



REGULATORY SERVICES COMMITTEE 29 June 2017

Subject Heading:

P0196.15: Havering College of Further and Higher Education, New Road, Rainham

Erection of a part two, part three storey 'Construction and Infrastructure Skills and Innovation Centre' with covered pedestrian link, external alterations to the existing building and alterations to the existing servicing arrangements and car parking provision along with associated landscaping and cycle/pedestrian path. (Application originally received 26 February 2015, revised information received 15 February 2017 and 21 April 2017)

Ward:

South Hornchurch

SLT Lead:

**Steve Moore
Director of Neighbourhoods**

Report Author and contact details:

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Policy context:

**Local Development Framework
The London Plan
National Planning Policy Framework**

Financial summary:

None

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

SUMMARY

The proposal is for the erection of a new college building to be known as a 'Construction and Infrastructure Skills and Innovation Centre'. The new facility would provide a series of classrooms and specialised workshops associated with construction and infrastructure skills. The proposal would also deliver a section of the strategic Rainham east-west cycle/pedestrian path.

The application has been on hold at the applicant's request since April 2015, and has finally been progressed to committee following the receipt of revised information, which was received in February 2017 and April 2017.

The development raises considerations in relation to the impact on the character of the surrounding area and on the amenity of the neighbouring residential properties, as well as the implications for parking, and highway and pedestrian safety.

The proposal is considered to be acceptable in all material respects subject to conditions and the applicant entering into a Section 106 Agreement, and it is recommended that planning permission is granted.

The application was deferred from the 11 May 2017 meeting for staff to explore more parking spaces on site, whether the land to the north of the site is within the applicant's control, whether there is a highway safety issue in Passive Close arising from the proposal, and whether the new building can be located further away from the existing building to facilitate vehicular access from New Road instead of Passive Close. This information is presented in the 'Background' section at the start of the report.

RECOMMENDATIONS

That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), to secure the following:

- A scheme for the payment and delivery by the Developer of the section of the proposed Rainham cycle/pedestrian link path running through the application site based on the details set out in the supporting statement and accompanying drawing '01002'.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.

- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.
- It is resolved to grant planning permission subject to completion of the s106 agreement by 29th December 2017 or in the event that the s106 agreement is not completed by 29th December 2017 the item shall be returned to the committee for reconsideration.

That the Director of Neighbourhoods be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions set out below:

1. Time Limit

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3. External Materials

Before any development above ground takes place, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

4. Construction Methodology

Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

5. Hours of Construction

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

6. Refuse and Recycling

Prior to the occupation of the building hereby permitted, details of refuse and recycling facilities shall be submitted to and approved in writing by the Local Planning Authority. The refuse and recycling facilities shall be permanently retained thereafter.

Reason: Insufficient information has been supplied with the application to judge how refuse and recycling will be managed on site. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use will protect the amenity of occupiers of the development and also the locality generally and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. Cycle Storage

Prior to the occupation of the building hereby permitted details of cycle storage shall be provided to and approved in writing by the Local Planning Authority. The cycle storage shall be permanently retained thereafter.

Reason: Insufficient information has been supplied with the application to demonstrate what facilities will be available for cycle parking. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use is in the interests of providing a wide range of facilities for non-motor car residents and sustainability.

8. Car Parking

Prior to the occupation of the building hereby permitted, the car/vehicle parking area shown on the approved plans shall be completed to the full satisfaction of the Local Authority, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development during the approved opening hours.

Reason: To ensure that there are adequate parking facilities to serve the development in the interests of highway safety and that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC33.

9. Landscaping

No development above ground shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the

development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

10. Screen fencing

No development above ground shall take place until details of any screen fencing, walls and other boundary treatment are submitted to and approved in writing by the Local Planning Authority. The approved fencing/boundary treatment shall be permanently retained and maintained thereafter.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use will protect the visual amenities of the development, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

11. Cycle & Pedestrian Path Specification

The development hereby permitted shall not be commenced until details of the proposed cycleway and footpath link as shown on drawing no. '01002' have been submitted to and approved in writing by the Local Planning Authority. The submission shall include details of the proposed crossing points and traffic calming measures for the entrance at Passive Close, the materials to be used and the method of construction, and a timetable for implementation relative to the agreed phases set out in the supporting delivery statement, dated 30th January 2017. Once constructed, the cycle and pedestrian path shall be permanently retained for such use and no obstruction shall be placed within or across it so as to prevent its use for cycles and pedestrians.

