section of the submitted report, Main Issue 5

09/02239/CA

To agree in principle and to defer and delegate final approval to the Chief Planning Officer subject to the conditions set out in the submitted report (and any others which might be considered appropriate)

## **22 Date and time of next meeting**

Thursday 10<sup>th</sup> September 2009 at 1.30pm

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Originator: Sarah McMahon

Tel: 2478171

## Report of the Chief Planning Officer

### PLANS PANEL CITY CENTRE

Date: 10 SEPTEMBER 2009

**Subject: APPLICATION 09/02351/FU - Erection of an 8 Storey Building to form University Business and Innovation Centre, with Café and Landscaping at The Orange Zone Car Park, University of Leeds, Off Woodhouse Lane, Leeds, LS2.**

#### APPLICANT

University of Leeds

#### DATE VALID

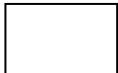
3 June 2009

#### TARGET DATE

2 September 2009

#### Electoral Wards Affected:

Hyde Park and Woodhouse



Ward Members consulted  
(referred to in report)

#### Specific Implications For:

Equality and Diversity

☐

Community Cohesion

☐

Narrowing the Gap

☐

#### RECOMMENDATION:

**DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified ( and any others which he might consider appropriate )and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations; A public transport infrastructure improvements contribution of £97,748.00, A Green Travel Plan monitoring and evaluation fee of £2500.00, Employment and training of local people, agreement to off site public realm works to the Parkinson Entrance to the campus and land at the end of Hillary Place, public access areas, the identification of an area of land upon which a future public footpath across Leeds Ring Road could be landed and an agreement to contribute £20,000.00 to traffic regulation orders should it prove that they are required as a result of the proposal.**

#### Conditions

1. Time Limit.
2. Details of levels including Ordnance Survey Data

3. Samples of all external walling and roofing materials
4. Samples of all surfacing materials
5. Sample panel of all external walling materials
6. Detailed 1:20 scale working drawings shall be submitted including cross sections
  - a) all doorways, b) all windows c) eaves and soffit detail d) the external treatment and materials to the roof top plant rooms, e) details of the upper level balustrade, f) Details of the glass louvres and their supporting structure, g) sections through all elevations, and h) details and sections through the ground floor pods.
7. Hard and/or soft landscaping scheme
8. Implementation of landscaping
9. Waste storage and disposal details, including recycling
- 10 No refuse containers to be stored outside the building.
11. Lighting details
12. No building over of within 3 metres of the centre line of the sewer which crosses the site
13. Separate systems for foul and surface waters
14. Details of means of dealing with foul and surface waters.
15. Details of control of surface water discharges from the site to an agreed rate of 67 l/s.
16. No piped discharge of surface water from the development prior to completion of approved surface water drainage works.
17. Details of unexpected land contamination
18. Details of the importing of soils
19. Dealing with noise from extract/ventilation systems
20. Details of the extract and ventilation systems required for the A3 cafe
21. Noise and dust suppression measures during construction.
- 22 Bicycle parking arrangement
23. Details of a Green Travel Plan to be approved
24. Submission of detailed scheme comprising (i) a recycled material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit), (ii) a Site Waste Management Plan for the construction stage, (iii) a waste management plan for the buildings occupation and (iv) a BREEAM assessment
25. Provision of an acceptable level of access and sanitary and parking arrangements to meet the requirements of staff and members of the public who are disabled.
26. Means of preventing mud on the highway
27. Hours of construction 08.00 to 18.00 Monday to Friday, 08.00 to 13.00 Saturdays and no construction on Sundays and Bank Holidays.
28. Details of the installation of Photovoltaic panels to the roof of the building.
29. Details of temporary car parking arrangements

**The following are non standard conditions which can be found in full in the Appendix – 2, 5, 6, 10, 12, 13, 14, 15, 16, 19, 21, 24, 27, 28 and 29.**

**Reasons for approval:** The application is considered to comply with policies A4, BD2, BD3, BD4, BD5, CC1, CC8, CC10, CC11, CC12, GP5, GP7, N12, N13, N19 and N23 of the UDP Review, as well as guidance contained within Leeds – City Centre Urban Design Strategy (CCUDS): Improving Our Streets, Spaces and Buildings (urban design principles based on the distinctive qualities of Leeds City Centre), PPS1, PPS6 and PPG15 and having regard to all other material considerations, as such the application is recommended for approval.

## **1.0 INTRODUCTION:**

The application is brought to Plans Panel to allow Members to consider whether the proposed scheme is acceptable in respect of use, design, scale and location on this site. The Developers of the above site presented the scheme to Members at Plans Panel on 26 March 2009 and again on 23 April 2009, and subsequently the submitted scheme was brought before Members as a position statement on 16 July 2009. The proposal has responded to Members comments, which are detailed below in section 5.0 History of Negotiations.

The building is to be positioned on one of the 27 development proposals sites put forward by the University as part of their overall Strategic Development Framework (May 2008 Revision C) for the campus, which was presented to Members on 28 February 2008.

## **2.0 PROPOSAL:**

The proposal is for the erection of an 8 storey rectilinear building to form a university business and innovation centre, to be known as the Innovation City Leeds (ICL) building, with a ground floor café, and set in an area of hard and soft landscaping.

The proposal is for an 8 storey block to house the City Innovation Leeds building, which is to be a facility for open innovation, creative thinking, networking and to enable and encourage new business in the city. The development would be brought forward by the University of Leeds in partnership with Leeds Metropolitan University, Leeds Teaching Council Trust and Leeds City Council and hopes to gain funding from Yorkshire Forward and the European Regional Development Fund. The aim behind siting such a building on the University of Leeds campus is to create an innovation community on the campus, close to the City Centre. The innovation building will provide the knowledge, tools and connections to successfully create and exploit new ideas to benefit innovation across the city and beyond. Facilities proposed within the building include a media theatre and video conferencing, an innovation suite, networking spaces and a café, and combined enterprise and innovation offices. The building is to be set in an area of hard and soft landscaping.

A number of documents have been submitted in support of this proposal and these are:

- Planning Statement
- Design and Access Statement.
- Noise Attenuation Report
- Land Contamination Desktop Study
- Transport Assessment
- Travel Plan .
- Sustainability Statement
- Biodiversity Statement
- Tree Survey
- Drainage Statement
- Economic Rationale Statement
- Air Quality Assessment

### **3.0 SITE AND SURROUNDINGS:**

The site is currently used as a surface car park, and has a large number of relatively mature trees planted in a grid pattern across its full area. Part of the site falls within the Woodhouse Lane /University Precinct Conservation Area, and there is a Grade II listed building, Hopewell House to the north of the site.

The Leeds Unitary Development Plan Review 2006 (UDP) defines this location as being within the Education Quarter, and as Proposal Area 19 – University Campus (South East). In this area the UDP states that a science park/innovation centre would be supported. The UDP also defines an opportunity for an enhanced public route crossing the site as well as a proposed public space.

### **4.0 RELEVANT PLANNING HISTORY:**

There are no relevant past planning applications.

### **5.0 HISTORY OF NEGOTIATIONS:**

The proposal has been the subject of pre-application discussions between the Developer, their Architects and Local Authority Officers since 18 December 2008, and was first presented to Members at the Plans Panel of 26 March 2009. Members commented on the form and elevational treatment of the building as follows;

- It is a typical University building, not iconic, too many straight lines in design
- It should be a wow building at gateway to the University
- There is no need to be contextual
- It could be something completely different –Barcelona like
- If it's for innovation then it should appear innovative and it does not
- It's just a cube

As a result of these comments a number of design workshops were undertaken where different options for the form and façades of the building have been discussed. The revised proposal, taking into account Member's comments was then returned to Plans Panel, still at the pre-application stage, on 23 April 2009. Members again commented on the design, and elevational treatment of the building as well as its form and setting. On 23 April 2009 Members made the following comments;

- A Huge Improvement - lots of merit- excellent
- I would be proud to support this proposal now
- Infinitely better - would prefer an oval but happy to support this
- Much improved
- The right design in this key location but it must have Photovoltaics incorporated into the design - this also needs to be conditioned (on the planning decision)
- Do the louvres move independently or in unison? Will the Photovoltaics need sunlight or just daylight to operate?

Following these Plans Panel Member comments the Applicants submitted the planning application on 3 June 2009 and the proposal was present once more to Members as a position statement on 16 July 2009. Members made the following comments;

- whether any New Generation Transport stop was proposed close to the

development

- highways issues particularly the potential for further pressure on the A660 and whether the phasing of the scheme could have implications
- that the introduction of colour to the glazing was vital for the success of the building
- that the development would help in the regeneration of this area
- that previous discussions on the proposals had led to the suggestion that wind patterns could provide an audible signature to the building and that whilst this had not been referred to, that investigations into the possibility of this should be undertaken

The proposal is therefore brought back before Members to consider the responses to these matters.

## **6.0 PUBLIC/LOCAL RESPONSE:**

The application was publicised via a Site Notice posted on 10 June 2009 expiring on 1 July 2009, for an application Affecting the Character of a Conservation Area, and in the Leeds Weekly news edition printed the week of 11 June 2009 and expiring on 2 July 2009.

One objection received via email dated 22 June 2009. The objector states they consider that the proposal would increase student numbers as well as university staff numbers which would be of detriment to the population balance in the North Leeds area. In addition, they state that they are concerned about the loss of car parking on the campus that will result from the proposal and the potential impact on nearby on street parking, stating that there is a requirement for a multi storey car park to be built on campus.

One objection received via email on 1 July 2009. The objector states that the proposal will inconvenience the rights of local residents, and that they are concerned about the level of tree removal and the loss of car parking. They state that they would like to see the separate proposal for a car park as part of the conditions for this application.

