



**Leeds**  
CITY COUNCIL

Originator: D.Singh

Tel: 0113 247 8010

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**Report of the Chief Planning Officer**

***CITY PLANS PANEL***

**Date: 13 August 2015**

**Subject: POSITION STATEMENT - PLANNING AND LISTED BUILDING APPLICATIONS (REF. 15/03836/FU AND 15/03837/LI RESPECTIVELY) FOR CHANGE OF USE OF PART OF BRAIME PRESSING TO FORM A NEW UNIVERSITY TECHNICAL COLLEGE, HUNSLET ROAD, LEEDS LS10**

**APPLICANT**

BAM Construction Ltd

**DATE VALID**

30.06.2015

**TARGET DATE**

29.09.2015

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**Electoral Wards Affected:**

**City and Hunslet**

☐ Yes

Ward Members consulted  
(referred to in report)

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**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

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**RECOMMENDATION:**

**For Members to note the report and comment on the issues raised in sections 9 and 10 of the report.**

## **1.0 INTRODUCTION:**

1.1 The proposals relate to the establishment of the Leeds Advanced Manufacturing University Technical College, hereafter referred to as UTC Leeds, which will include new accommodation and facilities provided by the redevelopment of part of an existing Grade II Listed factory building on Hunslet Road on behalf of the UTC and its sponsor partners. The UTC Leeds project is part of a major capital investment in education projects currently being delivered by the Education Funding Agency (EFA) that will improve the educational opportunities for the young people of the sub-region.

1.2 The UTC will deliver a manufacturing and engineering focused curriculum for 14 to 19 year olds via project work, work experience, vocational and academic learning, providing student engineers with a foundation focused on industry needs. UTC Leeds was conceived in 2014 by industry members and is employer led with strong backing from the City, being supported by the Leeds Chamber of Commerce, Leeds City Region Local Enterprise Partnership, EEF the Manufacturers Organisation and resource from Leeds City Council. The UTC Trust has developed a network of education and business sponsors within the region. The sponsors include:

- AGFA Graphics
- Siemens
- Kodak
- Unilever
- University of Leeds

1.3 Educational leadership will be provided by the University of Leeds and operational management will be enhanced through the UTC's relationship with Leeds City College. At capacity, the UTC shall have 600 pupils on roll and 70 full time equivalent staff. It is envisaged that the new facility will be open to Students and Staff in September 2016.

1.4 The proposals are being presented to Members at an early stage in order to help the school to meet its programme to start site development in Autumn this year so that the school is open for September 2016. Members are requested to agree to the determination of the applications under delegated powers subject to consideration of the issues raised in section 9 and 10 below.

## **2.0 PROPOSAL:**

2.1 The proposed school would comprise a gross internal floor area of 5,784 square metres, set within the north-western part of the Grade II listed Braime Pressing industrial buildings. The school would include teaching accommodation and support facilities, alongside specialist facilities to support the technical areas of focus within the UTC.

2.2 The development will involve the conversion of existing buildings with limited additions to the existing footprint. The external fabric of the building will be retained, given the Listed Building context and external alterations have sought to reflect the

heritage value of the buildings and curtilage. The key elements of the proposed works can be summarised as follows:

- The existing volume of the industrial building would be used to provide 3 internal floors of accommodation with this set back in part to the front central area in order to maximise daylight penetration into the school and provide legibility of the original form of the industrial building.
- A new stair well will be provided at the north western corner of the building, providing signage and prominence to the UTC from the surrounding highway network.
- A new pedestrian access into the building will be provided on the Hunslet Road frontage, with an access route for pedestrians from the main highway.
- Specific windows will be replaced in order to accommodate the proposed additional floor levels and sustainability requirements of the school.
- An element of the existing roofscape would be replaced with a flat roof incorporating sky lights to parts of the school.
- To the front of the building would be provision of parking (for cars and cycles), outdoor space including outdoor gym, pedestrian access routes and landscaping. The existing cobbled street remaining from a former terraced street, will be retained within the new hard landscaped area.
- The proposal would provide vehicular access from Sayner Road for staff and visitors. The site would include 13 car parking spaces for staff and visitors, and 2 disabled spaces. 60 cycle spaces would be provided.
- The car park area would be bounded by existing walls and railings with enhanced landscaping to be provided between the parking areas and the perimeter of the site
- In keeping with the industrial / manufacturing aesthetic of the site, recycled shipping containers are proposed to house the cycles. Sections will be cut out to provide not only access to the sheffield hoops but also to provide views through to the building's frontage from the pedestrian approach. These units will provide the 'secure line', between the principal pedestrian entrance and the secure hard play area. The line of the shipping containers will be broken now and again to provide views through with the use of raised planting areas and seating and an expanded metal mesh screen continuing the line of security.
- Specific elements of the school are to be provided for community use outside of school hours. This would include use of the Lecture Hall located within the north west of the building. Due to the design of the school, this part of the building (including access) will be secured so that passage into adjoining parts of the building would not be possible when community activities are in use.

2.3 The existing car parking for the Braime factory is within the envelope of the proposed UTC site. There is provision for circa 40 spaces at present; this is mostly

unlined spaces and the surface is in poor condition. The UTC proposals will result in a reconfiguration of the car parking and access arrangements for the Braime site as follows:

- The existing area in front of the factory, accessed from Hunslet Road will be reconfigured and improved to provide 47 spaces
- Additional parking for 16 vehicles will be provided at the rear of the factory, accessed via a new gate on Sayner Lane along with revised loading and delivery arrangements (these proposals are subject to a separate concurrent application by Braime Pressings).

2.4 The applications have been supported by the following documents:

- Design and Access Statement
- Planning Statement
- Statement of Community Involvement
- Heritage Statement
- Structural Considerations
- Drainage statement
- Sustainability Statement
- Coal Mining Risk Assessment
- Flood Risk Assessment
- Noise Assessment
- Air Quality Assessment
- Transport Statement
- Travel Plan
- Phase 1 Geo-Environmental Study
- Ecology Assessment
- Arboricultural Report

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

3.1 The site is currently in use as the distribution element of the Braimes metal pressing business. It provides a storage and logistics facility for the items manufactured in the adjoining buildings. This includes a large open space with racking and pallet storage with fork lift access. The service yard for vehicle loading is accessed to the rear (east of the building). The application site includes part of a factory complex of buildings erected between 1850s and 1930s. The central element of the complex was afforded Grade II Listing in 2006. Given the curtilage, physical attachment and functional connection between the application site building and that of the listed element it is considered that the application site also forms part of the Listed Building

3.2 The application site is located immediately to the south east of Leeds City Centre, close to the recently developed Leeds Dock (formerly Clarence Dock) on the southern side of the River Aire. The roads of Hunslet Road (west) and Sayner Road (north) adjoin the boundaries of the site. To the south and south east is the remainder of the Braime Pressing factory which will remain in situ. The building subject to the application is (and will remain) physically attached to the remainder of the factory.

3.3 Within close proximity to the site on Black Bull Street lies the new Leeds College of Building site and on the opposite side of Hunslet Road is the new Leeds City College campus and planning proposals have recently been agreed by City Plans Panel for the new Ruth Gorse Academy (free school) also on Black Bull Street. There are also a variety of other land uses in the area including commercial, industrial, residential (at Leeds Dock), retail, leisure, offices and food and drink uses.

3.4 There are a small number of trees within the boundaries of the site within the adjoining highway network. The site is bounded by a combination of brick walling (defined by the outer wall of the building) and wall and railings erected as part of the existing use of the site by Braime Pressings. The site is generally level and there are no topographical constraints of note. The site falls within flood risk zone 3.

3.5 The area is planned to be served in the future by the proposed NGT trolleybus system, with the nearest stop located on Chadwick Street directly adjacent to the site.

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

4.1 A number of historic applications relate to the operation of the Braimes metal pressing business on the site (including distribution) which has taken place on site for over 100 years.