Reason: Insufficient information has been supplied with the application of the proposed footpath and cycle link. Submission of details prior to commencement will ensure that the works can be implemented to an agreed specification, within an agreed timescale and with suitable materials in accordance with LDF Development Control Policies Development Plan Document Policies DC34, DC35 and DC61.

12. External Lighting

Prior to the occupation of the building hereby permitted details of external lighting, including for all car parking areas, and the cycle and pedestrian path link, shall be submitted to an approved in writing by the Local Planning Authority. The scheme shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The external lighting shall be retained thereafter for the lifetime of the development.

Reason: Insufficient information has been supplied with the application to judge the impact arising from any external lighting required in connection with the building or use. Submission of this detail prior to occupation in the case of new building works will protect residential amenity and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

13. Contaminated Land Investigation

No works shall take place in relation to any of the development hereby approved (except works required to secure compliance with this condition) until the following Contaminated Land reports (as applicable) are submitted to and approved in writing by the Local Planning Authority:

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise two parts:

Part A - Remediation Scheme which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a 'Validation Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the LPA.

If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals. For further guidance see the leaflet titled, 'Land Contamination and the Planning Process'.

Reason: Insufficient information has been supplied with the application to judge the risk arising from contamination. Submission of an assessment prior to commencement will ensure the safety of the occupants of the development hereby permitted and the public generally. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC54 and DC61

14. Contaminated Land Monitoring

a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC54 and DC61.

15. Air Quality

Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A full air quality assessment for the proposed development to assess the existing air quality in the study area (existing baseline)

b) The air quality assessment shall include a prediction of future air quality without the development in place (future baseline).

c) The air quality assessment shall predict air quality with the development in place (with development).

d) The air quality assessment should also consider the following information:

- A description containing information relevant to the air quality assessment.
- The policy context for the assessment- national, regional and local policies should be taken into account.
- Description of the relevant air quality standards and objectives.
- The basis for determining the significance of impacts.
- Details of assessment methods.
- Model verification.
- Identification of sensitive locations.
- Description of baseline conditions.
- Assessment of impacts.
- Description of the construction and demolition phase, impacts/ mitigation.
- Mitigation measures.
- Assessment of energy centres, stack heights and emissions.
- Summary of the assessment of results.

For further guidance see the leaflets titled, 'EPUK Guidance Development Control: Planning for Air Quality (2010 update), EPUK Biomass and Air Quality Guidance for Local Authorities.

Reason: Insufficient information has been supplied with the application to judge the potential effects of poor air quality. Submission of an assessment prior to commencement will ensure the safety of the occupants of the development hereby permitted and the public generally. It will also ensure that the development accords with Development Control Policies Development Plan Document Policies DC52 and DC61.

16. Secured by Design

No works shall take place in relation to any of the development hereby approved until a full and detailed application for the Secured by Design award scheme is submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason: Insufficient information has been supplied with the application to judge whether the proposals meet Secured by Design standards. Submission of a full and detailed application prior to commencement is in the interest of creating safer, sustainable communities and to reflect guidance in Policies CP17 and DC63 of the Core Strategy and Development Control Policies Development Plan Document and the NPPF.

17. New Plant and Machinery

Prior to the occupation of the building hereby permitted a scheme for the new plant or machinery shall be submitted to and approved in writing by the Local Planning Authority to achieve the following standard - Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive property shall not exceed LA90 -10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use, will prevent noise nuisance to adjoining properties in accordance with the Development Control Policies Development Plan Document Policies DC55 and DC61.

18. Archaeological Investigation

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. Insufficient information has been supplied with the application in relation to these matters. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development (including historic buildings recording), in accordance with Policy DC70 of the Development Control Policies Development Plan Document and the NPPF.

19. Sustainable Construction

The development hereby permitted shall achieve a BREEAM rating of 'very good' and shall not be used for the purposes hereby permitted not be opened for trading until a BREEAM certificate has been issued and a copy provided to the local planning authority certifying that a rating of 'very good' has been achieved.

Reason: Insufficient information has been supplied with the application to judge sustainability of the development. The approval of details prior to commencement of the use is necessary to ensure that a high standard of sustainable construction

and environmental performance is achieved in accordance with Development Control Policies Development Plan Document Policy DC49.