One objection received via email on 2 July 2009. The objector states that they do not approve of the University's plan to expand its teaching and administrative premises, and consider that a multi storey car park is a requirement to ensure that parking is not displaced into the surrounding area

Response: The proposal is for a building which is to be the Innovation City Leeds building. This is not intended to be a straight forward educational building and as such is not likely to result in a large increase in student numbers. The proposal is for an 8 storey block to house a facility for open innovation, creative thinking, networking and to enable and encourage new business in the city. The development would be brought forward by the University of Leeds in partnership with Leeds Metropolitan University, Leeds Teaching Council Trust and Leeds City Council and hopes to gain funding from Yorkshire Forward and the European Regional Development Fund. In respect of car parking, there have been detailed discussions with the University about the need to provide on campus parking. It is the case that a formal planning application for the multi storey car park has now been submitted, application reference 09/03060/FU.

With regard to the loss of trees, although it is true to say a large number of trees are to be removed, there is to be a landscaping scheme to replace many of these trees on and adjacent to the site and to provide a green landscaped area around the building. This landscaping is the subject of detailed ongoing discussions between Officers and the Landscape Architects appointed by the University. In respect of car parking, there have been detailed discussions with the University about the need to

provide on campus parking. It is the case that a formal planning application for the multi storey car park has now been submitted, application reference 09/03060/FU.

## 7.0 CONSULTATIONS RESPONSES:

### **Statutory:**

**Yorkshire Water:** State that there are no comments and advise of conditions that should be applied if the application is to be granted planning permission, with regard to drainage.

Response: The conditions will be applied accordingly.

**Highways:** State that conditions and Section 106 requirements should be applied if the planning permission is to be granted, in respect of cycle parking, temporary car parking arrangements, the Green Travel Plan, a public transport infrastructure improvements contribution, a Green Travel Plan monitoring and evaluation fee and the means to address any required traffic regulation orders.

Response: The conditions and Section 106 clauses will be applied accordingly.

**Mains Drainage:** State that a number of conditions are required to address site drainage.

Response: the points made will be addressed via relevant conditions.

**English Heritage:** State that it is important to have confirmation of the massing, impact of the proposal on the historic fabric as well as visualisations and analysis of the local character and wider impacts of the building but that they do not wish to comment further.

Response: This level of information has been provided in the submitted Design and Access Statement and English Heritage have subsequently confirmed that they do not require further information.

### **Non-statutory:**

**Leeds Civic Trust:** State that they offer their qualified support and are pleased with the sustainability of the proposal, and the commitment to replace trees in public spaces. They do however express concern that the design will not present a stronger visual appeal.

Response: An analysis of the designs and the reasons for the type of design and materials used is given in the appraisal below.

**Transport Policy:** State that the proposal would result in the requirement for a contribution of £97,748.00 towards public transport infrastructure improvements.

Response: This would be addressed via a Section 106 Agreement

## 8.0 PLANNING POLICIES:

### **Development Plan – UDPR and RSS**

Policy A4 (access for all)

Policy BD2 (design and siting of new buildings)

Policy BD3 (accessibility in new buildings)

Policy BD4 (All mechanical plant)

Policy BD5 (All new buildings)

Policy CC1 (Planning obligations)



Policy CC8 (New buildings to respect the spatial character of existing buildings and streets outside the Prestige Development Areas)  
 Policy CC10 (provision of public space)  
 Policy CC11 (enhanced pedestrian corridors and upgraded streets)  
 Policy CC12 (New development and new public spaces relating and connecting to the existing street pattern)  
 Policy GP5 (all planning considerations)  
 Policy GP7 (planning obligations)  
 Policy N12 (Urban building design)  
 Policy N13 (Design of all new buildings)  
 Policy N19 (New buildings and extensions within or adjacent to a conservation area)  
 Policy N23 (Space around new buildings)

Relevant supplementary guidance

Leeds – City Centre Urban Design Strategy (CCUDS): Improving Our Streets, Spaces and Buildings (urban design principles based on the distinctive qualities of Leeds City Centre).

BREEAM - Building Research Establishment Environmental Assessment Method

Government Planning Policy Guidance/Statements

Planning Policy Statement 1 (PPS1) – Delivering sustainable development

Planning Policy Statement 6 (PPS6) - Planning for Town Centres

Planning Policy Guidance 15 (PPG15) – Planning and the Historic Environment

The Yorkshire and Humber Plan - Regional Spatial Strategy to 2026 - Policy ENV5 (10% of energy to come from renewable energy supplies by 2010)

## **9.0 MAIN ISSUES**

1. The principle of the proposed use
2. The impact on the character and visual amenity of the site, the street scene and wider area
3. Vehicle parking provision
4. Landscaping and public access areas
6. Sustainability
7. Section 106 Legal Agreement – Heads of Terms
8. Conclusion

## **10.0 APPRAISAL**

### 1. The principle of the proposed use

The proposal is for an 'Innovation City Leeds' building, housing office space to serve innovation, networking and new business for the University of Leeds, the NHS, and the wider City. The building would therefore provide enterprise and innovation space, as well as new business incubator space and support knowledge transfer and business growth within Leeds. At ground floor level there would also be an A3 Use café, which would be open to occupiers and users of the building and the general public, alongside a reception area, exhibition and networking space and a media theatre. This would provide an inviting active frontage to the north and east facing elevations of the proposal. The mezzanine level of the building would provide a creativity centre as well as office space and breakout lounges. The 1<sup>st</sup> and 2<sup>nd</sup> floor will house innovation, financial and healthcare technologies office space, whilst floors 3 to 5 will be occupied by the business incubator cellular offices.

The Leeds Unitary Development Plan Review 2006 (UDP) defines this location as Proposal Area 19 – University Campus (South East). In this area the UDP states that a science park/innovation centre would be supported. As a result the proposed use is considered to comply with the definition laid down for Proposal Area 19, whilst the ground floor café would be an acceptable supporting use in this location.

## 2. The impact on the character and visual amenity of the site, the street scene and wider area

The proposal would be an 8 storey rectilinear block with a central glazed atrium. The mass height and façade treatments of the building has been considered in respect of the sites sloping topography, and the proposals relationship to existing surrounding buildings, both inside and out of the Woodhouse Lane /University Precinct Conservation Area. Key views of the nearby Parkinson Building were considered and have been retained. The proposal creates a 'gateway' building to the campus of an appropriate scale and design to its setting, which connects effectively with the existing and proposed spaces and routes within this area of the campus.

The facades of the building would be constructed from four elements, these being a defined base, to ground the building, which would have reconstituted stone cladding to the south and partly to the east and west and clear glazing to the north and part of the east and west elevations. Colour backed (look-alike) curtain wall glazing would also be positioned at points around the base, and high quality recycled polycarbonate panels are proposed at the northern entrance to the building. Above this base would be a capless glass curtain walling set behind a series of vertical and horizontal glass louvres. A parapet wall of vertical glass louvres would be sited above this mid section, with the roof covered by photovoltaic panels behind the roof parapet. All window and door frames would be aluminium, and there would be louvred timber access gates to the back of house areas at the lower ground floor.

The proposed glass louvre system would be an inventive addition to the building to deal with solar gain. The glass louvres would vary in depth depending on where they would be positioned in relation to the arc of the sun's path. This would result in a curving flow in the depths of the louvres creating a sense of visual movement within the buildings facades.

Following Member's comments the design of the louvres has evolved. To ensure that the louvres function as efficiently as possible, as controllers of solar gain, the colour needs to be within either a range of blue or green tones (as opposed to other colours which would not function as effectively in controlling heat gain from the sun). In this instance a wider range of blue tones has been introduced to the louvres dependent on where there is a greater requirement for control of sun/heat penetration. This will be achieved by the louvres being constructed from two sheets of transparent blue glass, with one being a transparent blue (light) and the other a opaque blue (dark). There will be areas of 98% colour which will have an elegant fritted pattern emulating 'reeds blowing the wind', set against other or both of these two depths of blue (light and dark) . As well as being an attractive feature, this patterning would also assist the control of solar gain. The supporting frame for all the louvres will have an aerofoil profile to the back of its blade ensuring an attractive appearance from both inside and outside of the building.

Members also queried whether the building would have an audible signature due to wind patterns, and investigations are still being conducted into this matter.

It should also be noted that the orientation of uses on the ground floor has resulted in changes to the design of the interior of the building at ground floor and mezzanine levels. The café use has now been moved to the eastern corner to allow it to be visible as you approach the building from Woodhouse Lane. As such the media theatre will now be positioned to the west of the atrium space at ground floor level. The previous design had a stair core pod projecting into the atrium space with walkways across the middle of the atrium. It is now considered that this arrangement would impinge upon the openness and light within the atrium, particularly at ground floor level. As such the design has been amended such that the stair core now lies perpendicular to the northern edge of the atrium. This revised rectilinear arrangement will allow the atrium to be a generous, open central space that visually connects all floors internally in the building.

The overall design of the building would result in a crisp, high quality, contemporary addition that would sit comfortable within the context of the existing nearby university buildings, and the adjacent Woodhouse Lane /University Precinct Conservation Area.

### 3. Vehicle parking provision

No car parking is proposed as part of the submitted proposal, however it should be noted that reference is made in the Transport Assessment to a proposal for a multi storey car park to be sited to the west on the Innovation City Leeds building. A planning application has now been submitted, reference 09/03060/FU, for a multi storey car park.

The proposed Innovation City Leeds building would result in the loss of 209 surface car parking spaces, which would be replaced as part of the multi storey car park. A cycle shelter is to be provided to the east of the proposed building which would house 32 secure cycle parking spaces. In addition, showers, lockers and changing facilities will be sited within the lower ground floor of the proposed building.

Members commented on the possible impact of the scheme on the A660. The Applicant has advised that their intention is to phase construction of the 8 storey innovation building and the multi storey car park, with the latter commencing construction first. Temporary car parking arrangements on areas of the campus is to be agreed under condition, to ensure any parking shortfall created (prior to the constriction of the proposed multi storey car park) by the construction of the building on this site of surface car parking is addressed.

