

REGULATORY SERVICES COMMITTEE

13 September 2012

REPORT

Subject Heading:

**P0913.12 – Havering College, Ardleigh
Green Campus**

**Demolition of up to 6,550sqm of
existing floor space and the
redevelopment of 9,450sq.m of new
educational floor space (Class D1)
together with associated landscaping
and access (received 25 July 2012)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800**

Policy context:

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

Financial summary:

None

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

Clean, safe and green borough	[x]
Excellence in education and learning	[x]
Opportunities for all through economic, social and cultural activity	[x]
Value and enhance the life of every individual	[x]
High customer satisfaction and a stable council tax	[]

SUMMARY

This planning application seeks an extension of time for outline planning permission P0683.09, which was approved by Members on 13th August 2009. This planning permission expired on 14th August 2012. The permission gave consent for the demolition of up to 6550 sq.m of existing floor space and its replacement with 9450 sq.m of new floorspace.

RECOMMENDATIONS

That Staff be authorised to grant planning permission subject to the conditions set out below.

1. Reserved Matters - The development hereby permitted may only be carried out in accordance with detailed plans and particulars which shall previously have been submitted to and approved by the Local Planning Authority, including all matters defined as "appearance", "landscaping", "layout" and "scale" in the Town and Country Planning (General Development Procedure) Order (herein after called "the reserved matters").

Reason: The particulars submitted are insufficient for consideration of the details mentioned and the application is expressed to be for outline permission only.

2. Time Limit - The development to which this permission relates must be begun not later than the expiration of three years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Materials - Before any of the development hereby permitted is commenced, 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: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area, and that the Development Control Policies Development Plan Document Policy DC61.

4. Landscaping - The landscaping approved as part of the reserved matters submission 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

5. Accordance with Plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

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.

6. Cycle Parking: Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

7. Construction Hours: No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

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

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

9. Construction Management Strategy - Prior to the commencement of the development, a Construction Management Strategy, to include a detailed phasing plan, shall be submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out in full and in strict accordance with the approved details prior to the first occupation of the development and, thereafter, permanently retained.

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

10. Noise - Full details of noise levels from plant or processes and, where appropriate, a scheme of noise attenuation and treatments are to be submitted to, and approved by, the Local Planning Authority prior to development, and once approved shall be fully installed before the plant is first used.

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

11. Contaminated Land - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority (the Phase I Report having already been submitted to the Local Planning Authority):

a) 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.

b) 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 by 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.

c) 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; and

d) 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: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

12. Highways - Prior to the commencement of the development, details of the proposed works affecting the public highway shall be submitted to and approved in writing by the Local Planning Authority, and all necessary agreements, notices or licenses to enable the proposed alterations to the Public Highway shall be entered into and secured. The works shall be carried out in full and in strict accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

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, and DC61.

13. Secure by Design - Prior to the commencement of the development hereby permitted, a full and detailed application for the Secured by Design scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the aforementioned scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor, the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance contained in the NPPF and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

14. Secure by Design - Prior to the commencement of the development hereby permitted, a scheme showing the details of a CCTV system to be installed for the safety of staff, students and visitors, and the prevention of crime throughout the campus, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Havering Police Crime Prevention Design Advisor.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance contained in the NPPF and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

15. Car Parking - Prior to the commencement of the development hereby permitted a scheme shall be submitted in writing providing details of how, the parking throughout the whole development shall comply with the Park Mark Safer Parking Award standards. Once approved in writing by the LPA, in consultation with the Crime Prevention Design Advisor, the development shall be carried out in full accordance with the agreed details

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

16. External Lighting - Prior to the commencement of the development hereby approved, details of any external lighting to the site shall be submitted to and agreed in writing by the Local Planning Authority. The external lighting shall then be installed in accordance with the agreed details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

17. Tree Protection Measures - Prior to the commencement of the development hereby approved, an Arboricultural Method Statement shall be submitted to and agreed in writing by the Local Planning Authority. The Statement shall

include tree protection measures and specifications including the provision of nest-boxes which shall be carried out in complete accordance with the agreed details and /or kept in place until the approved development is completed to the satisfaction of the Local Planning Authority.

Reason: In the interests of amenity and to protect the trees on the site. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

18. Sustainability - No occupation shall take place until the developer provides a copy of the final Building Research Establishment (BRE) certificate, confirming that the design of the completed phase of the development achieves a minimum BREEAM rating of "Very Good". The development shall be carried out in full accordance with the agreed Sustainability Statement and the developer shall carry out, and provide to the Local Planning Authority, a BREEAM Post Construction Assessment. The BREEAM Post Construction Assessment shall be carried out on all of the development to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC49 of the LDF Development Control Policies DPD.

19. Energy Statement - Prior to the commencement of development an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall incorporate an energy demand assessment, and shall detail the energy efficiency design measures and renewable energy technology to be incorporated into the final design of the new build development. The Statement shall include details of a renewable energy/low carbon generation system or low carbon for the proposed development, which will displace at least 20% of carbon dioxide emissions on all newly created floorspace, beyond Building Regulations requirements. The renewable energy generation system shall be installed in strict accordance with the agreed details and be operational to the satisfaction of the Local Planning Authority prior to the occupation of any part of the new/replacement floorspace prior to its occupation and in accordance with the phasing plan. The development shall thereafter be carried out in full accordance with the agreed energy statement and the measures identified therein.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC50 of the LDF Development Control Policies Development Plan Document.

20. Drainage - Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the development being completed.

Reason: To prevent the increased risk of flooding to the site and third parties, to improve and protect water quality and improve amenity and habitat.

21. Travel Plan - Before the use hereby approved first commences a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of measures to be put into place to encourage sustainable modes of travel to the site, such as walking, cycling, use of public transport and car sharing and shall include provisions for future monitoring and review.