20. Vehicle cleansing

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter within the site and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed. The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site – this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason: Insufficient information has been supplied with the application in relation to vehicle washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

21. Highway Agreements

No development shall commence on site unless and until the Local Planning Authority has approved a scheme of works for the proposed alterations to the public highway; and the retail store shall not open to customers until the approved scheme of works has been implemented by or on behalf of the applicant in full in accordance with the Local Planning Authority's written approval and has been certified as complete on behalf of the Local Planning Authority.

Reason: Insufficient information has been submitted with regard to the proposed alterations to the public highway. Submission of this detail prior to commencement will be in the wider interests of the travelling public and are maintained and comply with policies CP10, CP17 and DC61 of the Core Strategy and Development Control Policies Development Plan Document.

22. Pedestrian Visibility Splay

The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

Reason: In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

22. Road Safety Audit

Prior to commencement, the proposed vehicular access shall be subjected to a combined Stage 1/2 Road Safety Audit. Prior to occupation, the proposed vehicular access shall be subjected to a Stage 3 Road Safety Audit, which shall be submitted to and approved in writing by the Local Planning Authority. In both cases, recommendations shall be reasonable dealt with. The Road Safety Audit should be undertaken in accordance with Transport for London standard SQA-0170 (May 2014) or HD19/15 of the Design Manual for Roads and Bridges.

Reason: In the interests of ensuring good design and ensuring public safety and to comply with policies of the Core Strategy and Development Control Policies DPD, namely CP10, CP17, DC32 and DC61.

23. Flood Risk Resilience

The development hereby permitted shall achieve the flood risk resilience measures in full accordance with the details of the submitted Flood Risk Assessment, to the full satisfaction of the Local Planning Authority.

Reason: To prevent the increased risk of flooding, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC49.

INFORMATIVES

1. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.
2. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees

for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

3. **Changes to the public highway (including permanent or temporary access)** Planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted considered and agreed. If new or amended access as required (whether temporary or permanent), there may be a requirement for the diversion or protection of third party utility plant and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

Highway legislation

The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development.

Please note that unauthorised work on the highway is an offence.

Temporary use of the public highway

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 434343 to make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.

5. The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-
 - (a) Necessary to make the development acceptable in planning terms;
 - (b) Directly related to the development; and
 - (c) Fairly and reasonably related in scale and kind to the development.

REPORT DETAIL

BACKGROUND

The application was deferred from the 11 May 2017 meeting for staff to explore more parking spaces on site, whether the land to the north of the site is within the applicant's control, whether there is a highway safety issue in Passive Close arising from the proposal, and whether the new building can be located further away from the existing building to facilitate vehicular access from New Road instead of Passive Close.

Car parking provision

The College have considered a number of options to increase the level of car parking proposed in support of the new CISIC centre. In order to provide additional car parking spaces, as well as improving access and connectivity for students, the proposed car parking has been relocated further south in the site. The principle car park is now located immediately north of the CISIC centre.

The original planning application included 106 car parking spaces, 55 of which are already present on site for the use of the wider Rainham construction campus facility. As such, an additional 28 car parking spaces were proposed as part of the CISIC planning application (as considered on 11 May 2017).

The amendments to the proposed layout has resulted in a net increase of 56 car parking spaces (uplift of 50%) from that previously proposed at Committee. The planning application therefore now incorporates a generous allocation of 162 car parking spaces, which is broadly broken down as follows:

- 100 student car parking spaces;
- 60 staff and visitor car parking spaces;
- 2 visitor car parking spaces; and,
- 136 cycle parking spaces (including 8 x visitor spaces).

The College has reviewed the use of its existing car park (55 spaces) which supports the existing construction centre at the Site. As the Site currently operates, the existing car parking is rarely fully occupied. The College's Information Services Team has reviewed the programme of existing courses and assessed its peak periods for car parking. Peak times at the College are associated with the evening classes associated with electrical and plumbing courses. At this time, as a maximum, the courses would not warrant demand for more than c.130 car parking spaces should all students drive. During these periods, there would be no greater than 20 staff on site. As

such, Havering College are content that the 135 car parking spaces proposed on the western boundary would be more than sufficient to accommodate student demand.