4.2 A concurrent application for a covered loading bay and new vehicle access and parking arrangements from Saynor Lane has been submitted by Braime Pressings in anticipation of the proposals by the UTC. Application reference 15/01997/FU. This is yet to be determined.

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

5.1 A pre-application meeting was held on 6th May 2015 with officers from Leeds City Council. The scheme was generally well received and in principle the applicant was advised the proposal is likely to be supported subject to addressing detailed design and transport matters.

5.2 The applicant's team presented the emerging proposals to the Leeds Civic Trust Planning Committee on 13 May 2015. Although the scheme was supported in principle the Trust requested that further consideration be given to the following matters:

- the design of the corner treatment to Sayner Road as presented did not deliver the human scale intended and looked too much like the main entrance – it was suggested that something simpler in glass to reveal the brickwork behind may be more appropriate.
- although the Trust appreciated the flat roofed section will not be seen from the principal elevation, the scheme's visual impact from the future NGT route was important and as such any rooftop plant installed will need to be designed in from the outset

- the Trust felt it was essential given the increase in younger footfall in the area, that adaptations should be made to widths of roads, cycleways and pedestrian routes, advising that the four educational establishments should lobby Leeds City Council together to ensure a comprehensive network of safe routes is developed.

- the Trust, although they appreciated the budget was tight were disappointed that an engineering college for the future was not being used for an exemplar for technologies such as solar panels, water reuse, natural ventilation .

5.3 As part of their public consultation, the applicant produced a newsletter which was delivered to neighbouring properties to explain the proposals and to provide contact details for comments and concerns. The newsletter was delivered on 23rd June to:

- Cosco Wholesale - Leathley Road, Hunslet, Leeds, LS10 1BG
- Leeds City College (Printworks Campus) - Hunslet Road, Leeds, West Yorkshire, LS10 1JY
- Evans Halshaw - 123 Hunslet Road, Leeds, West Yorkshire, LS10 1LD
- Braime Pressings
- MDM Motorgroup - Brookfield St, Leeds, West Yorkshire, LS10 1JX
- Leeds Museum Discovery Centre - Carlisle Road, Leeds, West Yorkshire, LS10 1LB
- Startright Motorcycles - 144-146 Hunslet Rd, Leeds, West Yorkshire, LS10 1JY
- Murco/CostCutters – Murco, 169 Hunslet Road, Leeds, LS10 1JU
- Brookfield Hotel - 11 Brookfield Steet, Leeds, LS10 1JX
- Prestige Double Glazing – Unit 1, Beaver House, Carlisle Road, Leeds, LS10

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

6.1 Planning application publicity consisted of:

6.1.1 Site Notice posted 17.07.2015

6.1.2 Press Notice published 30.07.2015

6.1.3 City and Hunslet Ward Councillors consulted by email 08.07.2015

6.2 The publicity period has not yet expired. At this stage the Leeds Civic Trust has responded. The Trust strongly supports the application proposal and recognise its potential to enhance the amenities of the south bank and attract family housing. It has acknowledged that significant changes have been made to the design following the pre-application consultation with the Trust and that the applicant has addressed two of the four detailed matters referred to in paragraph 5.2 above – these being the corner treatment of Sayner Road and the proposed flat roof treatment.

## **7.0 CONSULTATIONS RESPONSES:**

At this stage not all consultation responses have been received. The following is a summary of those that have been received.

### **7.1 Statutory:**

#### **7.1.1 LCC Transport Development Services**

At the time of writing further discussions were taking place with the applicant to agree the likely trip generation assumptions and the necessary travel plan measures to support the proposed car parking levels and student drop off and pick up arrangements. Members will be updated verbally at Panel on the latest position.

#### **7.1.2 Historic England**

Has no objection to the proposal on heritage grounds and state that the principle follows that of the reuse of the nearby listed Alf Cooke Printworks by Leeds City College. The proposed design retains those elements of the existing buildings which make a contribution to the significance of the listing; the architectural detailing and rhythm of fenestration along the Hunslet Road and Saynor Road elevations; the original footprint and mass of the building in the streetscape and the form of the varied pitched roofs.