Reason: To encourage alternative means of transport to the site in the interests of highway safety and sustainability and to accord with Policy CP9 of the Core Strategy Plan Document.

INFORMATIVES:

1. Reason for Approval:

This decision to grant planning permission has been taken:

(i) having regard to Policies CP8, CP9, CP10 and CP17 of the LDF Core Strategy Development Plan Document and Policies DC26, DC29, DC33, DC34, DC35, DC36, DC48, DC49, DC50, DC60, DC61, DC62, DC63 and DC72 of the LDF Development Control Policies Development Plan Document, the London Plan and the National Planning Policy Framework.

(ii) for the following reason: The proposed development would cause no significant material impact upon the free and safe flow of traffic within the locality. Whilst the proposed development would have an impact upon the street scene and adjoining residential occupiers, this harm would not be prejudicial and the proposals would help to deliver the Borough vision of learning excellence and opportunities for all.

2. The applicant is advised that this planning permission does not constitute Highways approval, which will need to be sought separately prior to the commencement of the development. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact Traffic & Engineering, Technical Services on 01708 432501 to commence the Submission/ Licence Approval process.

3. In aiming to satisfy conditions 13, 14 and 15, the applicant should seek the advice of the Police Crime Prevention Design Advisor. He can be contacted through the London Borough of Havering Development and Building Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.

REPORT DETAIL

1. Site Description

- 1.1 The application site comprises approximately 5.46 hectare of land and relates to the Havering College site known as Ardleigh Green Campus, located in Hornchurch. The college site is bounded by Ardleigh Green Road to the west, Nelmes Way to the south, and residential properties facing onto Birch Crescent, Russets and Brindle frontages to the north east and east respectively, with Ardleigh House Community Centre immediately south of the site.
- 1.2 The Ardleigh Green campus currently comprises nine buildings constructed between the late 1960s and 2003, ranging from one to four storeys in height. The buildings provide a total of approximately 16,200sqm of internal educational floorspace within a building footprint of 9,665sqm. Car parking is available on site and the site is accessed from Ardleigh Green Road which runs north – south along the western boundary of the site. The College provides teaching and support accommodation for a range of curriculum activities and has three Centres of Vocational Excellence in Accountancy and Finance, Building Services and Manufacturing Engineering.
- 1.3 The general surroundings are predominantly two storeys in height, suburban in character and consist of a mix between terrace, detached and semi detached residential properties. Some flatted development exists along Ardleigh Green Road with a mix of commercial properties further to the north of the site, which falls within the Ardleigh Green Road Major Local Centre.
- 1.4 The site does not form part of any designated policy area as identified within the Local Development Framework Proposals Map, although the Emerson Park Policy Area is located adjacent to the southern boundary.

2. Description of Proposal

- 2.1 The Outline Application seeks permission to redevelop part of the College campus and, with the exception of access, all matters are reserved. In effect, permission is sought for the access with design, position, footprint and height of the proposed building (appearance, layout and scale) as well as landscaping reserved. Subsequent (reserved matters) applications will therefore be required for the appearance, layout, scale and landscaping. The proposed development comprises:
- 2.2 The demolition of 7 buildings including the Foyer and Block 'A' to the front (west), the Estates and 'W' Block in the centre of the site as well as the Nursery, the 'D' and 'E' Blocks to the eastern and south eastern part of the site. The floorspace to be demolished equals 6,550sqm.

- 2.3 The erection of new College buildings including a Hair and Beauty (Block 13) to the west of the site, a covered walkway 'The Street' (Block 14) in the centre, a Senior Management Team (SMT) building (Block 15), a Nursery (Block 10) and Motor Vehicles building (Block 16) to the east with a Sport Hall (Block 17) to the north, in total providing 9,450sq.m of new floorspace:
- Block 13 with a new high level front canopy entrance with glazed side panels measures 70m wide by a maximum depth of 27m to a maximum height of 12.8m. The block provides three storeys of accommodation comprising a maximum of 3,093sq.m of D1 floorspace.
 - Block 14 represents a formation of a double height 'Street' along an east-west axis within the central courtyard. It measures 7.5m wide, 106m deep to a maximum height of 8m and provides 931sq.m of D1 floorspace.
 - Block 15 measures 54m wide, 19.5m deep to a maximum height of 9.9m. The block provides two storeys of accommodation comprising a maximum of 1,925sq.m of D1 floorspace.
 - Block 10 measures 20m wide by a maximum depth of 19m to a maximum height of 4.7m. The block provides a single storey of accommodation comprising a maximum of 363sq.m of D1 floorspace.
 - Block 16 measures 57m at its widest, with a depth of 25m to a maximum height of 10.7m. The block provides two storeys of accommodation with a maximum of 2,781sq.m of D1 floorspace.
 - Block 17 measures 22.5m wide by 25.5m depth to a maximum height of 13m. The block provides three storeys of accommodation (ground, first and second) comprising a maximum of 998sq.m of D1 floorspace.
- 2.4 All of the proposed floorspace will be for educational facilities (Use Class D1). However, the Nursery and parts of the College building may be used out-of-hours for ancillary community use. It is not intended that the Sports Hall would be made available for general community use.
- 2.5 The total cumulative Gross Internal Area (GIA) of the buildings will be a maximum of 19,100sq.m GIA and comprise a maximum of 9,450sq.m of new build floorspace. Maximum dimensions of the proposed buildings are outlined above. Precise dimensions will be established via reserved matters applications.
- 2.6 The number of car parking spaces will be reduced from 518 to 513 with the dedicated provision of 25 additional disabled spaces. A total of 20 motorcycle parking spaces are proposed at 1 space for every 25 car parking spaces. It is further proposed to provide a total of 239 cycle parking spaces on the site, over the existing provision of 40.