Ownership

As indicated by the information provided within the Application Form submitted with the planning application, Havering College have confirmed that all land within the red line boundary - including all vacant land immediately north of the proposed development (up to New Road) is owned by the College. As such, there is no constraint to providing additional car parking to the north of the site which was raised as a concern by Members at the 11 May meeting. However, it should be noted that not all of this land to the north of the proposed development can be utilised by the College for additional car parking as this would not be commercially viable. The additional land to the north is designated within the Rainham and Beam Park Planning Framework as a future development site for an educational land use. A new development in this location also arguably results in a more attractive built frontage to New Road than the car park as previously proposed.

Passive Close

At the Regulatory Services Committee meeting on 11 May 2017, Members raised concerns that it was not appropriate for the College to utilise the existing access via Passive Close (on the eastern site boundary). Whilst amendments have been made to the proposed development to address this, Havering College contend that there is additional background information that would assist Members in determining this planning application.

On 12 November 2009, planning consent was granted for the redevelopment of the wider site to provide up to 11,800 sq.m of D1 education use with ancillary sporting facilities and the detailed provision a new vehicular access. The planning application was renewed and subsequently extended on 1st March 2013 (ref: P1371.12). The first phase of the development (reserved matters) was approved in March 2013 (ref: P1473.12) and has since been implemented.

The historical outline planning consent approved a new vehicle access to the site to serve both the proposed new college and the residential development at Passive Close. At this time, the purpose was to segregate servicing to the west with student access to the east. The details of the new access road and junction at New Road were approved as part of planning application P0459.12.

In summary, the College were responsible for securing planning consent for the Passive Close access road. Further, the College advise that they paid a significant sum of money for the construction and delivery of the new road.

As such, in the applicants' view, there appears to be no material grounds on which restrict the use of Passive Close by the College. Staff recognise that Passive Close has, since its very first inception, been intended to form a new access road for the college site. Given the planning history associated with the road significant weight should therefore be given to this fact in determining the application. However, it should be noted that the associated costs of installing the road are not a material consideration.

Notwithstanding, the College have acknowledged that there are Member concerns regarding highways safety at Passive Close following the construction of the residential development by Circle Housing.

Accordingly, through the proposed amendments, the College have sought to reduce the level of vehicles using the Passive Close access. As detailed on revised Drawing 01001, the College now proposes to use the existing service access to the west of the Site to provide vehicular access to all students and the majority of the staff car parking. The student car parking to the west of the site will be barrier controlled, and fobs or swipe cards will be required to access this car park.

The Passive Close access to the east of the Site will now only be utilised for the 27 staff and visitor car parking spaces which are located in this area of the Site. Again, this access point will be barrier controlled to allow appropriate management by the College. Locating the staff only car parking via Passive Close will significantly reduce the frequency of vehicular movements and any potential conflict with the existing residents at Passive Close.

It should be noted that there have been no objections to the proposed development from Highways or Transport for London. In Staff's view, the amendments now proposed address the concerns raised by Members during the debate.

Relocation of the CISIC building

For the reasons set out in the Passive Close section above, and because the College need these new facilities to be located close to the existing building, the footprint of the proposed CISIC building has not been amended or relocated further north into the Site.

The college would also like Members to be aware that the proposed development has been subject to extensive dialogue with the Environment Agency, with the flood modelling and associated Flood Risk Assessment taking months to resolve. As such, any amendment to the proposed location and footprint of the CISIC building will open further issues, and potential objections from the Environment Agency regarding the revised footprint and associated site levels.

It is the view of Staff that the amendments proposed to the location and access of the student car parking, combined with the proposed barrier controls would be sufficient to mitigate the highways safety concerns which would warrant the need to relocate the proposed CISIC building.

Other considerations

The College would like to ensure that Members are aware of the funding constraints associated with this planning application, which make the positive determination of this application a time-critical matter.

A number of London FE capital projects were awarded London Enterprise Action Partnerships ('LEAP') grant funding in rounds one and two of the Growth Deal funding process. A number of these projects have now had their grant funding returned to the Greater London Authority ('GLA') FE capital grant funding pool as a consequence of being unable to finalise match funding or demonstrate certainty of delivery through planning. At this stage, the College has approved LEAP funding for the CISIC project. This funding is still in place, however if planning consent is not obtained by the end of June 2017, it is likely that the CISIC FE capital grant will be re-allocated to the GLA funding pool for other London FE capital projects. As a result, the College would be required to submit a new application to the GLA for capital funding to support this project. This is a lengthy process, with no certainty that funding will be obtained via this route. As such, the CISIC project is at risk of losing its grant funding, potentially resulting in the project not being delivered in the Borough.