### 4. Landscaping and public access areas

The proposed landscaping to the public realm areas around the building aim to create a new attractive, predominantly soft landscaped, gateway to the University of Leeds campus. The topography of the site is such that the land falls from north to south and the proposed landscaping scheme will reflect this feeling of movement, but with rationalised, useable spaces. To this end it is proposed to create a series of planted terraces layering and folding the landscape across the site. The proposed planting scheme would be a mixture of grassed 'lawn' areas, tree planting and shrubs.

The proposal will require the loss of existing 92 trees which are sited in a grid pattern across the existing surface car park. The number of new trees that will be planted across the site has been increased from 53 to 66, and these will be grouped

in places to create small wooded areas and at other points, line pedestrian routes and the edges of the site.

The existing trees are in relatively poor condition as they are planted into the tarmac of the surface car park. Whilst an overall reduction in the total number of trees is proposed, the replacements will be part of a comprehensive landscaping scheme and planted in large newly constructed planting beds. They are therefore expected to flourish in these much improved conditions and with their proximity to the building and the new pattern of pedestrian movement routes across the site, enhance the overall appearance of the area and amenity of the space. In these specific circumstances it is considered that the overall reduction in the total number of trees is acceptable.

Members comments regarding the species of trees have been considered by the Landscape Architects. To this end the species would now be Alder- *Alnus Glutinosa*, Cherry (Wild) - *Prunus Avium 'Plena'*, Pin Oak - *Quercus Palustris*, Oak (Upright) - *Quercus Robur 'Fastigiata Koster'*, and Cherry (Autumn Flowering) *Prunus Subhirtella 'Autumnalis'*, which it is considered will be suitable to the environment of the site, and would have a good chance to thrive and be long living. However, discussions are on-going and details of species will be provided for Panel.

Surface finishes to the paved areas would be in natural aggregate slabs, concrete paving blocks, concrete corduroy tactile paving and resin bound gravel. Such hard surfaced areas will create a series of spaces to pause and linking routes taking you from both east to west, and north to south across the site. It is envisioned that the Ground floor café would spill out into one of these spaces creating an outdoor seated area. A 'Digital Forest' is also proposed comprising a number of interactive information system installations to the north of the proposed building.

The opportunities to encourage biodiversity to the site are being explored with the potential for wildflower planting and natural hedgerow and tree species being introduced.

In addition, there is a requirement for off site public realm works to be undertaken to an area at the Parkinson entrance to the campus and at the end of Hillary Place. These works will be addressed via a Section 106 Legal Agreement.

In respect of Members comments it is noted that the NGT (New Generation Transport) passes the Parkinson entrance with stops proposed outside the University of Leeds campus boundary. The need for any public realm enhancement works to co-ordinate with the NGT works is acknowledged and will be address as part of the Section 106 legal agreement.

## 5. Sustainability

The proposed scheme is underpinned by a sustainable approach which informs the design and building geometry. The overarching aim in terms of sustainability is to maximises the amount of carbon saved per £ spent, whilst maximising the efficiency and flexibility of the building.

The submitted Sustainability Statement indicates that the proposal is intending to achieve a BREEAM Excellent rating (with a fallback position of BREEAM Very Good) and pre-assessment of the proposal has produced a score of 73.47% (which is in the Excellent scoring range. The proposal will achieve this rating via a wide number of means including:

- Tree planting and soft landscaping to maximises solar shading and allow the site

to combat any 'urban heat island effects'.

- Reuse of the excavation materials in the remodelling of the landscaped areas
- Connection to the University's existing combined heat and power system (CHP)
- Innovative use of a solar gain controlling glass louvre system, which will respond to the orientation of the building in respect of the sun's path.
- An additional energy source is to come from a number of roof mounted Photovoltaic panels (achieve the required 10% renewable energy source requirement).
- Recycled aggregates to be used in the hardcore (beneath the ground floor slab) and the concrete mixes.
- Diverse and highly flexible and adaptable office spaces to meet changing needs.
- An exposed building structure to allow temperatures within the office space to equalise (i.e. absorbed during the day and then purged from the building at night).

The proposed solar gain glass louvre system referred to above is a highly innovative approach to minimising the cooling requirements of the building, whilst reducing glare and the need for artificial lighting. The glass louvres would be tinted or fritted, and sized to allow views in and out of the building. The depth and density of the louvres will be determined by their position on the building in respect of the related need for solar control, with louvres typically spanning 3000mm to 4000mm. Whilst it was previously considered that the louvres to the west and eastern elevations would rotate, further analysis has shown that the benefits gained by such movement are very minimal, and would not be outweighed by the energy required to undertake such an operation. The difference between tracking louvres and fixed equates to no more than £400.00 energy costs per year or a 0.4% carbon saving. As such the proposed louvres will now be fixed on all elevations.

#### 7. Section 106 Legal Agreement – Heads of Terms

The proposal would result in the following requirements to be addressed via a Section 106 Legal Agreement:

- A public transport infrastructure improvements contribution of £97,748.00.
- A Green Travel Plan monitoring and evaluation contribution of £2500.00.
- The implementation, carrying out and maintenance of an area of off site public realm improvement to the Parkinson Entrance to the campus and land at the end of Hillary Place, with details to be submitted for agreement on commencement of works to the nearby NGT route and stop (above and beyond the landscaping submitted as part of the planning application, but physically linked to it).
- The agreement of publicly accessible areas within the landscaped scheme
- The employment and training of local people.
- The identification of an area of land upon which a future public footpath across Leeds Ring Road could be landed.
- An agreement to contribute £20,000.00 to traffic regulation orders should it prove that they are required as a result of the proposal.

## **11.0 CONCLUSION**

In conclusion it's considered that the proposal is an appropriate use, scale, design and style for this site. The design of the 8 storey block would be a high quality, contemporary addition which would sit comfortable within the context of the surrounding area. Therefore, the proposal is recommended for approval

### **Background Papers:**

Planning application 09/02351/FU

University of Leeds Strategic Development Framework (May 2008 Revision C)

## **APPENDIX 1**

### **Planning Application 09/02351/FU Non Standard Conditions**

2. Prior to the commencement of development, plans of the site showing details of the existing and proposed ground levels, proposed floor levels, levels of any paths, cycle parking areas and the height of any retaining walls within the development site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the details so approved and shall be retained thereafter as such.

To ensure that the works are carried out at suitable levels in relation to adjoining properties and highways in the interests of visual amenity.

5. Construction of external walling shall not be commenced until a sample panel of the external walling to be used has been approved in writing by the Local Planning Authority. The sample panel shall be erected on site to establish its detail. The external walling shall be constructed in strict accordance with the sample panel(s) which shall not be demolished prior to the completion of the development.

In the interests of visual amenity and to ensure that the external walling harmonises with the character of the area.

6. Prior to commencement of development, detailed 1:20 scale working drawings of the following features shall be submitted to and approved in writing by the Local Planning Authority:

a) all doorways, b) all windows c) eaves and soffit detail d) the external treatment and materials to the roof top plant rooms, e) details of the upper level balustrade, f) Details of the glass louvres and their supporting structure, g) sections through all elevations, and h) details and sections through the ground floor pods.

Works shall be carried out in accordance with the approved drawings and maintained as such thereafter

In the interests of the character and visual amenity of the surrounding site, and the Woodhouse Lane /University Precinct Conservation Area

10. No refuse disposal involving external storage of refuse containers shall take place. All bins shall be stored internally.

In the interests of amenity and to prevent the occurrence of unsightly refuse storage bins.

12. Unless otherwise agreed in writing by the local planning authority, no building or other obstruction shall be located over or within 3.0 (three) metres either side of the centre line of the sewer, which crosses the site.

In order to allow sufficient access for maintenance and repair work at all times.

13. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

In the interest of satisfactory and sustainable drainage.

14. No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority.

To ensure that the development can be properly drained

15. Prior to the commencement of development details of the works for dealing with surface water discharges, to an agreed rate of 67 l/s, from the proposed development (i.e. plans and summary of calculations) shall be submitted to and approved in writing by the Local Planning Authority.

In compliance with PPS25 and to ensure the site can be properly drained without flooding.

16. Unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal.

19. Any extract/ventilation system, or plant shall be effectively positioned and silenced so as not to cause nuisance, by way of noise or odour, to nearby occupiers/residents. Such scheme as is implemented shall be suitably maintained thereafter.

In the interests of amenity.

21. During construction the contractor must ensure compliance with current legislation on noise and dust control including the Environmental Protection Act 1990 and the Control of Pollution Act 1974. Relevant Codes of Practice set out procedures for dealing with the control of noise on construction and demolition sites are contained in BS5228: 1997 Noise And Vibration Control On Construction And Open Sites.

In the interests of amenity.

24. Prior to the commencement of development, a detailed scheme comprising (i) a recycled material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit), (ii) a Site Waste Management Plan for the construction stage, (iii) a waste management plan for the buildings occupation and (iv) a BREEAM assessment, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the detailed scheme; and

(a) Prior to the occupation of the development a post-construction review statement for that phase shall be submitted by the applicant and approved in writing by the Local Planning Authority

(b) The development and buildings comprised therein shall be maintained and any repairs shall be carried out all in accordance with the approved detailed scheme and post-completion review statement or statements

In the interests of amenity, to promote the use of recycled material and to promote the implementation of sustainability measures within Leeds City Centre.

27. No construction works shall take place before the hours of 8am Monday to Saturdays, nor after 6pm Monday to Friday and 1pm on Saturdays, or at any time on Sundays and Bank Holidays.