- 2.7 New traffic direction with access from the northern vehicular entrance (including a ghost island and a traffic barrier) and egress from the existing southern access point off Ardleigh Green Road. The latter will be maintained for emergency and service vehicles, and a two-way access will be maintained for users of Ardleigh House Community Centre.
- 2.8 New and replacement landscaping is proposed to compensate for the removal of approximately 10 trees along the western boundaries of the site facing Ardleigh Green Road, some to the north and southern boundaries and some to the rear car parking areas.

3. Relevant History

- 3.1 Various applications relating to new classroom blocks and extensions to existing with the most recent and relevant:

P1158.00 Phased redevelopment of campus to provide 8,400sqm of new accommodation and 448 car parking spaces – Outline Approved

P0178.06 Community football project to include main full size grass pitch, artificial training pitch and changing facilities with additional car parking - Appeal Allowed

P1047.08 Provision of basketball court, artificial 5-a-side football pitch with perimeter fencing and erection of acoustic boundary fence - Approved

P0683.09 - Demolition of up to 6,550sqm of existing floorspace and the redevelopment of 9,450sq.m of new educational floor space (Class D1) together with associated landscaping and access (Outline) – Approval granted 14th July 2009.

P0804.10 - Removal of existing temporary building (G Block) and a single storey extension to W block - Approved and implemented

4. Consultations/Representations

- 4.1 The application has been advertised on site and in the local press as a major development; the overall expiry date of the consultation period is the 7th September. Neighbour notification letters have also been sent to 117 local addresses. At the time of drafting this report, no objections have been received. Members will be updated verbally at the meeting of any representations received.

- 4.2 Comments have also been received from the following:

The Environment Agency
No objections; condition recommended.

Thames Water
No objections.

London Fire and Emergency Authority
No objections.

Highway Authority
No objections.

5. Relevant Policies

5.1 National Planning Policy

National Planning Policy Framework (“the NPPF”)

5.2 Regional Planning Policy

Following its adoption in July 2011, the London Plan is the strategic plan for London and the following policies are considered to be relevant: 3.9 (mixed and balanced communities), 3.18 (Education Facilities), 5.3 (sustainable design and construction), 5.7 (renewable energy), 5.12 (flood risk management), 5.13 (sustainable drainage), 5.21 (contaminated land), 6.1 (strategic transport approach), 6.3 (assessing effect on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), and 7.4 (local character).

5.3 Local Planning Policy

Policies CP8, CP9, CP10 and CP17 of the LDF Core Strategy Development Plan Document and Policies DC26, DC29, DC32, DC33, DC34, DC35, DC36, DC48, DC49, DC50, DC51, DC55, DC60, DC61, DC62, DC63 and DC72 of the LDF Development Control Policies Development Plan Document are considered to be material considerations in this case.

6. Staff Comments

6.1 The committee report put before the Regulatory Services Committee on 13th August 2009 has been appended to this report (Appendix A.) The report now being put before Members will consider the extent to which there has been any change in circumstances since planning permission P0683.09 was granted. Officers will advise Members as to whether, in their opinion, the previous recommendation should be upheld, or whether it should be subject to change in the light of current policy and other material considerations.

6.2 Applications for the extension of existing planning permissions result in new planning consents being issued and therefore need to be re-assessed in the light of any new planning policies and other changes of circumstances that constitute material considerations. New conditions can be imposed and previous conditions revised or removed where appropriate.

6.3 With the exception of access, all matters are reserved although the indicative plans assist in the consideration of the principle of the development, the

impact of the development on the street scene, the impact on the amenities of adjoining occupiers, amenity space, highway and parking issues.

7. Principle of Development

7.1 Policy 3.18 of the London Plan states that:

“Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged.”

7.2 The Council's own vision for Havering Borough entitled 'Living Ambition', which aims to provide residents with the highest quality of life in London, identifies learning as one of the five key areas through which this vision will be delivered. The goal for learning is to maintain and build upon Havering's reputation as a centre of excellence for education.

7.3 The LDF Core Strategy Development Plan Document supports and seeks to deliver this vision through planning. Improved access to training is identified as a key issue which will help increase employment opportunities for Havering residents, reduce the mismatch between available skills and skills required, and help alleviate spatial inequalities in the Borough.

7.4 In overarching policy terms therefore, the proposal to redevelop the Ardleigh Green Havering College campus is supported as it would improve an existing educational facility, and therefore help to deliver the Mayor's London and the Council's Borough-wide vision of learning opportunities for all.

8. Design Considerations

8.1 Policy DC61 seeks to ensure that new developments/alterations are satisfactorily located and are of a high standard of design and layout. Furthermore, it seeks that the appearance of new developments/alterations is compatible with the character of the surrounding area, and does not prejudice the environment of the occupiers and adjacent properties.

8.2 Officers consider that there has been no change in circumstances since the last application was approved, indicating that the proposal would continue to be acceptable in design terms. The proposal is therefore considered to be acceptable in design terms and the recommendation contained in the previous committee report (Appendix A) should be applied. It is considered that the proposal would have an acceptable impact on the character of the area and that, in this respect, it would be in accordance with Policy DC61 of the LDF.

9. Amenity Considerations

9.1 Policy DC61 states that planning permission will not be granted for proposals that would significantly diminish local and residential amenity.

- 9.2 Officers consider that there has been no significant change in circumstances since the last application was approved, indicating that the proposal would continue to have an acceptable impact on amenity. The proposal is therefore considered to be acceptable in this respect and the recommendation contained in the previous committee report (Appendix A) should be applied. It is considered that the proposal would have an acceptable impact on the local and residential amenity and that, in this respect, it would be in accordance with Policy DC61 of the LDF.