The report set out below is the same as that previously presented to Committee on 11 May 2017.

1. Site Description

- 1.1 The application relates to the Havering College of Further and Higher Education campus at New Road, Rainham. The site comprises a large three-storey detached building, known as Burnside House, used by the college as a Construction Centre, and an associated car park laid out to the front. The site is accessed directly from New Road via a 120 metre driveway.
- 1.2 The site is bound to the north by New Road and new residential development at Passive Close, to the east by the Dover's Corner Industrial Estate, to the west by Rainham Trading Estate, and to the south by the c2c and HS1 railway line.
- 1.3 The land is designated in the Local Development Framework as being within the Rainham West Site Specific Allocation, and also forms part of the Rainham and Beam Park Planning Framework area.

2. Description of Proposal

- 2.1 The application is seeking planning permission for the erection of a part two/part three storey building to be used by the college as a 'Construction and Infrastructure Skills and Innovation Centre (CISIC)', providing 2,767 square metres of additional floorspace.
- 2.2 The application has been on hold since April 2015, and has finally been progressed to committee following the receipt of revised information relating to the strategic Rainham cycle/pedestrian path, which was received in February 2017, and the Flood Risk Assessment, which was received in April 2017.
- 2.3 The development would include external alterations to the existing college facility at Burnside House, including repainting the existing metal cladding light grey, to harmonise with the new building; the installation of a new aluminium composite panelling entrance façade, and; the erection of a covered pedestrian link structure between the Burnside House and the new CISIC building.
- 2.4 The new facility would be located to the front of the existing building in an off-set position with the car park area divided into two eastern and western sections in order to accommodate the new building. The western car park would provide 27 staff car parking spaces and would be accessed as per the current access road arrangements from New Road. The eastern car park would provide a further 32 spaces to be used by students, staff and visitors and would be accessed via the installation of a new gateway from the end of Passive Close. Overall, the proposal would increase on-site parking by 28 spaces providing a total of 106 spaces.
- 2.5 Internally the new building would provide a series of classrooms and specialised workshops associated with construction and infrastructure skills.
- 2.6 As part of the wider re-landscaping works the proposal would also deliver a section of the strategic Rainham cycle/pedestrian path, which would run from east to west through the site, along the boundary with Passive Close and around the northern flank of the proposed building.
- 2.7 There are currently approximately 318 students registered at the Rainham College campus. On completion of the CISIC, the college would be able to accommodate approximately 732 full time students and 551 part time students. The college expansion would also create a further 60 full time jobs, taking the number of employees from 30 to a total of 90.
- 2.8 The proposed opening hours would be 08:00 to 22:00 Monday to Friday, 09:00 to 18:00 on Saturday, and closed on Sunday, Public and Bank Holidays.

3. Relevant History

- 3.1 P0642.13 - Single storey temporary building for education (class D1) use - Approved, 23 July 2013

4. Consultations/Representations

- 4.1 Notification letters were originally sent to 205 properties in March 2015 and no representations were received at this time. A re-consultation of the 205 neighbouring properties was undertaken in February 2017 and again no representations have been received.

- 4.2 The following consultation responses have been received:

- National Grid - no objection.
- Network Rail - no objection.
- Transport for London - no objection.
- London Fire Brigade Water Team - no objection.
- Greater London Archaeological Advisory Service (GLAAS) - no objection, recommended a condition in relation to the undertaking of an archaeological evaluation.
- London Fire Brigade Water Team - no objection.
- Designing Out Crime Officer - no objection.
- Environmental Health - no objection, recommended conditions in relation to contaminated land and air quality.
- Environment Agency - no objection
- Local Highway Authority - no objection.