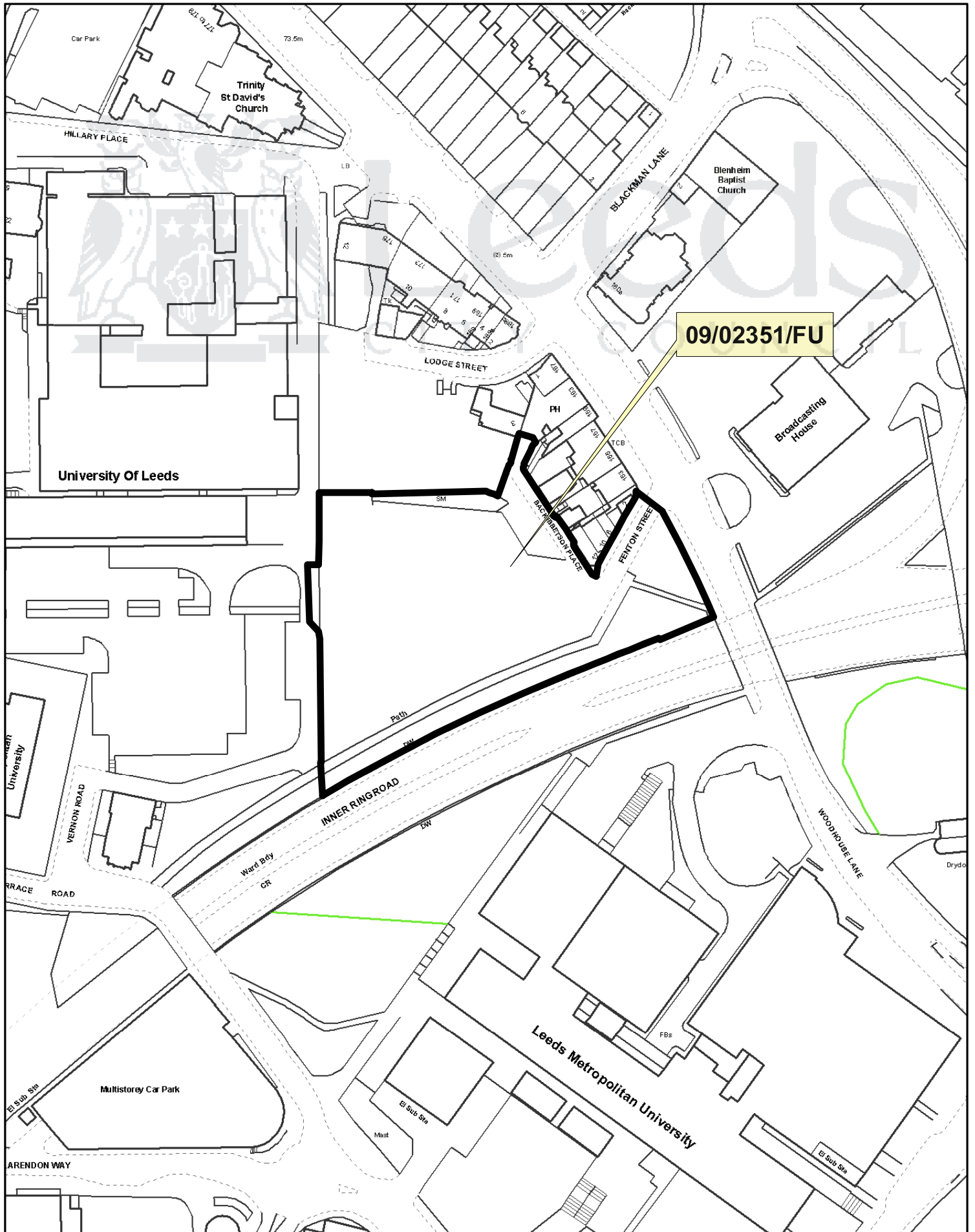
In the interests of the residential amenity of occupants of nearby property.

28. Development shall not commence until full details of the roof mounted photovoltaic panels, including the type of system to be used, the number of panels, their maximum height from roof level, their configuration, and an assessment of the expected energy generated compared with the building's annual electrical requirements, shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details and maintained as such thereafter unless otherwise agreed by the Local Planning Authority.

In the interests of the character and visual amenity of the surrounding site, and the Woodhouse Lane /University Precinct Conservation Area, and to ensure compliance with Policy ENV5 of the Yorkshire and Humber Plan - Regional Spatial Strategy to 2026

29. No development shall take place until a plan and accompany strategy showing details of temporary vehicle parking arrangements, including details of operation and management of the temporary car parking spaces has been submitted to and approved in writing by the Local Planning Authority. Temporary parking facilities so approved shall be implemented and made available for use prior to the development hereby approved being brought into use.

In the interests of the free and safe use of the highway.



# CITY CENTRE PANEL



Scale 1/ 1500

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Originator: Sarah McMahon

Tel: 2478171

## Report of the Chief Planning Officer

### **PLANS PANEL CITY CENTRE**

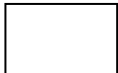
**Date: 10 SEPTEMBER 2009**

**Subject: POSITION STATEMENT FOR APPLICATION 09/03060/FU 10 storey car park with associated management suite and ancillary (Class D1/Cycle Hire and Workshop) space and landscaping, Off Vernon Road, Woodhouse, LS2.**

APPLICANT	DATE VALID	TARGET DATE
University of Leeds	14 July 2009	13 October 2009

#### **Electoral Wards Affected:**

**Hyde Park and Woodhouse**



Ward Members consulted  
(referred to in report)

#### **Specific Implications For:**

Equality and Diversity

☐

Community Cohesion

☐

Narrowing the Gap

☐

#### **RECOMMENDATION:**

**Members are requested to note the contents of this position statement and are invited to comment in relation to the key issues of design and siting, sustainability and landscaping which are highlighted in the report.**

#### **1.0 INTRODUCTION:**

The scheme is presented to Members for their consideration and comments. The proposal is for a 10 storey car park with associated management suite and ancillary (Class D1/Cycle Hire and Workshop) space. The building is to be set in an area of hard and soft landscaping.

The Developers of the above site presented the scheme to Members at Plans Panel on 26 March 2009, 23 April 2009 when the proposal was shown indicatively as part of a more detailed presentation on the Innovation City Leeds building, and on 18 June 2009 as a detailed pre-application proposal for the car park itself. The submitted proposal has taken account of Members comments, which are detailed below in section 5.0 History of Negotiations.

The building is to be positioned on one of the 27 development proposals sites put forward by the University as part of their overall Strategic Development Framework (May 2008 Revision C) for the campus, which was presented to Members on 28 February 2008.

## **2.0 PROPOSAL:**

The proposal is for a 10 storey car park with associated management suite and ancillary (Class D1/ Cycle Hire and Workshop) space and landscaping. The positioning of a large number of the above mentioned 27 development proposals across the University of Leeds campus would result in an overall loss (across the campus) of approximately 175 surface car parking spaces, across the campus, although in the short term the loss of car parking from this part of the campus with the constriction of the multi storey car park and the Innovation City Leeds building would amount to 360 car parking spaces. It is the University's intention to encourage alternative means of transport to and from the campus, such as walking, cycling and public transport. However, it is acknowledged that there remains a requirement for car parking provision for both staff and visitors to the campus, and therefore the proposal is for a multi storey car park that would provided a total of 607 car parking spaces (30 of these being disabled accessible spaces).

Consideration has been given to the appearance and design of the building in respect of its context on the campus, and its relationship to nearby buildings, including the proposed City Innovation Building.

A number of documents have been submitted in support of this proposal and these are:

- Planning Statement
- Design and Access Statement
- Public Realm Design Statement
- Land Contamination Desktop Study
- Transport Assessment
- Car Park Management Plan
- Sustainability Statement
- Biodiversity Statement
- Tree Survey
- Drainage Statement

## **3.0 SITE AND SURROUNDINGS:**

The site is currently used as a surface car park, and has a number of relatively mature trees planted in landscaped beds around the edges of the existing hard surfaced car parking bay. The site is close to but outside the boundary of the Woodhouse Lane /University Precinct Conservation Area. The Leeds Unitary Development Plan Review 2006 (UDP) defines this location as being within the Education Quarter, and as Proposal Area 19 – University Campus (South East). The UDP also defines an opportunity for an enhanced public routes crossing the site as well as a proposed public space.

## **4.0 RELEVANT PLANNING HISTORY:**

09/02351/FU - Erection of an 8 Storey Building to form University Business and Innovation Centre, with Café and Landscaping at The Orange Zone Car Park, University of Leeds, Off Woodhouse Lane, Leeds, LS2.

## 5.0 HISTORY OF NEGOTIATIONS:

The proposal has been the subject of pre-application discussions between the Developers, their Architects and Local Authority Officers since March 2009. These discussions have focused on the proposed use of the site as a multi storey car park, the numbers of car parking spaces, the position of the block in relation to other existing and proposed buildings, the height, form and scale of the block, details of the elevational design and materials, key views, pedestrian routes and connectivity through the site and wider campus, the sustainability credentials of the proposal, and the proposed hard and soft landscaping scheme.

Members will recall being presented an indicative block plan of the proposed multi storey car park as part of the presentations on the Innovation building given to them by the Developers at Plans Panel of 26 March 2009 and 23 April 2009. A further pre-application presentation of the progressed design of this multi storey car park and landscaping scheme was given to Members on 18 June 2009.

Members made the following comments:

- Not bad for a multi storey car park – a lot of thought and imagination in it.
- Footpaths must be DDA compliant.
- Liked ‘quaver’ style panelling.
- Could panels be different colours?
- Must be sustainable – wants to achieve the solar panels indicated.
- Report needs to justify car parking numbers – not just more spaces to encourage students to use cars.

## 6.0 PUBLIC/LOCAL RESPONSE:

The application was publicised via a Site Notice posted on 23 July 2009 expiring on 13 August 2009 for a Proposed Major Development and in the Leeds Weekly news edition printed the week of 6 August 2009.

No responses received to date.

## 7.0 CONSULTATIONS RESPONSES:

### Statutory:

**Yorkshire Water:** State that should planning permission be granted then the decision should be conditioned to address the means for disposal of surface water and drainage.

Response: The conditions will be applied accordingly.

**Highways:** State that details of temporary car parking arrangements are required and should be conditioned, that the requirement that the car park be only used for university purposed outside the hours of 07.00 to 18.30. In addition Highways request a Section 106 Legal Agreement clause for a 5m easement be established to the retaining wall of the Inner Ring Road to allow the Council access for inspection and maintenance, and that a contribution, of a sum to be agreed, is made towards the provision of a Toucan crossing on Woodhouse Lane to the south of the junction of this road with Fenton Street.