10. Parking and Highway Issues

- 10.1 The Council's Highway officers have reconsidered the proposal with no objections being raised.
- 10.2 Officers consider that there has been no significant change in circumstances since the last application was approved, indicating that the proposal would continue to be acceptable in highway and access terms. The proposal is therefore considered to be acceptable in this respect and the recommendation contained in the previous committee report (Appendix A) should be applied. It is considered that the proposal would have an acceptable impact on highway safety and amenity and that, in this respect, it would be in accordance with Policies DC32, DC33 and DC34 of the LDF of the LDF.

11. Other Considerations

- 11.1 In all other respects, Officers consider that there has been no change in circumstances since the last application was approved, indicating that the proposal would continue to be acceptable in relation to the other material considerations identified in the previous report. The proposal is therefore considered to be acceptable and the recommendation contained in the previous committee report (Appendix A) should be applied.
- 11.2 As the proposal relates to an educational facility, it is exempt from the Mayoral Community Infrastructure Levy payment.

12. Conclusion

- 12.1 Officers consider that there has been no significant change in circumstances since the granting of planning permission P0683.09 that would now make that proposal unacceptable in planning terms. It is therefore recommended that planning permission be granted for an extension to the time limit of planning permission P0683.09, subject to the conditions recommended above.
- 12.2 The proposal is considered to be acceptable having had regard to Policies Policies CP8, CP9, CP10, CP17, DC26, DC29, DC32, DC33, DC34, DC35, DC36, DC48, DC49, DC50, DC51, DC55, DC60, DC61, DC62, DC63 and DC72 of the LDF and all other material considerations. It is recommended that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

None.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposal would provide enhanced learning opportunities for the Borough's residents

BACKGROUND PAPERS

Planning application P0913.12, all submitted information and plans.

APPENDIX A – REPORT TO REGULATORY SERVICES COMMITTEE, 13TH JULY 2009, IN RELATION TO PLANNING APPLICATION P0683.09



MEETING	DATE	ITEM
REGULATORY SERVICES COMMITTEE	13 August 2009	

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: P0683.09
Ardleigh Green Campus

PROPOSAL: Demolition of up to 6,550sqm of existing floorspace and the redevelopment of 9,450sq.m of new educational floor space (Class D1) together with associated landscaping and access (Outline Application received 15th May 2009)

WARD: Squirrels Heath

SUMMARY

This report concerns an application for Outline planning permission for the demolition and redevelopment of part of the Havering College campus buildings in Ardleigh Green with new educational floor space. Staff consider that the proposal would accord with the relevant policies contained in the Local Development Framework Core Strategy and the Development Control Policies Development Plan Documents, as well as the London Plan.

For the reasons set out in the report, Staff consider that a grant of permission can be given subject to the satisfaction completion of the planning conditions as set out below.

RECOMMENDATION

That Staff be authorised to grant planning permission subject to the conditions set out below.

2. The development hereby permitted may only be carried out in accordance with detailed plans and particulars which shall previously have been submitted to and approved by the Local Planning Authority, including all matters defined as "appearance", "landscaping", "layout" and "scale" in the Town and Country Planning (General Development Procedure) Order (herein after called "the reserved matters").

Reason: The particulars submitted are insufficient for consideration of the details mentioned and the application is expressed to be for outline permission only.

2. The development to which this permission relates must be begun not later than the expiration of three years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

5. SC09 (Details of materials)
6. SC11 (Landscaping)
5. SC32 (Accordance with plans)
6. SC59 (Cycle Parking)
7. SC62 (Construction hours)
10. SC63 (Construction methodology)
11. Prior to the commencement of the development, a Construction Management Strategy, to include a detailed phasing plan, shall be submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out in full and in strict accordance with the approved details prior to the first occupation of the development and, thereafter, permanently retained.

Reason: In the interests of amenity.

10. Full details of noise levels from plant or processes and, where appropriate, a scheme of noise attenuation and treatments are to be submitted to, and approved by, the Local Planning Authority prior to development, and once approved shall be fully installed before the plant is first used.

Reason: To prevent any adverse effect on the amenity of neighbouring and prospective residential occupiers from the use hereby approved.

11. 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 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.

b) 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 by 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.

c) 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; and

d) 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: To protect those engaged in construction and occupation of the development from potential contamination.

12. Prior to the commencement of the development, details of the proposed works affecting the public highway shall be submitted to and approved in writing by the Local Planning Authority, and all necessary agreements, notices or licenses to enable the proposed alterations to the Public Highway shall be entered into and secured. The works shall be carried out in full and in strict accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

Reason: In the interests of highway safety.

13. Prior to the commencement of the development hereby permitted, a full and detailed application for the Secured by Design scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the aforementioned scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor, the development shall be carried out in accordance with the agreed details.

Reason: In the interest of residential amenity and creating safer, sustainable communities, reflecting guidance set out in Policy CP17 and DC63 of the LDF Core Strategy and Development Control Policies DPD and Policy 4B.6 of the London Plan.

14. Prior to the commencement of the development hereby permitted, a scheme showing the details of a CCTV system to be installed for the safety of staff, students and visitors, and the prevention of crime throughout the campus, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Havering Police Crime Prevention Design Advisor.

Reason: In the interests of creating safer, sustainable communities and residential amenity, reflecting guidance set out in CP17 of the LDF Core Strategy, DC63 of the of the Development Control Policies DPD, 4B.6 in the London Plan, PPS1 and PPS3.