### **7.2 Non-statutory:**

#### **7.2.1 LCC Flood Risk Management**

No objection subject to conditions controlling the detailed design of the surface water drainage works and provision of a flood warning and evacuation plan.

#### **7.2.2 LCC Land Contamination**

No objection subject to conditions controlling the completion of detailed site investigation and remediation works.

#### **7.2.3 West Yorkshire Archaeology Service**

There are currently no apparent significant archaeological implications to the proposed alterations and change of use to this part of the Braime Factory and no further archaeological work is considered necessary in this instance.

## **8.0 PLANNING POLICIES:**

### **8.1 Development Plan**

The Leeds Core Strategy was adopted by the Council on 12th November 2014. This now forms the development plan for Leeds together with the Natural Resources & Waste Plan and saved policies from the Leeds Unitary Development Plan Review 2006 (UDPR).

The sites falls within the designated city centre and the emerging Aire Valley Regeneration Priority Programme Area.

Relevant Saved UDPR Policies would include:

GP5 all relevant planning considerations  
BD2 new buildings  
T7A cycle parking  
T7B motorcycle parking  
T24 Car parking provision  
LD1 landscaping

Relevant Core Strategy Policies include:

Spatial Policy 3 sets out the role of Leeds City Centre, including the comprehensive planning of redevelopment and re-use of under-used sites and buildings for mixed use development. It also states that new development shall enhance streets and make the City Centre more attractive, family friendly and easier for people to use, and in consolidating and enhancing sense of place

Spatial Policy 4 identifies the Aire Valley Leeds as a Regeneration Priority Programme Area. Priority will be given to developments that include housing quality, affordability and choice, improve access to employment and skills development, upgrade the local business environment and improve local facilities and services.

Spatial Policy 9 seeks to provide a minimum amount of land and premises within the Leeds District for employment purposes.

Policies CC2 and CC3: Improving connectivity between the north and south parts of the City Centre and neighbouring communities – provide and improve routes connecting the City Centre with adjoining neighbourhoods to improve access and make walking and cycling easier.

Policies EN1 & EN2 set targets for CO2 reduction, sustainable design and construction, including BREEAM Excellent and at least 10% low or zero carbon energy production on-site.

Policy EN5 –Requires a flood risk assessment and sequential test for sites in Flood Zone 2 and 3.

Policy EC3 – Requires the safeguarding existing employment land in areas of identified shortfall

Policy P11 requires the conservation and enhancement of Leeds' historic environment and building heritage.

Policies T1 and T2 identify transport management and accessibility requirements for new development.

Natural Resources & Waste Plan



The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Policies regarding flood risk, drainage, air quality, trees, and land contamination are relevant to this proposal.

Relevant Supplementary Planning Guidance includes:

SPD Travel Plans

SPD Building for Tomorrow Today: Sustainable Design and Construction

### **South Bank Planning Statement**

The site lies close to the area covered by the South Bank Planning Statement. A key principle for the South Bank is that new enhanced landscaped connections would be formed across the wider South Bank area, eventually linking Holbeck Urban Village and the City Centre Core (including the railway station and central bus stops west of the bus station) to Leeds Dock via the City Centre Park. All new developments on sites adjacent to Crown Point Road, Black Bull Street and Hunslet Road/Lane would need to deliver the continuation of landscaped pedestrian and cycle routes across the wider area, and the necessary pedestrian connectivity improvements such as crossings to major roads like Crown Point Road and Black Bull Street, other upgraded crossing points, increased pavement widths and lane reductions, in order to make new development acceptable.

### **National Planning Policy Framework**

The National Planning Policy Framework (NPPF) represents the government's commitment to sustainable development, through its intention to make the planning system more streamlined, localised and less restrictive. It aims to do this by reducing regulatory burdens and by placing sustainability at the heart of development process. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied, only to the extent that it is relevant, proportionate and necessary to do so.