Response: The conditions and Section 106 clauses will be applied accordingly.

**Mains Drainage:** No response to date.

**Non-statutory:**

**Leeds Civic Trust:** No response to date.

**Transport Policy:** State that due to the proposed use and the public transport infrastructure improvement contributions being obtained via a number of other individual planning applications for developments across the campus, there is no requirement for a public transport infrastructure improvement contribution in this case.

## **8.0 PLANNING POLICIES:**

Development Plan – UDPR and RSS

Policy A4 (access for all)

Policy BD2 (design and siting of new buildings)

Policy BD3 (accessibility in new buildings)

Policy BD4 (All mechanical plant)

Policy BD5 (All new buildings)

Policy CC1 (Planning obligations)

Policy CC8 (New buildings to respect the spatial character of existing buildings and streets outside the Prestige Development Areas)

Policy CC10 (provision of public space)

Policy CC11 (enhanced pedestrian corridors and upgraded streets)

Policy CC12 (New development and new public spaces relating and connecting to the existing street pattern)

Policy GP5 (all planning considerations)

Policy GP7 (planning obligations)

Policy N12 (Urban building design)

Policy N13 (Design of all new buildings)

Policy N23 (Space around new buildings)

Policy T24 (Parking provision)

Policy T24A (Conditions under which long stay parking is acceptable)

Relevant supplementary guidance

Leeds – City Centre Urban Design Strategy (CCUDS): Improving Our Streets, Spaces and Buildings (urban design principles based on the distinctive qualities of Leeds City Centre).

Government Planning Policy Guidance/Statements

Planning Policy Statement 1 (PPS1) – Delivering sustainable development

Planning Policy Statement 6 (PPS6) - Planning for Town Centres

Planning Policy Guidance 15 (PPG15) – Planning and the Historic Environment

## **9.0 MAIN ISSUES**

1. The principle of the proposed use
2. The impact of the building design on the character and visual amenity of the site, the street scene and wider area
3. Vehicle parking provision and car park management
4. Landscaping and publicly access areas
5. Sustainability

## 10.0 APPRAISAL

### 1. The principle of the proposed use

The requirement for a multi storey car park to replace existing surface car parking that has and will be lost due to development of a number of sites across the campus, was stated in the University of Leeds Strategic Development Framework (May 2008 Revision C). The submitted Transport Assessment indicates that it is the University's intention to encourage alternative means of transport to and from the campus, such as walking, cycling and public transport. However, it is acknowledged that there remains a requirement for car parking provision for both staff and visitors to the campus, and therefore the proposal is for a multi storey car park that would provided a total of 607 car parking spaces (30 of these being disabled accessible spaces).

Leeds Unitary Development Plan Review 2006 (UDP) defines this location as being within the Education Quarter, and as Proposal Area 19 – University Campus (South East). The principle purpose of the proposed development would be to serve users of the campus (although commercial use, out of campus hours, is also proposed) both as staff and visitors. The proposed use of the site for car parking would be a supportive use in respect of the educational uses in this area.

The proposed D1 or Cycle Hire and Workshop (Sui Generis) uses of the of the ground floor north facing gallery would be ancillary to the main use of the building, and would compliment other existing educational uses on the wider campus. As such the main and ancillary uses would be considered to be acceptable in this location.

### 2. The impact of the building design on the character and visual amenity of the site, the street scene and wider area

The proposal is for a 10 storey rectangular block set in a landscaped area. The orientation and height of the building has been considered in the context of the existing adjacent university buildings, as well as the future innovation City Leeds building, and a potential Physics building to the north-east of the site. Care has been taken to ensure the building's height does not exceed the parapet line of the EC Stoner building to the north of the site.

The elevations of the building will be in the form of 'shields' positioned to conceal the interior of the car park whilst allowing the penetration of natural light and natural ventilation. These shields will be a lightweight glass-reinforced plastic (GRP) fixed at four points a frame, attaching to the floor slabs within the car park. The shields would have a curved surface to allow some visual activation of the elevations and will be rotated during construction to give four different positions in which they can be placed. Whilst the shields themselves will be a grey/silver colour with a semi-reflect finish, a pattern of ventilation holes on each panel will allow colour from inside the car park to penetrate the exterior in a subtle manner. The tone and depth of the colours used will compliment the colour palette of the adjacent Innovation City Leeds building.

A glass fronted gallery is proposed to the ground floor of the north facing elevation to ensure a more active frontage to this face of the building.

In addition to the GRP of the shields, a simple palette of materials is proposed comprising satin finish stainless steel to horizontal bands which sit between each

row of shields. The use of such horizontal banding on the multi storey car park is a further means of visually complimenting the elevational design of the Innovation City Leeds building. Other materials to be used include flat metal cladding to the roof top lift overrun and stair core, and a green wall planted over a stainless steel mesh at lower levels.

The overall design of the building would result in a distinctive, high quality, contemporary addition that would compliment the proposed Innovation City Leeds building, as well as sitting comfortably within the context of the existing nearby university buildings, and the adjacent Woodhouse Lane /University Precinct Conservation Area.

### 3. Vehicle parking provision and car park management

The proposal is as already stated for a multi storey car park to compensate for the loss of surface car parking across the campus that is and will continue to result from the 27 proposed developments indicated in the University of Leeds Strategic Development Framework (May 2008 Revision C). Should all the developments be constructed, then the result would be an overall loss of approximately 175 surface car parking spaces, across the campus, although in the short term the loss of car parking from this part of the campus with the constriction of the multi storey car park and the Innovation City Leeds building would amount to 360 car parking spaces. The proposed figure of 607 car parking spaces is in line with guidance on car parking numbers in the Leeds Unitary Development Plan Review 2006.

UDP Policy T24A states that long stay park will not be acceptable unless the proposal site is within the City Centre and Fringe City Centre commuter parking control area, or where a lack of parking within employment premises could cause serious traffic, safety or environmental problems. It can be argued that the location of the campus, being edge of city centre and in close proximity to residential areas, means that if parking levels on campus were significantly reduced (as a result of some of the other development proposals sites put forward by the University as part of their overall Strategic Development Framework (May 2008 Revision C), then there could be a detrimental impact on the surrounding area in terms of increased on street parking, leading to traffic and road safety problems. As such the provision of a multi storey car park to serve staff and visitors to the campus would be supported.

The building will accommodate 607 car parking spaces, of which 30 are disabled accessible spaces. In addition the proposal will house 10 motorcycle parking spaces.

As the UDP does not require a defined number of bicycle parking spaces to be provided in the new multi storey car park, and because there will be a bicycle parking requirement attached to the majority of the other proposed developments detailed in the above mentioned Development Framework, it is considered that bicycle parking is not required within this particular development. However, discussions are underway between Officers and the Applicants, with regard to reaching agreement on a contribution to be made towards the provision of a new Toucan crossing, suitable to serve cyclists, on Woodhouse Lane to the south of the junction with Fenton Street

The car park is proposed to be in operation 24 hours a day 365 days a year. During the hours of 07.00 to 18.30 the building is to be used for parking for University (including the Innovation City Leeds building) staff, tenants and visitors. Outside these hours the car park will also be available for wider commercial use. To achieve this a swipe card system will be in operation controlled and managed by the



University, as well as out of hours (commercial) magnetic strip tickets. The times of day that the car park will be for University uses only will be the subject of a condition on any planning permission granted.

#### 4. Landscaping and public access areas

The landscaping scheme would link into the proposed landscaping for the Innovation City Leeds building proposed to the east of the multi storey car park. This will result in a combined landscaping scheme creating new green public open spaces, as well as defined connections to and extension of existing routes. In addition, there is proposed a continuity between the soft landscaping and the multi storey car park building, such that the landscaping would, to the east, west and south be integrated into the elevations of the building at the lower levels of the building, with the creation of green walls on the building.

The submitted proposal will require the loss of existing 32 trees, many of which are in a poor condition, some planted into the tarmac of the existing car park. Whilst an overall reduction in the total number of trees is proposed, the replacements will be part of a comprehensive landscaping scheme and planted in large newly constructed planting beds. As such 42 new trees will be planted across the site as small groupings in some places, and at other points lining routes and the edges of the site. However, discussions are underway with regard to the possibilities of retaining additional existing trees and with regard to what species are appropriate and would thrive in this location.

The opportunities to encourage biodiversity to the site are being explored with the potential for nesting and refuge opportunities in the proposed tree planting, and shrubs and hedgerow planting to create cover for wildlife.

In addition, there is a requirement for off site public realm works to be undertaken to an area at the Parkinson entrance to the campus and at the end of Hillary Place. The NGT (New Generation Transport) passes the Parkinson entrance with stops proposed outside the University of Leeds campus boundary. The need for any public realm enhancement works to co-ordinate with the NGT works is acknowledged and will be address as part of the Section 106 legal agreement.

#### 5. Sustainability

The submitted Sustainability Statement indicates that the proposal is intending to achieve a sustainably designed building via a number of means including:

- Tree planting and soft landscaping to maximises solar shading and allow the site to combat any 'urban heat island effects'.
- Reuse of the excavation materials in the remodelling of the landscaped areas
- Additional energy source to come from a number of roof mounted Photovoltaic panels (achieve the required 10% renewable energy source requirement).
- Possible use of recycled materials in the aggregate of any concrete used.

#### 6. Section 106 Legal Agreement – Heads of Terms

The proposal would result in the following requirements to be addressed via a Section 106 Legal Agreement:

- A Green Travel Plan monitoring and evaluation contribution of sum to be agreed.
- The implementation, carrying out and maintenance of an area of off site public realm improvement to the Parkinson Entrance to the campus and land to the end of Hillary Place, with details to be submitted for agreement on commencement of works to the nearby NGT route and stop (above and beyond the landscaping submitted as part of the planning application, but physically linked to it).