15. Prior to the commencement of the development hereby permitted a scheme shall be submitted in writing providing details of how, the parking throughout the whole development shall comply with the Park Mark Safer Parking Award standards. Once approved in writing by the LPA, in consultation with the Crime Prevention Design Advisor, the development shall be carried out in full accordance with the agreed details

Reason: In the interest of residential amenity and creating safer, sustainable communities, reflecting guidance set out in Policies CP17 of the LDF Core Strategy, DC33 and DC63 of the Development Control Policies DPD, 4B.6 in the London Plan and PPS1.

17. Prior to the commencement of the development hereby approved, details of any external lighting to the site shall be submitted to and agreed in writing by the Local Planning Authority. The external lighting shall then be installed in

accordance with the agreed details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of amenity and site security.

17. Prior to the commencement of the development hereby approved, an Arboricultural Method Statement shall be submitted to and agreed in writing by the Local Planning Authority. The Statement shall include tree protection measures and specifications including the provision of nest-boxes which shall be carried out in complete accordance with the agreed details and /or kept in place until the approved development is completed to the satisfaction of the Local Planning Authority.

Reason: In the interests of amenity and to protect the trees on the site. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

18. No occupation shall take place until the developer provides a copy of the final Building Research Establishment (BRE) certificate, confirming that the design of the completed phase of the development achieves a minimum BREEAM rating of "Very Good". The development shall be carried out in full accordance with the agreed Sustainability Statement and the developer shall carry out, and provide to the Local Planning Authority, a BREEAM Post Construction Assessment. The BREEAM Post Construction Assessment shall be carried out on all of the development to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC49 of the LDF Development Control Policies DPD and Policy 4A.7 of the London Plan.

19. Prior to the commencement of development an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall incorporate an energy demand assessment, and shall detail the energy efficiency design measures and renewable energy technology to be incorporated into the final design of the new build development. The Statement shall include details of a renewable energy/low carbon generation system or low carbon for the proposed development, which will displace at least 20% of carbon dioxide emissions on all newly created floorspace, beyond Building Regulations requirements. The renewable energy generation system shall be installed in strict accordance with the agreed details and be operational to the satisfaction of the Local Planning Authority prior to the occupation of any part of the new/replacement floorspace prior to its occupation and in accordance with the phasing plan. The development shall thereafter be carried out in full accordance with the agreed energy statement and the measures identified therein.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC50 in the LDF Development Control Policies Development Plan Document and Policies 4A.7, 4A.8 and 4A.9 of the London Plan.

20. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the development being completed.

Reason: To prevent the increased risk of flooding to the site and third parties, to improve and protect water quality and improve amenity and habitat.

21. Before the use hereby approved first commences a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of measures to be put into place to encourage sustainable modes of travel to the site, such as walking, cycling, use of public transport and car sharing and shall include provisions for future monitoring and review.

Reason: To encourage alternative means of transport to the site in the interests of highway safety and sustainability and to accord with Policy CP9 of the Core Strategy Plan Document.

INFORMATIVES:

1 Reason for Approval:

This decision to grant planning permission has been taken:

(i) having regard to Policies CP8, CP9, CP10 and CP17 of the LDF Core Strategy Development Plan Document and Policies DC26, DC29, DC33, DC34, DC35, DC36, DC48, DC49, DC50, DC60, DC61, DC62, DC63 and DC72 of the LDF Development Control Policies Development Plan Document, the London Plan and Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Guidance Note 13 'Transport' and Planning Policy Statement 22 'Renewable Energy'.

(ii) for the following reason: The proposed development would cause no significant material impact upon the free and safe flow of traffic within the locality. Whilst the proposed development would have an impact upon the street scene and adjoining residential occupiers, this harm would not be prejudicial and the proposals would help to deliver the Borough vision of learning excellence and opportunities for all.

2. The applicant is advised that this planning permission does not constitute Highways approval, which will need to be sought separately prior to the commencement of the development. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact Traffic & Engineering, Technical Services on 01708 432501 to commence the Submission/Licence Approval process.

3. In aiming to satisfy conditions 10, 11 and 12, the applicant should seek the advice of the Police Crime Prevention Design Advisor. He can be contacted through the London Borough of Havering Development and Building Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.

REPORT DETAIL

1. Site Description

- 1.1 The application site comprises approximately 5.46 hectare of land and relates to the Havering College site known as Ardleigh Green Campus, located in Hornchurch. The college site is bounded by Ardleigh Green Road to the west, Nelmes Way to the south, and residential properties facing onto Birch Crescent, Russets and Brindle frontages to the north east and east respectively, with Ardleigh House Community Centre immediately south of the site.
- 1.2 The Ardleigh Green campus currently comprises nine buildings constructed between the late 1960s and 2003, ranging from one to four storeys in height. The buildings provide a total of approximately 16,200sqm of internal educational floorspace within a building footprint of 9,665sqm. Car parking is available on site and the site is accessed from Ardleigh Green Road which runs north – south along the western boundary of the site. The College provides teaching and support accommodation for a range of curriculum activities and has three Centres of Vocational Excellence in Accountancy and Finance, Building Services and Manufacturing Engineering.
- 1.3 The general surroundings are predominantly two storeys in height, suburban in character and consist of a mix between terrace, detached and semi detached residential properties. Some flatted development exists along Ardleigh Green Road with a mix of commercial properties further to the north of the site, which falls within the Ardleigh Green Road Major Local Centre.
- 1.4 The site does not form part of any designated policy area as identified within the Local Development Framework Proposals Map, although the Emerson Park Policy Area is located adjacent to the southern boundary.