Paragraph 72 attaches great weight to the need to create, expand or alter schools and advises the following:

- The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
  - Give great weight to the need to create, expand or alter schools; and
  - Work with schools promoters to identify and resolve key planning issues before applications are submitted.

In assessing school developments the decision maker must also be mindful of a policy statement issued jointly by the Secretary of State for Education and the Secretary of State for Communities and Local Government on the 15th August 2011. This sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system. It states that the Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. It goes on to say that the Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- i) There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.
- ii) Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.

## **9.0 MAIN ISSUES**

### **9.1 Principle of use**

9.1.1 It is considered that the principle of the proposed use is appropriate to the vision for the regeneration of the South Bank and the Aire Valley, and would be acceptable in the context of the NPPF and the Core Strategy. It is noted that residential development forms part of the regeneration plans for the City Centre, South Bank and Aire Valley, and this will bring with it a need for new community facilities, such as schools, to serve the growing population. It is also considered that the provision of a specialist engineering school at this site could encourage family housing provision in the City Centre and Aire Valley. The vision for this part of the City Centre is for a mixed use environment with no dominant single land use. This is to encourage a range of residential, business and community uses that create activity at different times of the day and all year round. Recent developments in the area include new further education facilities for Leeds City College and Leeds College of Building, and the future Ruth Gorse Secondary School, but taking account of the wider mix of land uses and available development sites in the area it is considered that educational use on this site would not have an adverse impact on an emerging mix use character of the area.

9.1.2 Policy EC3 of the Core Strategy concerns the development of existing employment sites for other uses. It seeks to ensure that redevelopment would not result in a shortfall in employment land provision, in both quantitative and qualitative terms. The policy applies a criteria based approach to the development of existing or

allocated employment sites for other uses. It uses a different approach to sites within areas of shortfall, which would need to offset any loss of employment space through alternative provision within the locality. In the case of the application site, which is located within the Inner South management area, the most recent Employment Land Review (ELR) identified this as an area of surplus in terms of employment land supply.

9.1.3 The proposal therefore needs to demonstrate compliance with one of the following criteria within Policy EC3:

*“(i) The proposal would not result in the loss of a deliverable employment site necessary to meet the employment needs during the plan period (‘employment needs’ are identified in Spatial Policy 9),*

*Or*

*(ii) Existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and/or compatibility with adjacent uses,*

*Or*

*(iii) The proposal will deliver a mixed use development which continues to provide for a range of local employment”*

9.1.4 The UTC Leeds site is within an existing employment site and hence criterion (i) does not apply as this relates to the delivery of new sites.

9.1.5 In terms of criterion (ii) the application site concerns part of the long established metal pressing business within the larger factory complex. The application site includes part of the building within which the logistics and distribution elements of the business are undertaken, with finished products stored within this part of the complex prior to distribution. The remainder of the factory contains the manufacturing elements of the business which have become significantly reduced in terms of the utilisation of space and machinery as well as numbers of employees. The modernisation of the processes involved in production as well as changes to the levels of production now mean that the factory as a whole is significantly larger than that needed to continue the businesses into the future. The applicant has advised that Braimes are satisfied that the current operations, alongside any potential for growth, can be comfortably accommodated within the remaining parts of the complex following the sale of the application site to the UTC. This would result in no changes to the current workforce within the business and would not reduce its current production or distribution capacity. From the current operator’s perspective, the continued under-utilisation of the complex is evident and presents significant maintenance costs which are not supported by increased productivity. The application site element of the building would need significant investment in order to become suitable and viable to another business, which would also need to include a significant fire protected wall to separate the uses, as is being provided as part of the UTC. The significant costs of many of the elements of the UTC construction are evidence of the level of investment which are needed to modernise the building and an employment use, whilst not seeking the same end user specification, would still require a significant degree of investment. Given the location and the availability of other, modern industrial facilities in the area (supported by the surplus supply shown

in the ELR) such an investment would not be attractive to another business or investor.