- The agreement of publicly accessible areas within the landscaped scheme
- The employment and training of local people.
- The identification of an area of land upon which a future public footpath across Leeds Ring Road could be landed.
- A contribution to off site highways works to create a Toucan crossing to the south of the junction of Fenton Street and Woodhouse Lane of a sum to be agreed.

## **11.0 CONCLUSION**

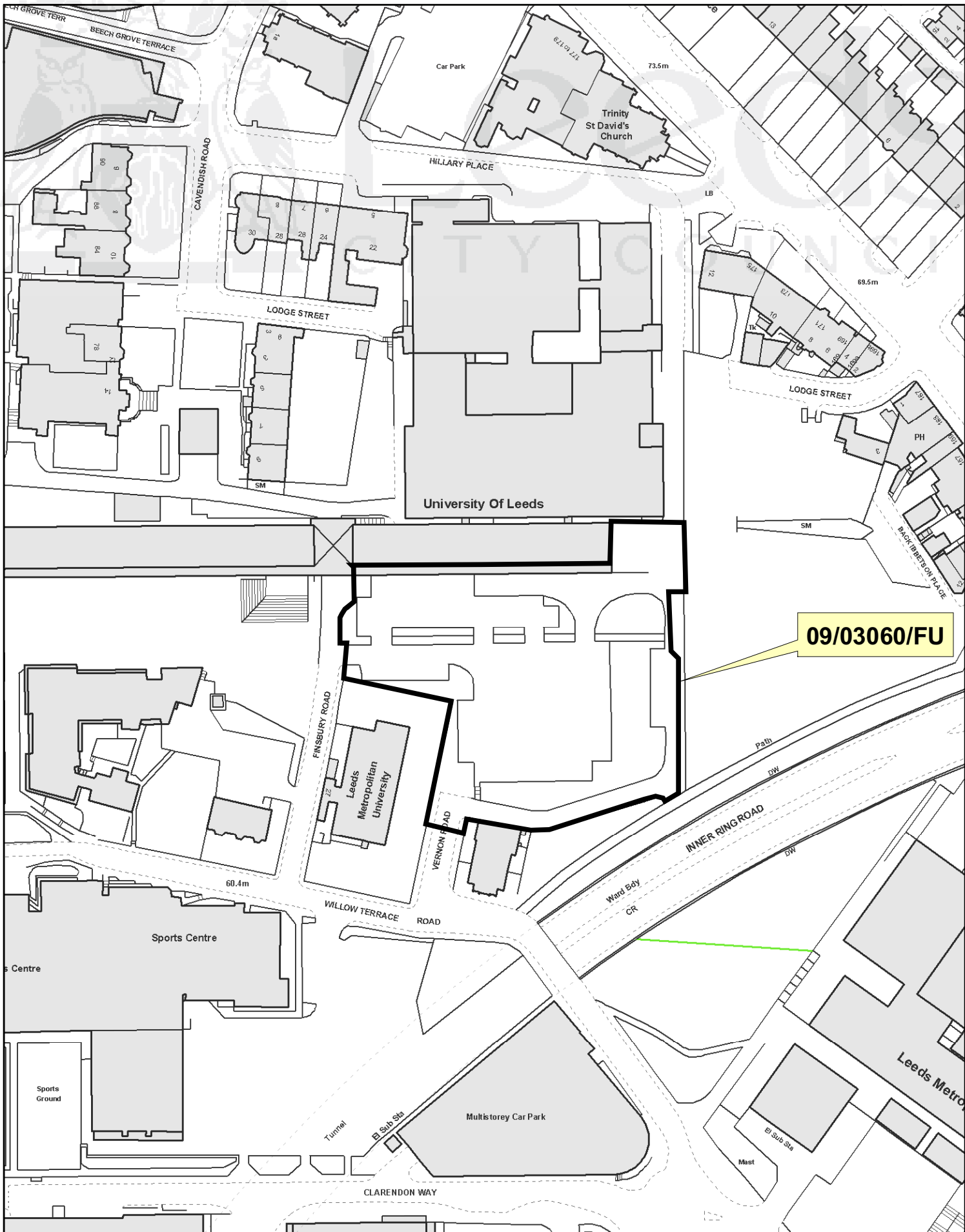
This report is being brought at an early stage so that issues can be identified and addressed as the application is progressed. Members views on the identified issues would be helpful at this stage on this important project for the city.

### **Background Papers:**

University of Leeds Strategic Development Framework (May 2008 Revision C)

Planning application 09/02351/FU.

Planning application 09/03060/FU.



# CITY CENTRE PANEL I

Scale 1/ 1500

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Originator: Andrew Windress

Tel: 2224409

## Report of the Chief Planning Officer

### PLANS PANEL CITY CENTRE

Date: 10<sup>th</sup> September 2009

**Subject: APPLICATION 09/02430/FU – DEMOLITION OF PILOT PLANT BUILDING AND CONSTRUCTION OF NEW 4 STOREY RESEARCH LABORATORY BUILDING WITH OFFICE ACCOMMODATION AT REAR OF THE HOULDSWORTH BUILDING UNIVERSITY OF LEEDS, WOODHOUSE LANE AND CLARENDON ROAD, WOODHOUSE, LS2.**

#### APPLICANT

University of Leeds

#### DATE VALID

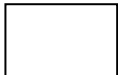
7/7/09

#### TARGET DATE

6/10/09

#### Electoral Wards Affected:

Hyde Park and Woodhouse



Ward Members consulted  
(referred to in report)

#### Specific Implications For:

Equality and Diversity

☐

Community Cohesion

☐

Narrowing the Gap

☐

**RECOMMENDATION: DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified (and any others which he might consider appropriate) and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations;**

- Public Transport contribution of 26,486
- Travel Plan with monitoring fee of £2,500.
- Two replacement bus shelters on Clarendon Road at a total cost of £20,000.
- Agreement to contribute £20,000 if there is any detrimental impact on surrounding communities from the loss of car parking (to span a 10 year period).
- Commitment to use reasonable endeavours to cooperate with LCC Jobs and Skills Service during and post construction regarding employment at the site and use local contractors, sub-contractors and material suppliers.
- £600 monitoring fee for each clause that requires admin/management/monitoring (public transport contribution, off site parking contribution).

1. Standard Time Limit
2. Samples of surfacing materials to be submitted and full details of off site works.
3. Sample panel of all external materials to be approved.

4. Full details of hard surfacing to be submitted (including details and implementation of amendments to footpaths, parking and access road).
5. Full Details of cycle and motor cycle parking facilities to include improvements to the existing motorcycle store at the Houldsworth Building.
6. Details of any lighting, vents, external plant, gas bottle stores, brise soleill and all other excrescences on the sides or roof of the building.
7. Confirmation of site levels and building heights.
8. Noise attenuation measures for future occupiers to be agreed.
9. Details of construction management measures including contractors' cabins and parking, location of site hoardings to protect passing pedestrians.
10. Prevention of mud/grit/dust nuisance during construction works.
11. Details of drainage works including sustainable drainage techniques to be provided.
12. Provision of typical 1:20 detailed elevations for material joints, windows, entrances, eaves, reveals and soffits.
13. Requirement to meet BREEAM very good.
14. Details of storage and disposal of litter.
15. Provision of shower facilities.

The following are non standard conditions, a further explanatory note regarding these conditions can be found in the Appendix – 5, 6, 15.

**Reasons for approval:** The application is considered to comply with policies GP5, GP11, GP12, BD2, BD4, BD5, T2, T5, T6, A4, SA9, SP8, CC4, CC27, S1, N12, N13 and N19 of the UDP Review, as well as guidance contained within PPS1, 'General Policies and Guidance' and PPG13 'Transport' and, having regard to all other material considerations.

## 1.0 INTRODUCTION:

Members will recall a pre-application presentation regarding this proposal from the 20<sup>th</sup> May 2009 Panel. At this meeting Members received a presentation from the architects and provided comment on the scheme. A summary of Members' comments is provided in section 5.0 below. Following this pre-application presentation amendments have been made to the scheme to attempt to address Members comments and a formal application has been submitted which is now brought to Members with a request they resolve to grant permission and defer and delegate the final decision to the Chief Planning Officer.

## 2.0 PROPOSAL:

A four storey Energy Research building is proposed on the site of the demolished red brick building, the facilities within the building will be part of the Faculty of Engineering which is located in this northern part of the campus. The building will provide energy research facilities in several key areas including alternative energy systems, aviation, hydrogen and energy from biomass.

The building has a similar footprint to the existing but with a slight increase in to both the south and east. This slight increase in footprint results in the loss of 6 parking spaces but the retention of 1 disabled parking space.

The building has a central atrium space that splits office accommodation to the south and laboratories to the north. Bridges across the atrium link the two elements. There are four levels of office accommodation in the southern wing with laboratories in the northern wing, the fifth level continues with office accommodation in the south but a large plant room in the northern wing. There are two flues that extend out of the northern roof and an element of plant on the roof of the southern wing.

The main entrance is into the atrium from Cemetery Road. The paving outside this entrance and adjacent to the south western elevation of the building will be replaced.

There are gas and fuel stores plus a long stay cycle store and short stay cycle stands attached to the east of the building at ground floor either side of the secondary entrance.

A new bin store is to be created within the existing service yard to the Houldsworth Building immediately adjacent to the proposed Energy Research Building. This will provide sufficient storage for the proposed building and the existing provision serving the Houldsworth Building. At present bin storage is spread across the service yard therefore a new mesh enclosure will help reduce the number of separate storage locations and therefore assist in tidying up the service yard.

Bronze metallic cladding panels encase the building and all stair cores whilst the central atrium will be glazed to provide natural light to both offices and laboratories. The lowest level of the south elevation is in full height glazing behind a slim colonnade. Flat roof, single storey gas stores and cycle stores to the ground floor of the eastern elevation are finished in both red brick and a metal mesh. Brise soleil are added to the recessed windows of the south and south west elevations.