2. Description of Proposal

- 2.1 The Outline Application seeks permission to redevelop part of the College campus and, with the exception of access, all matters are reserved. In effect, permission is sought for the access with design, position, footprint and height of the proposed building (appearance, layout and scale) as well as landscaping reserved. Subsequent (reserved matters) applications will therefore be required for the appearance, layout, scale and landscaping. The proposed development comprises:

- 2.2.1 The demolition of 7 buildings including the Foyer and Block 'A' to the front (west), the Estates and 'W' Block in the centre of the site as well as the Nursery, the 'D' and 'E' Blocks to the eastern and south eastern part of the site. The floorspace to be demolished equals 6,550sqm.
- 2.2.2 The erection of new College buildings including a Hair and Beauty (Block 13) to the west of the site, a covered walkway 'The Street' (Block 14) in the centre, a Senior Management Team (SMT) building (Block 15), a Nursery (Block 10) and Motor Vehicles building (Block 16) to the east with a Sport Hall (Block 17) to the north, in total providing 9,450sq.m of new floorspace:
- Block 13 with a new high level front canopy entrance with glazed side panels measures 70m wide by a maximum depth of 27m to a maximum height of 12.8m. The block provides three storeys of accommodation comprising a maximum of 3,093sq.m of D1 floorspace.
 - Block 14 represents a formation of a double height 'Street' along an east-west axis within the central courtyard. It measures 7.5m wide, 106m deep to a maximum height of 8m and provides 931sq.m of D1 floorspace.
 - Block 15 measures 54m wide, 19.5m deep to a maximum height of 9.9m. The block provides two storeys of accommodation comprising a maximum of 1,925sq.m of D1 floorspace.
 - Block 10 measures 20m wide by a maximum depth of 19m to a maximum height of 4.7m. The block provides a single storey of accommodation comprising a maximum of 363sq.m of D1 floorspace.
 - Block 16 measures 57m at its widest, with a depth of 25m to a maximum height of 10.7m. The block provides two storeys of accommodation with a maximum of 2,781sq.m of D1 floorspace.
 - Block 17 measures 22.5m wide by 25.5m depth to a maximum height of 13m. The block provides three storeys of accommodation (ground, first and second) comprising a maximum of 998sq.m of D1 floorspace.
- 2.2.3 All of the proposed floorspace will be for educational facilities (Use Class D1). However, the Nursery and parts of the College building may be used out-of-hours for ancillary community use. It is not intended that the Sports Hall would be made available for general community use.
- 2.2.4 The total cumulative Gross Internal Area (GIA) of the buildings will be a maximum of 19,100sq.m GIA and comprise a maximum of 9,450sq.m of new build floorspace. Maximum dimensions of the proposed buildings are outlined above. Precise dimensions will be established via reserved matters applications.
- 2.2.5 The number of car parking spaces will be reduced from 518 to 513 with the dedicated provision of 25 additional disabled spaces. A total of 20 motorcycle parking spaces are proposed at 1 space for every 25 car parking spaces. It is

further proposed to provide a total of 239 cycle parking spaces on the site, over the existing provision of 40.

2.2.6 New traffic direction with access from the northern vehicular entrance (including a ghost island and a traffic barrier) and egress from the existing southern access point off Ardleigh Green Road. The latter will be maintained for emergency and service vehicles, and a two-way access will be maintained for users of Ardleigh House Community Centre.

2.2.7 New and replacement landscaping is proposed to compensate for the removal of approximately 10 trees along the western boundaries of the site facing Ardleigh Green Road, some to the north and southern boundaries and some to the rear car parking areas.

2.2.8 In addition to the above, the following documents have been submitted in support of the application, providing further information for illustrative or explanatory purposes:

- Planning Statement;
- Illustrative Master Plan (Drawing: 07378/003 P3);
- Transport Statement;
- Contamination Desk-Top Study;
- Tree Survey;
- Flood Risk Assessment;
- Energy Assessment;
- Statement of Community Involvement;
- Extended Phase 1 Habitat Survey;
- BREEAM Strategy Report.

3. Planning History

3.1 Various applications relating to new classroom blocks and extensions to existing with the most recent and relevant:

P1158.00 Phased redevelopment of campus to provide 8,400sqm of new accommodation and 448 car parking spaces – Outline Approved

P0178.06 Community football project to include main full size grass pitch, artificial training pitch and changing facilities with additional car parking - Appeal Allowed

P1047.08 Provision of basketball court, artificial 5-a-side football pitch with perimeter fencing and erection of acoustic boundary fence – Approved

4. Consultations/Representations

4.1 113 neighbouring and nearby properties were notified of the application by individual letters. 5 letters of representation have been received, 1 in support and 4 objecting to the proposals. The concerns raised include the removal of

- trees within the church boundaries, overdeveloped site, noise, pollution, antisocial behaviour, loss of parking, impact on highways and increased traffic.
- 4.2 Thames Water raises no objection and comments on surface water drainage, sewerage infrastructure and water supply.
 - 4.3 The Crime Prevention Design Advisor raises no objection to the application subject to 'Secure by Design' conditions including CCTV and parking Standards.
 - 4.4 The London Fire Brigade requires the 3 existing private fire hydrants to be retained.
 - 4.5 The London Fire and Emergency Planning Authority (LFEPA) states that insufficient information has been submitted and requires a scaled plan, showing drive up access routes to all buildings, indication of appliances turning and parking as well as reversing points and entrance doors into buildings.
 - 4.6 The Environment Agency raises no objection subject to a condition requiring a surface water drainage scheme to be submitted for the site.