9.1.6 Whilst the policy only requires the proposals to demonstrate compliance with one of the criteria, it is also relevant to consider the scheme in the context of criterion (iii). Whilst the scheme is not for a mixed use development, it would result in a mix of uses within the industrial factory complex following the development of the UTC and the retention of industrial uses within the remaining buildings. The resulting mixed use complex would include the retained Braime Metal Pressings business which would operate at its current production and employment levels. In addition, further employment would be created within the new UTC building with a proposed 70 full time equivalent staff once the UTC is at full capacity. In terms of criterion (iii) of the policy, the site would not only “continue” to provide a range of employment but would increase the employment provided within the buildings.

9.1.7 It is therefore considered that the application would meet criteria (ii) and (iii) of Policy EC3.

## **9.2 Design and Impact on the special interest of the listed building**

9.2.1 The application proposals adopt a sensitive approach to the listed building, and are based on a clear understanding and appreciation of the significance of this designated heritage asset. The proposals are compatible with the large volume of space within the engineering sheds that would be vacated as Braime Pressings consolidates its operation in the central and southern parts of their existing site. The University Technical College will ensure that the whole listed building remains in use and through its internal design will enable the large volume of space under the retained front part of the pitched roofs to be fully appreciated.

9.2.2 The most significant changes, required to form the UTC teaching and ancillary spaces, will take place in the latest area of expansion, developed during the 1900s, which is identified in the list description as not being of special interest, other than the visual contribution of the front elevation. The Proposed Development will not impact on the most sensitive areas of the complex, including the main office and canteen buildings, while the window frames of the Application Site, which make an important contribution to the aesthetic value of the building, will be repaired and reinstated.

9.2.3 The proposed external alterations are relatively minor in nature, particularly in the context of the robust built form of the engineering works. It is considered that the adaptation of windows and entrances to accommodate the school use is sensitive and in keeping with the historic character of the factory and that the proposed flat roof part of the roof would due to its location not be visible from the surrounding area at street level. Consultee comments are still awaited on the proposed landscape design to the frontage and the details of the proposed reuse of shipping containers will need to be assessed in full but the approach has potential to enhance the setting of the listed building, while retaining the surviving floorscape of one of the terraced streets that was demolished following WWII.

9.2.4 Overall, it is considered that the proposals will preserve the special architectural and historic interest of the listed building in accordance with the statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Proposed Development will also preserve the significance of the designated heritage asset in accordance with the policies of the Leeds Core Strategy.

**Do Members agree that the proposed changes to the building would preserve its special historic interest?**

### **9.3 Highways and transportation**

9.3.1 At the time of writing, further discussions were taking place with the applicant to agree the likely trip generation assumptions and the necessary travel plan measures to support the proposed car parking levels and student drop off and pick up arrangements.

9.3.2 The applicant states that the site is within 250m of 2 bus stops used by services running along Hunslet Road and whilst the UTC Leeds aims to create a predominantly “car-free campus”, because of its links to the public transport network , 10 spaces for cars have been provided and 2 bays have been identified for disabled users. These spaces will be barrier controlled and permit operated. In addition, there are 3 visitor bays outside the car park barrier. School drop-off and pick -up by car is proposed to take place within the on-street parking bays on Sayner Road and the school proposes to require parents to abide by these arrangements and monitor them to ensure that no adverse conditions arise on the highway.

9.3.3 The level of car parking proposed is below UDPR guidance, which would allow a maximum of 35 car parking spaces in this case. However the applicant believes it is acceptable due to the above car parking management arrangements and because Travel Plan measures will be put in place to support travel by alternative modes for staff and students.

9.3.4 The travel plan measures will include appointment of a travel plan co-ordinator, promoting membership of the city car club, provision of a pool metro card and discounts on corporate metrocards, provision of dedicated cycle parking, and provision of real time bus information in the reception area.

**Do Members support the “car free campus” approach being advocated on this site subject to the resolution of detailed travel and transport measures with the Council’s Highway Services ?**

### **9.4 Sustainability**

9.4.1 In support of the planning application a Sustainability Statement has been prepared. The report addresses the key energy requirements within the Leeds City Council Planning Policies, which are Policy EN1 (Climate Change – Carbon Dioxide Reduction) and Policy EN2 (Sustainable Design and Construction). It recognises the constraints involved in the conversion of an older listed building to meet the adopted standards.