Improvements are made to Cemetery Road to enhance the pedestrian access through this part of the campus. These improvements include the widening of the footpath adjacent to the gates to St George's Field and the removal of a parking space to allow the footway to be widened and a raised platform crossing be introduced across Cemetery Road in front of the main entrance to the new building.

The application has been supported by the following documents:

- Desk Study and Intrusive Geotechnical and Environmental Site Investigation Report.
- Travel Plan.
- Design and Access Statement that incorporates a number of appendices providing a conservation area appraisal, daylight and sunlight assessment, foul sewerage and sustainable drainage assessment, heritage statement, lighting assessment, noise impact assessment, parking and access assessment, transport statement, utilities statement and a ventilation and extraction statement.
- Sustainability Statement.

The following planning obligations are to be included within the Section 106 agreement:

- Public Transport contribution of 26,486
- Travel Plan with monitoring fee of £2,500.
- Agreement to contribute £20,000 if there is any detrimental impact on surrounding communities from the loss of car parking (to span a 10 year period).
- Commitment to use reasonable endeavours to cooperate with LCC Jobs and Skills Service during and post construction regarding employment at the site and use local contractors, sub-contractors and material suppliers.
- £600 monitoring fee for each clause that requires admin/management/monitoring (public transport contribution, off site parking contribution).

Metro have also requested the S106 include the provision for two replacement bus shelters on Clarendon Road at a total cost of £20,000. This request is currently being disputed by the University and Members will be updated verbally at the Panel meeting.

### **3.0 SITE AND SURROUNDINGS:**

The proposal seeks to replace the existing Pilot Plant and Foundry building adjoined to the rear of the Houldsworth Building that fronts both Clarendon Road and Woodhouse Lane at the northern end of the campus. The application site is located on Cemetery Road, the access road off Clarendon Road, and currently contains a 2/3 storey flat roof red brick building of no architectural merit.

The area around the existing building provides service access to the Houldsworth Building, some parking and pedestrian access into the campus.

St George's Field is located to the west with the grade II listed wall and gates adjacent to the site to the southwest.

The application site is adjacent to the boundary of the University Precinct Conservation Area that extends up to the wall enclosing St George's Field.

Cemetery Road is not an adopted highway.

### **4.0 RELEVANT PLANNING HISTORY:**

None.

### **5.0 HISTORY OF NEGOTIATIONS:**

The Universities Strategic Development Framework was under discussion for many months culminating in revision C being produced in May 2008. Pre-application discussions regarding this site briefly took place in 2007 whilst discussions on the current proposals commenced in April 2009.

A pre-application presentation was made to Members in May 2009 when the following comments were made:

- There was general support for the proposals with the exception of one Member's concern regarding the minimalist design and 'prison' appearance and the dark materials. Notwithstanding this objection, the general support was followed with queries regarding the detailed design.
- Further clarity will be required on the exact colour of the cladding and how it weathers plus the detailed design of the brise soleil and what material this will be.
- There was a query as to whether the additional cladding material to the stair tower etc made the building look too fussy and it was felt this should be removed.
- It was felt there were no serious issues regarding the setting of the adjacent listed buildings or character and appearance of the Conservation Area.
- Cemetery Road was considered an important pedestrian route and not just a vehicular and servicing area. Members felt better pedestrian access should be provided to the building to make the area safer and more attractive. It was accepted that the route becomes more industrial after passing the gates to St George's Field.



## 6.0 PUBLIC/LOCAL RESPONSE:

Site notices were posted 9/7/09 and an advert was placed in the Leeds Weekly News on 23/7/09. No representations from the public have been made.

## 7.0 CONSULTATIONS RESPONSES:

### **Statutory:**

**Highways:** Pedestrian access improvements should also be sought from Woodhouse Lane. Cycle parking is required in accordance with the UDP. The changes to Cemetery Road will improve the street. Vehicle tracking is required for service vehicles. The development will result in the loss of some limited parking, as has been requested elsewhere across the campus, agreement to contribute £20,000 should be sought to overcome any parking problems that arise in the surrounding areas as a result of university parking being reduced/displaced, or if the university does not building the multi-storey car park.

*Response – The pedestrian access from Woodhouse Lane is a secondary access between buildings and was not identified for improvement in the Strategic Development Framework and is not considered necessary in addition to the improvements to Cemetery Road. Cycle parking is provided at an appropriate level. Vehicle tracking drawings have been provided and are acceptable. The Section 106 will include a clause highlighting the need to contribute £20,000 if parking problems occur.*

**Mains Drainage:** The proposed redevelopment would not significantly change the surface water drainage arrangements and is therefore acceptable. However, a reduction in surface water run-off should be sought. Standard conditions requested.

**Yorkshire Water:** A water supply can be provided, further observations are not required.

### **Non-statutory:**

**Travelwise:** The Travel Plan is acceptable and should be included in the S106 with a monitoring fee of £2,500. The cycle store should have a solid enclosure and cycle parking should be provided at the southern entrance. Motorcycle parking is required.

*Response – The cycle store has been amended and will be finished in brick. Within the locked bike store there will also be Sheffield stands to secure bikes to for extra security.*

*It is not considered necessary to add further short stay cycle parking to the southern entrance as most of the people using this building are full time employees or research students that will spend much of the day at the building. As such, visitors will be aware of the short stay (covered) spaces at the secondary entrance and this is considered sufficient.*

*Motorcycle parking is currently available within an enclosed mesh store at the rear of the Houldsworth Building. The proposed building would require one motorcycle parking space. Rather than seeking the introduction of a further motorcycle facility, it is considered that the existing motorcycle store can be upgraded to ensure this facility can meet the needs of those working in the new building. This requirement will be conditioned.*

**West Yorkshire Archaeological Advisory Service (WYAAS):** There are no apparent significant archaeological implications attached to the proposed development.

**Streetscene Services:** The refuse collection arrangements are acceptable.

**Metro:** There are several bus services that would serve this development. It is advised that two of the bus stops to the north of the site on Clarendon Road are upgraded to cantilevered shelters at a cost of £10,000 each to the developer.

*Response – This issue is under discussion and further information will be presented verbally. The University dispute the need to upgrade the bus shelters as a consequence of this development.*

**Public Transport Contribution:** The proposal will generate a significant number of trips and a contribution of £26,486 is required.

**Land Contamination:** No significant contamination was encountered during the site investigation and the end use has a low vulnerability therefore no objection, standard conditions recommended.

## 8.0

### PLANNING POLICIES:

**UDP:** The site is within the Education Quarter and adjacent to the Woodhouse Lane/University Precinct Conservation Area.

**GP5:** Proposals should resolve detailed planning considerations.

**GP11, GP12** (Sustainable Design).

**BD2:** New buildings should complement and enhance existing skylines, vistas and landmarks.

**BD4:** Seeks to minimise impact of plant and machinery.

**BD5:** Seeks to ensure a satisfactory level of amenity for occupants and surroundings.

**T2:** Development proposals should not create new, or exacerbate existing, highway problems.

**T5:** Satisfactory provision for pedestrians and cyclists.

**T6:** Satisfactory disabled access.

**A4:** Development and refurbishment proposals should be designed to secure a safe and secure environment, including proper consideration of access arrangements.

**SA9, SP8:** Promote development of City Centre role and status.

**CC27:** Proposal areas within the City Centre.

**S1:** The role of the CC as the regional centre will be promoted.

**N12:** Fundamental priorities for urban form.

**N13:** requires all new buildings to be of high quality and have regard to character and appearance of surroundings.

**N19:** Development within or adjoining Conservation Areas should preserve/enhance the character and appearance of the Conservation Area.

### National Planning Guidance

PPS1 General Policies and Principles

PPG13 Transport

## 9.0

### MAIN ISSUES

- i. Principle of the proposed development.
- ii. Design and impact on the Conservation Area and Listed Buildings.
- iii. Highways.
- iv. Sustainability.
- v. Section 106.

## 10.0

### APPRAISAL

- i. Principle of the proposed development.

The proposed four storey building replaces the recently demolished red brick building and will provide new and improved facilities for the Faculty of Engineering. The proposed building will provide energy research facilities in several key areas and provide the University with a state of the art facility that will allow it to improve its research techniques and raise the national and international profile of the University and research it undertakes. The location of this university facility within the main city centre campus is wholly compliant with the areas designation as an 'Education Quarter'.

ii. Design and impact on the Conservation Area and Listed Buildings.

The proposed building has a similar footprint to the demolished building and height to reflect the nearby Houldsworth Building and other University buildings of around 4 and 5 storeys in height. As such the basic scale and footprint of the proposal is considered to respect its surroundings and avoid any overdominance of the adjacent Conservation Area and listed wall and gates.

The surrounding area contains building of a largely modernist classical architecture of the 1960s and includes both red brick and stone buildings with regular and simple forms and window patterns, flat roofs and some low rise extensions. As highlighted above, the general scale and massing of the proposed building reflects the existing buildings whilst the detailed design and appearance of the proposal is considered to respect the simple forms of the existing whilst providing a building of contemporary appearance that will enhance the character of the area and reputation of the Faculty of Engineering.

The proposal is clad in a single material as requested at the pre-application presentation to Members. Samples and precedent images of the bronze metallic cladding will be made available to members at the panel meeting. The proposed finish is considered to maintain the simplicity of the surrounding structures whilst still providing interest and a suitable quiet backdrop to the greenspace and listed structure at St George's Field.

Due to the split form of the building with the labs in the northern wing and offices to the south, a large glazed entrance and atrium space introduces a clean break in the two elements and provides an interesting entrance to the building. To the left (northern) side of this main entrance will be full height glazing part of the first simulator room that is intended to provide interest to this elevation by highlighting the large flight simulator that will be located in this room. At the opposite side of the entrance full height glazing extends throughout the offices at ground floor toward the eastern elevation in the service yard and therefore provides some interest to the pedestrian routes along Cemetery Road that are currently blank and lacking in interest and signs of activity.