5. Staff Comments

- 5.1 With the exception of access, all matters are reserved although the indicative plans assist in consideration of the principle of the development, the impact of the development in the street scene, the impact on the amenities of adjoining occupiers, amenity space, highway and parking issues.
- 5.2 In bringing these proposals forward, the applicant has adopted a masterplan approach in order to achieve a modern, fit for purpose College, and to complete the masterplan for the campus which has already been partially implemented. The redevelopment will improve the existing facilities on offer and provide more courses to students. The development would also enable the College to provide facilities to compete effectively in the further education sector within the region. By adopting such an approach, it is somewhat inevitable that the resultant built form will be significantly different to that currently on site. The impacts arising therefore need to be carefully considered. This is set out in the report below.
- 5.3 Policies CP8, CP9, CP10 and CP17 of the LDF Core Strategy Development Plan Document and Policies DC26, DC29, DC32, DC33, DC34, DC35, DC36, DC48, DC49, DC50, DC51, DC55, DC60, DC61, DC62, DC63 and DC72 of the LDF Development Control Policies Development Plan Document are considered to be material in the consideration of this application.
- 5.4 Policies 2A.1, 3A.24, 3A.25, 3C.21, 3C.22, 3C.23, 4A.3, 4A.7 and 4B.1 of the London Plan are also considered to be relevant, together with Planning Policy Statement 1 'Delivering Sustainable Development', Planning Policy Guidance Note 13 'Transport' and Planning Policy Statement 22 'Renewable Energy'.
- 5.5 Principle of Development

- 5.5.1 From a strategic perspective, the London Plan makes clear that access to a high quality education is a fundamental determinant of the future opportunities and life choices of London's children and young people. The London Plan also outlines that access to further education plays a key role in skills development and life long learning of Londoners.
- 5.5.2 The Council's own vision for Havering Borough entitled 'Living Ambition', which aims to provide residents with the highest quality of life in London, identifies learning as one of the five key areas through which this vision will be delivered. The goal for learning is to maintain and build upon Havering's reputation as a centre of excellence for education.
- 5.5.3 The LDF Core Strategy Development Plan Document supports and seeks to deliver this vision through planning. Improved access to training is identified as a key issue which will help increase employment opportunities for Havering residents, reduce the mismatch between available skills and skills required, and help alleviate spatial inequalities in the Borough.
- 5.5.4 In overarching policy terms therefore, the proposal to redevelop the Ardleigh Green Havering College campus is supported as it would improve an existing educational facility, and therefore help to deliver the Mayor's London and the Council's Borough-wide vision of learning opportunities for all.

5.6 Impact upon Streetscene

- 5.6.1 As detailed above, the existing campus is located within a residential area which is characterised by bungalows as well as two storey detached, semi-detached and terraced housing. The campus itself ranges from one to four storey height buildings which are set back from Ardleigh Green Road arranged around a central courtyard, with the campus car park arranged along the access road to the rear. The site comprises 9 buildings constructed between the late 1960s and 2003.
- 5.6.2 The College's estates review has concluded that five of the nine buildings are regarded as 'no longer fit for purpose' and graded D by the Learning & Skills Council. These include D Block, E Block, W Block, The Estates Building and the Nursery, which are generally temporary buildings which have come to the end of their economic life. Some are considered to be structurally unsafe. It is proposed to demolish all of these buildings as part of this application.
- 5.6.3 The design approach, scale and siting of the new buildings as indicated in the submission is such that a landmark feature would be created within the street scene. Block 13 would replace A Block and is located to the front of the campus, approximately 50m due east of the back edge of the footway in Ardleigh Green Road. As illustrated it would adopt a contemporary design approach, with rendered and glazed panels, which would set it apart from the prevailing local architectural character. The existing three storey building (Block B) adjacent the front entrance enables Block 13 to blend in well with the scale and design of this recent addition. The indicative alterations to the front

would step down to single storey height towards the southern boundary of the campus and would respect the adjacent scale of development at Ardleigh House.

- 5.6.4 Staff consider that the visual impact of the new replacement development upon the street scene would be less than that of the existing A Block, and would be acceptable subject to the use of high quality external finishes. As illustrated, the new entrance with canopy and glazed side panels would positively contribute to the built quality of this part of the Borough. Much depends upon the reserved matters applications reflecting the quality of the illustrative material submitted with this outline application.
- 5.6.5 The two storey Block 16 would be located to the rear of Ardleigh House and, although replacing a single storey workshop (E Block), would be largely hidden from view in streetscene terms. It would be set at a significant distance from both Ardleigh Green Road and Nelmes Way, (160m and 90m respectively) and would be further obscured by dense and mature trees on the corner of the junction between the two roads. Similarly the new Sport Hall (Block 17) would be set to the rear of the existing three storey B and H Blocks, and would not cause a detrimental impact on the streetscene.
- 5.6.6 The Performance and Foyer buildings would be retained in their current form and would adjoin the new covered walkway. 'The Street' would be to double height and connect to the new Nursery and SMT building to the rear. These buildings would be arranged to the rear within the central courtyard and would for the most part be obscured from the adjacent roads. Due to their position, design and scale, it is not considered that these buildings would be prejudicial to visual amenity. Any further visual impact to neighbouring properties adjacent to the rear of the site could be mitigated by way of landscape planting to boundaries.

5.7 Design and Appearance

- 5.7.1 This part of Ardleigh Green Road is principally characterised by two storey buildings, although three storey flatted developments are located further to the north and south along Ardleigh Green Road. Houses to the rear on Birch Crescent, Russets and Brindles, Nelmes and Garland Way is characterised by two storey buildings. The scale of built form within the local area is considered to be typical of the Borough's built-up areas.
- 5.7.2 The campus site is adjacent to an open and well landscaped prominent corner location. The proposed drop in building height towards the corner, the reduction in scale of the buildings to the front along with improved articulation to the street frontage would reduce the overall bulk and mass of the buildings. It is considered that the reduced scale, mass and bulk illustrated would be in keeping with the prevailing form of development in the area. The revised scheme is therefore considered to be acceptable in terms of appearance and impact on the streetscene.