5. Relevant Policies

- 5.1 Policies CP2 (Sustainable Communities), CP3 (Employment), CP4 (Town Centres), CP9 (Reducing The Need To Travel), CP10 (Sustainable Transport), CP17 (Design), DC26 (Location of community facilities), DC29 (Educational Facilities), DC32 (The road network); DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC48 (Flood Risk), DC49 (Sustainable Design and Construction), DC52 (Air Quality), DC54 (Contaminated Land), DC55 (Noise), DC56 (Light), DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places) of the Local Development

Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

- 5.2 Other relevant documents include the Site Specific Allocations DPD, Designing Safer Places SPD, and the Sustainable Design and Construction SPD.
- 5.3 Policies 3.18 (Education Facilities), 5.3 (sustainable design and construction), 6.9 (cycling), 6.10 (walking), 7.3 (designing out crime) and 7.4 (local character) of the London Plan, are material considerations.
- 5.4 The National Planning Policy Framework (NPPF), specifically Sections 7 (Requiring good design) and 8 (Promoting healthy communities) are relevant to these proposals.

6. Staff Comments

- 6.1 The main considerations relate to the principle of the development at the site, the impact on the character of the surrounding area and on the amenity of the neighbouring residential properties, as well as the implications for parking, and highway and pedestrian safety.

Principle of Development

- 6.2 The NPPF attaches great importance to ensuring that a sufficient choice of education facilities are available to meet the needs of existing and new communities. Local Authorities are encouraged to take a proactive and positive approach to development that will widen choice in education, with great weight given to the need to create, expand or alter education facilities.
- 6.3 Replicating this, Policy 3.18 of the London Plan details that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.
- 6.4 As a broad approach Policy DC29 seeks to ensure the provision of education facilities is sufficient in quantity and quality to meet the needs of residents. More specifically, Policy SSA12 of the Site Specific Allocations Document states that educational uses will be allowed within the Rainham West site, which covers the area of the application site.
- 6.5 As such the proposed Construction and Infrastructure Skills and Innovation Centre is considered to be acceptable in principle in landuse terms, subject to further scale, layout and detailed design, and highways considerations.

Design/Impact on Streetscene

- 6.6 The NPPF places significant emphasis on good quality design and architecture. Paragraph 58 sets out the standards that the development should aim to achieve, this includes adding to the overall quality of the area, responding to local character and being visually attractive as a result of good architecture. Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 6.7 The existing college building is located adjacent to the southern boundary of the site and comprises a large detached structure of considerable scale and bulk with the appearance of an industrial/warehouse unit. The proposed new block would be located directly to the front of the existing building in an off-set position occupying a more prominent section of the site; where it would sit some 20 metres away from the new residential road at Passive Close, and over 120 metres from New Road. The new building would match the general height and bulk of the surrounding development. In terms of its appearance, the proposed facility would incorporate a high quality contemporary design comprising part two storey and three storey sections with a mono-pitched sloping roof reaching a height of 13.9 metres. The exterior of the building would be finished with a combination of aluminium panelling and grey profiled metal cladding.
- 6.8 The development would also include external renovation works to the front elevation of the existing college facility, as well as the erection of a covered pedestrian link structure between the new and existing buildings. These measures would help to harmonise the proposed facility within the setting of the existing building.
- 6.9 Overall it is considered that the proposed building would be a fitting addition to the college campus and would be appropriate to the educational nature of the site. As a result, it is not considered that the building would form an incongruous feature or result in any material harm to the character and appearance of the surrounding area. As such the proposal would serve to maintain and enhance the character of the local area in accordance with policy DC61.

Impact on Amenity

- 6.10 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through over-dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, or noise and disturbance to existing properties.
- 6.11 The proposed building would be positioned within a relatively central section of the site over 30 metres away from nearest residential accommodation at

Passive Close. Given the distances and the oblique angles, it is not considered that the proposal would present any undue issues in terms of privacy, overshadowing and over-dominance to the neighbouring residents.

- 6.12 It is recognised that the new facility would result in an increase in student numbers attending the campus during the day and into the evening, as well as an intensification of activity on Passive Close as a result of vehicles travelling along it for a short distance to access one of the car parks. The sound of vehicles manoeuvring and car doors closing in eastern section of the car park could also raise some concerns in relation to noise and disturbance. However, in this instance the neighbouring residential accommodation is set away from the college site boundary on the opposite side of a public highway, which would help to reduce any potential noise impact from activities at the college. Nevertheless, the residential properties have been erected adjacent to an existing college campus, so any residents living nearby can reasonably expect to experience a greater element of noise and disturbance from general activity associated with the college than those living in a purely residential area. As a result Staff are of the view that the proposed development would be acceptable in terms of the impact on the amenity of neighbouring residents.