9.4.2 Policy EN1 requires predicted carbon dioxide emissions within developments to achieve 20% less than the Building Regulations Target emission rate. It is proposed this will be achieved through a “fabric first” approach. This will include the internal lining of the external walls to improve their U values to achieve a minimum U value of 0.7. Whilst this is a minimum target the applicant will be aiming to improve the performance beyond this minimum standard (subject to ensuring any further improvements are technically, functionally and economically feasible and do not impact on the integrity of the walls). The existing windows that are required to be retained will be fully repaired and fitted with secondary glazing to improve both their thermal and solar transmission performance to reduce heat loss during the winter and importantly reduce heat gains into the UTC during the summer months. The existing ground floor slab will be retained as part of the work. However, it is proposed to overlay the existing ground floor slab with a new floor finish and thermal insulation to improve the thermal performance of the slab. The replacement of existing elements of the building such as the roof covering and windows to the Sayner Road elevation will use high performance materials which will also help to reduce heat loss and minimise energy use.

9.4.3 Policy EN1 also requires developments to meet 10% of its energy needs through low or zero carbon production. However the potential to install low and zero carbon technology onto the building is limited due to the retention of the existing internal structure and the lightweight nature of the roof and its ability to support technology such as solar thermal and photovoltaic panels. The scheme proposes air source heating to the ventilation system to provide low carbon technology to contribute to the carbon reduction of the building but due to the constraints of working with the listed building structure this may not achieve the full 10% reduction identified within Policy EN1.

9.4.4 Policy EN2 requires the design and construction of developments over 1000m<sup>2</sup> to meet the sustainability standard BREEAM “Excellent” where feasible. However again due to the constraints posed by the listed building it is anticipated that the UTC Leeds will achieve only a BREEAM “Very Good” rating.

9.4.5 Whilst the proposals would not be fully in compliance with the requirements of policies EN1 and EN2 it is considered that the feasibility of using sustainable design and energy technologies have to be balanced against the planning requirement to preserve the special interest of the listed building and in this case the sustainable design approach is considered acceptable.

## **9.5 Flood Risk and Drainage**

9.5.1 The site is located within Flood Zone 3 where land is considered to have a 1 in 100 or greater annual probability of river flooding. The site will benefit from future flood defences to a 1 in 100 year plus Climate Change standard following implementation of the Leeds City Council’s flood alleviation scheme. As the site will be developed for ‘More Vulnerable’ educational use, normally the minimum finished floor level would be raised, however such action would cause significant harm to this Grade II Listed property. In addition, the feasibility of the redevelopment and overall operation of the building would be compromised by preventing the insertion of the extra floors within the existing volume of the building. Instead the applicant’s Flood

Risk Assessment proposes the use of flood resilient drainage techniques and robust emergency management as an alternative measure.

9.5.2 It is proposed that the management of storm water runoff will include the implementation of systems to reduce the current discharge rate by 30% and that the school will also develop a site specific Flood Evacuation Plan in coordination with the Environment Agency. This approach is considered acceptable by the Council's Flood Risk Management team and the proposed mitigation measures can be controlled by planning condition.

## **10.0 CONCLUSION**

10.1 The proposal is considered acceptable in principle and the above matters are considered to be the main planning issues. Members comments on the following questions will be helpful in progressing the application. Subject to the detailed agreement of the transport measures with the Council's Highway Services Members are requested to agree to the determination of the applications under delegated powers.

- 1. Do Members agree that the proposed changes to the building would preserve its special historic interest?**
- 2. Do Members support the "car free campus" approach being advocated on this site subject to the resolution of detailed travel and transport measures with the Council's Highway Services ?**
- 3. Subject to the detailed agreement of the transport measures with the Council's Highway Services do Members agree to the determination of the applications under delegated powers?**

### **Background Papers:**

Application files 15/03836/FU AND 15/03837/LI