The ground floor rainscreen panels are recessed behind the main façade with a colonnade being created at the ground floor southern elevation. The colonnade is almost 4m in height and 3m in depth and therefore will not be a low dark space but will provide cover to pedestrians and interest to the building without being oppressive.

The eastern elevation of the building is wholly contained within the service yard of the Houldsworth Building and in addition to providing a secondary entrance will also accommodate single storey store rooms for gas bottles, waste solvent, general waste and cycles etc. These stores will be finished in brick with the exception of the gas bottle store that will be enclosed by a mesh (as with the other bottle stores within the service yard of the Houldsworth Building). The roof to the gas bottle

store will be extended to provide cover to the short stay cycle parking area. The roofs to all the single storey structures will incorporate a 'green' roof.

The windows to the upper floors have deep reveals, incorporate brise soleil and some fritting to the glass and will therefore introduce some shadowing to the windows from both the reveals and brise soleil and further interest with the small elements of fritting. The brise soleil is in aluminium with curved blades, some detailed drawings have been provided that appear to show a neat finish and point of fixing but full details of the final design and fixing points will be required by condition. The detailed drawings also highlight how the cladding neatly returns under the colonnade through the soffit and how a cap is placed on the parapet to ensure an appropriate return.

The plant room associated with the labs is incorporated within the building with the exception of two flue pipes that extend out of the north eastern part of the roof. The height of these pipes has been kept to a minimum and they have been located in the least visually prominent part of the roof. Due to the split nature of the building separate plant machinery serves the office element. The required machinery has been located on the roof to the offices and includes air handling units and chiller units. Whereas it is not ideal for this plant to be located on the roof, the plant will be screened from view from street level by the parapet of close to 2m high. There will be some limited views from the top of the Houldsworth Building and the University has agreed to locate the plant in the least visible location and provide screening where necessary (this will be conditioned).

The proposed building has been designed to meet the strict requirements of the end user whilst still respecting the scale and form of the adjacent buildings and setting of the historic structures. The detailed design shows deep window reveals and neat finishes throughout the building and interesting but simple approach to the materials. With the addition of standard conditions regarding the finer detail and quality of materials the design and appearance of the proposed building is considered acceptable.

### iii. Highways.

The proposal will result in a small number of parking spaces being lost. Due to the limited number of spaces lost, it is not considered that this will have any adverse impact on the surrounding highway network or create any parking problems in the nearby residential areas. However, in keeping with the general approach elsewhere at the University, agreement to contribute £20,000 to mitigate against any detrimental impact created by the loss of these spaces will be sought to provide for any traffic regulation orders required.

Tracking diagrams show the building can be serviced appropriately and will not impact on the servicing of the adjacent buildings.

Short and long stay cycle parking is provided at an appropriate level and whereas the short stay parking would ideally be located at the main entrance, its location at the secondary entrance allows the short stay spaces to be covered and are therefore considered acceptable. The building will be primarily used by full time staff or research students and not ad hoc visitors therefore it is considered that those using the building will be well aware of the covered facilities at the secondary entrance.

Motorcycle parking for the existing building in this part of the campus is accommodated in the cage at the rear of the Houldsworth Building. The proposed

development would require one motorcycle parking space and it is appropriate to provide this in the existing secure cage where there is scope for further motorcycle parking to be accommodated. The University has committed to upgrading this cage as part of this development and details of the upgrade, expected to be in the form of improved locks and other security measures, will be required by condition.

The improvements to Cemetery Road will enhance the experience for pedestrians in this area by clearly defining the parking area by widening part of the footway and also introducing a crossing point to the main entrance. The scale of these improvements are considered to respect the scale of development and needs of the area therefore further improvements have not been sought.

A Travel Plan has been provided and will be attached to the Section 106.

#### iv. Sustainability.

A sustainability statement has been provided and the University is committed to meet a target of BREEAM 'very good' for this building and details have been provided regarding how this is to be achieved plus information regarding a Site Waste Management Plan intended to reduce waste during construction. The sustainability measures provided to date are considered suitable for a building of this nature and, considering the use, such targets are welcomed. Further details of the sustainability measures and assurances regarding targets are required by condition to ensure the aspirations of both the University and the Council's Sustainability Officer.

#### v. Section 106

The Section 106 will cover the following:

- Public Transport contribution of 26,486
- Travel Plan with monitoring fee of £2,500.
- Agreement to contribute £20,000 if there is any detrimental impact on surrounding communities from the loss of car parking (to span a 10 year period).
- Commitment to use reasonable endeavours to cooperate with LCC Jobs and Skills Service during and post construction regarding employment at the site and use local contractors, sub-contractors and material suppliers.
- £600 monitoring fee for each clause that requires admin/management/monitoring (public transport contribution, off site parking contribution).

Metro have also requested the development delivers two replacement bus shelters on Clarendon Road at a total cost of £20,000. The University disputes the need for this requirement therefore an update will be provided verbally at Panel.

## **11.0 CONCLUSION**

The proposed building is considered to be of an appropriate scale and form to respect the character of the surrounding area and also provide an interesting building that will promote the high profile research being undertaken within the building. The proposal is not expected to create any highway safety or parking issues and will enhance pedestrian routes in the area. The sustainability measures for this highly energy intensive building are welcomed and delivery of these targets will be examined further by condition. For the reasons outlined above the proposal is considered acceptable and is recommended for approval with the attached conditions.

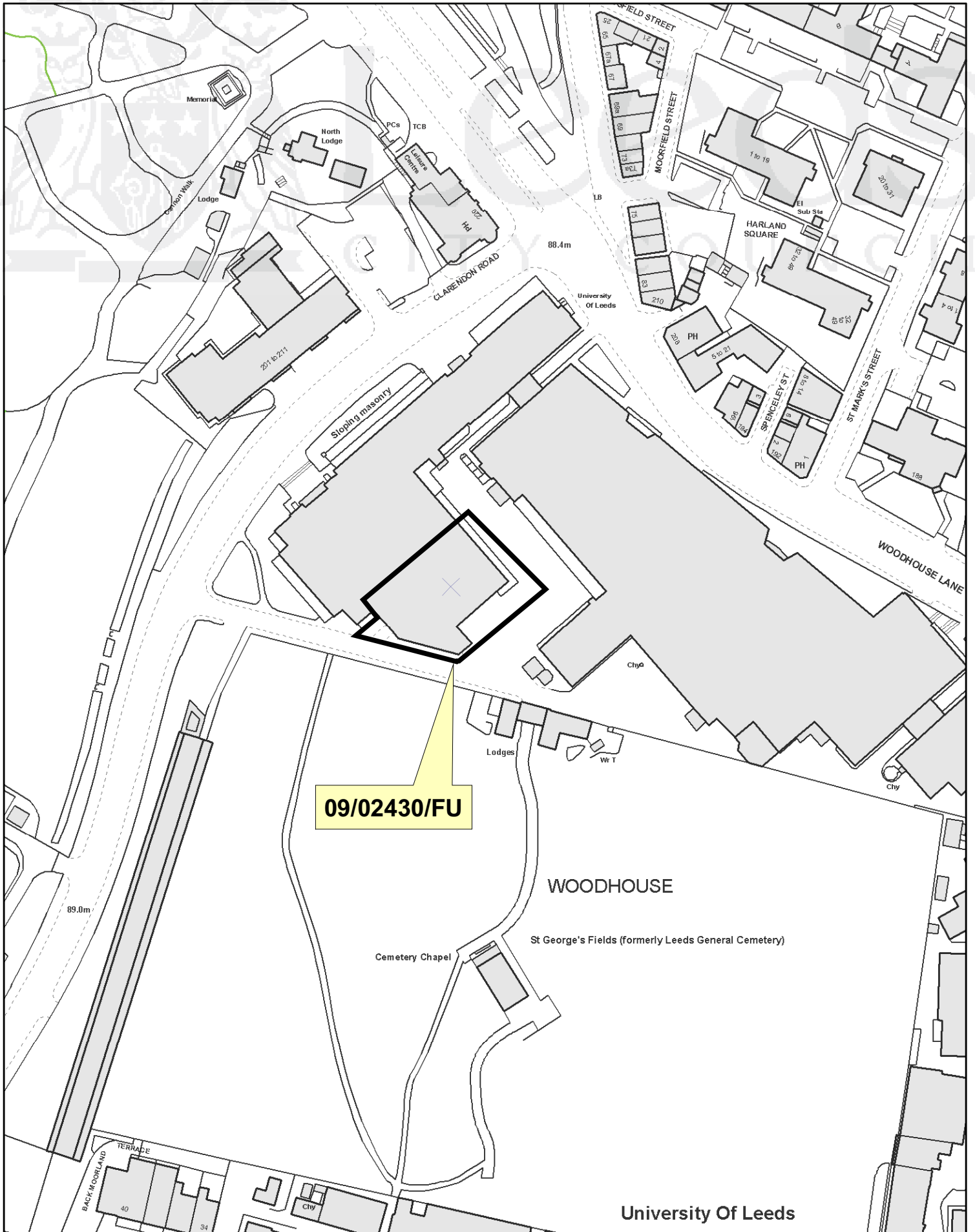
### **Background Papers:**

Certificate of Ownership signed by the agent on behalf of the applicant.

## **APPENDIX 1**

### **Planning Application 09/02430/FU Non Standard Conditions**

5. Full details of the design of the long and short stay cycle parking facilities will be required to ensure they are visual attractive and have the appropriate security measures. Motorcycle parking will be provided at the existing parking cage located at the rear of the Houldsworth Building. Details of how this is to be upgraded to ensure security and meet the needs of any additional bikes are required.
6. Full details of all excrescences on the roof or sides of the building (including lighting, vents, external plant, gas bottle stores, brise soleil etc) will be required to ensure the finished building has clean facades and a roof with as little exposed plant machinery as possible.
15. A requirement of the Travel Plan is that shower facilities are available in the building for the primary benefit of cyclist, this condition will ensure these are provided.



# CITY CENTRE PANEL I

Scale 1/ 1500

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