Environmental Issues

- 6.13 Environmental Health have raised no objections in relation to any historical contaminated land issues associated with the site, but have recommended precautionary conditions in relation to contaminated land and air quality.
- 6.14 The proposal is not considered to give rise to any significant noise issues, subject to controls on the trading and delivery times.

Flood Risk

- 6.15 The site is located within Flood Zone 3 which is classified as having a high risk of flooding. A supporting Flood Risk Assessment has been submitted which sets out a series of flood resilience measures which will be incorporated to mitigate a flooding event. Having requested several amendments, the Environment Agency is satisfied with the flood risk measures and has raised no objections to the scheme.

Parking and Highway Issues

- 6.16 The site has a Public Transport Accessibility Level (PTAL) rating of 2; meaning that the premises currently has relatively poor access to public transport facilities.
- 6.17 The parking standard for colleges of further education, as set out in Annex 5 of the Core Strategy, is given as 1 space per 2 teaching staff, plus 1 space

per 15 students. The London Plan states that 1 space per 4 staff and 1 space per 20 full time students would be appropriate. The new education facility would create a further 60 full time jobs, taking the number of employees from 30 to a total of 90. On completion of the CISIC, the college would be able to accommodate approximately 732 full time students and 551 part time students.

6.18 As part of the development the existing staff and student car park area would be reconfigured and divided into two sections to accommodate the new building. Overall, the proposal would increase on-site parking by 28 spaces providing a total of 106 spaces. In terms of the staff and full time student parking provision, this would be in accordance with the parking standards and is considered to be acceptable.

6.19 As part of the wider re-landscaping works the proposal would also deliver a section of the strategic Rainham cycle and pedestrian link path. The proposed 5 metre wide route would run from east to west through the site, along the northern boundary with the swale at Passive Close and around the northern flank of the proposed building. It is anticipated that the cycle and pedestrian path route would eventually provide a dedicated east-west link from Rainham town centre, along the New Road corridor through to the proposed new station at Beam Park. Once in place the strategic route would serve to improve cycle and pedestrian access to the college site, reduce car dependency and encourage the use of more sustainable modes of transport.

6.20 It is anticipated that the section of cycle and pedestrian path running through the college site would be brought forward in three stages. A suggested delivery mechanism and timetable for implementation has been set out in a supporting statement and accompanying drawing '01002', and under these terms would be brought forward as follows:

- Section A: Secure Housing Zone funding from that already identified for the Rainham and Beam Park Housing Zone, to support the delivery of this section of the cycle/pedestrian route.

- Section B: Havering College to deliver this section as part of the wider works to build the new CISIC building. Details of materials and final layout to be agreed by discharge of condition.

- Section C: It is understood that this section would likely comprise the final part of the delivery of the route, and would come forward at such time as when the land north of the proposed new CISIC building (also owned by Havering College) comes forward for development. If it is required before that time (i.e. to link to other sites to the west of CISIC) then Havering's Regeneration team have agreed to the principle of providing forward funding for this element of the cycle path, either by placing a legal charge on the land north of the CISIC building and/or with an agreement that the costs would be reimbursed by Havering College within a period of 5 years, in the event of a disposal of the remainder of the site, whichever was the sooner.

6.21 The requirement to deliver the section of the cycle and pedestrian link path through the site is set out in the heads of terms of the S106 agreement at the start of this report.

6.22 The proposed on site cycle parking provision would meet the London Plan and LDF requirements.

7. Conclusion

7.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable subject to conditions and a section 106 legal agreement.

7.2 Staff consider that the proposed development raises considerations in relation to the impact on the character and appearance of the streetscene and surrounding area, the impact on the residential amenity of neighbouring residents, the suitability of the proposed parking, access and servicing arrangements, and the implications for the surrounding highway network. In this instance the proposal is considered to be acceptable in all material respects.

7.3 Staff are of the view that the siting, scale and location of the proposal would not be disproportionate or have a harmful impact on the character of the streetscene or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions and the completion of a legal agreement to secure a financial contribution towards highway works.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions will be sought through the legal agreement.

Legal implications and risks:

Legal resources will be required to prepare and complete the S106 legal agreement. The S106 contribution is lawfully required to bring forward the delivery of the strategic Rainham cycle and pedestrian route.

Human Resources implications and risks:

None.

Equalities implications and risks:

None

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 5 September 2016 and amended plans received on 22 November 2016, additional and amended statements and plans received 15 February 2017 and 21 April 2017.