- 5.7.3 Attempt has also been made to articulate the buildings (through physical breaks in the façades and the use of a variety of finishing materials and roof forms) which achieve a more cohesive type of design required for such a prominent development. The reduction in the building scale along Ardleigh Green Road results in improved proportions and this integrates more with existing buildings and the overall street frontage at this point.
- 5.7.4 The scale of the proposed buildings work well with the existing streetscene and the overall streetscene along Ardleigh Green Road, with the three storey building set back from the street edge and a 'green buffer' zone between. Together with the existing trees, the front of the college has been addressed to maintain and enhance the human scale of the buildings.
- 5.7.5 The SMT block will replace an existing single storey workshop building. Although the proposed building would increase the current footprint, the limit in height to 1.5 to 2 storeys is not considered to add significant mass to this part of the site. Linked to the eastern side of the SMT block is a single storey building housing the Nursery. This building has been kept to a single storey to aid its use and to reduce the scale of the building at this end. The nursery also has a small external play area for children.
- 5.7.6 Below the SMT building and, physically un-linked to the rest of the campus, is the Engineering block. This again is shown to be sitting over the position of previous workshop facilities and is proposed to be a two storey building. The illustrative plans indicate that the scale of this building would be similar to others, with the external appearance providing definition to the prevailing form of development on the campus. However, it is suggested that the architecture might differ allowing this building its own unique identity on the site.
- 5.7.7 It is proposed to locate a new 3 court sports hall to the top north eastern corner of the site, over the existing basketball courts. This building is intended to be linked to the existing J Block and would be similar in scale and bulk. Additionally the H block, which the sports hall will be adjacent to, is similar in height.
- 5.7.8 With the introduction of 'The Street' and SMT block, together with the new Sports Hall facility to the north eastern corner of the site, a new courtyard is formed to the heart of the site with the existing buildings retained along the northern part of the site. The buildings, both existing and proposed, are of a scale that is considered to maintain and improve on the character and appearance of the campus site. It is considered that the scale of development would be subordinate to the prevalent form of development within the site.
- 5.7.8 The Design and Access Statement demonstrates that a scheme has been progressed in some detail in terms of materials. However, in an outline application, final determination of materials etc would be dealt with as reserved matters.

5.7.9 It is considered that the design and appearance of the buildings would be consistent with Policies CP17 and DC61 of the Core Strategy and Development Control Policies Development Plan Document.

5.8 Amenity Issues

5.8.1 From a residential amenity perspective, impacts arising from the proposal fall into four broad themes: whether the new buildings are physically overbearing, whether a prejudicial loss of privacy would arise, whether car parking overspill would occur and whether a harmful level of noise and disturbance would result from the development. These impacts are collectively explored below in relation to properties facing Ardleigh Green Road opposite the site, Birch Crescent, Nelmes Way, Brindles and Russetts.

5.8.2 The Sport Hall would be set closest to adjacent residential properties with the building set approximately 60m from properties facing Birch Crescent to the rear of the site. This is approximately 6m closer than the nearest building on this part of the college site. On the basis of these dimensions, it is considered that the relationship between these houses and the campus would not be markedly different to that existing at present. It would further be divided by a private access road to the rear of the houses and a dense high hedge which would obscure most views and noise between the campus and the residential properties.

5.8.3 It should also be noted that the grass covered area at the rear of the college is already used on occasions by the college students for the purposes of recreational activities. An artificial football pitch has also been agreed recently which would be sited closer to the eastern boundary of the site and would be some 12m from the boundary with the closest residential property in Brindles. It is not considered that the proposed sporting facilities will cause a noise impact to the local residential properties, although a condition is recommended that would ensure that any noise impact would be mitigated.

5.8.4 Similarly the residents in Brindles and Russetts would be screened from the new buildings, in particular the new engineering workshop in Block 16. The distance to the nearest property, which is identified as 7 Russetts, would be approximately 70m and given the existing landscaped buffer and high hedge on the common boundary, would prevent any significant noise impact or overlooking to these neighbouring residential properties.

5.8.6 Residents of dwellings in Brindles, Nelmes Way and Ardleigh Green Road are further away from the proposed development with a distance of 115m between Block 16 and the nearest residential property at Nelmes Way. The properties facing Nelmes Way is effectively screened from the development by existing mature trees along the southern boundary. The redevelopment at the front would be set further away from properties facing Ardleigh Green Road, with the nearest point being some 66m from 137 Ardleigh Green Road.

5.8.7 The Nursery and the Sport Hall to the rear and Hair and Beauty block to the front would be sufficiently removed from adjacent neighbouring properties.

The applicant confirmed that these buildings would be solely used by the college and would remain as D1 educational land. The situation will not change from the existing. Part of the College building is used out-of-hours by the Health & Beauty department. However, it is not intended to open this up to the public. The proposed development, although adding additional floorspace, is not considered to result in an over-intense use leading to overdevelopment of the site over and above that normally associated with colleges of this size and status.

- 5.8.8 The applicant confirmed that, following concerns raised from the Emerson Park and Ardleigh Green Residents' Association, the requests that further measures are undertaken to protect residential amenity be incorporated in the proposals. It is proposed that the boundary around part of the site be reinforced with additional landscaping to avoid potential noise and general disturbance as well as soften the appearance of the buildings to the rear. The proposals include landscaping to the boundaries of the site and all landscape details can be covered by way of appropriate landscape condition.
- 5.8.9 It is further highlighted in neighbours concerns that anti-social behaviour exists in connection with the usage of the campus site. Consultation have taken place with the Crime Prevention Advisor who requires that the campus benefits from surveillance. The College currently benefits from on site security (including regular patrols of the site) in addition to a CCTV system which is in operation. As suggested by the Crime Prevention Advisor however, Havering College of Further Education is willing to extend the coverage of the CCTV system and install additional cameras which could cover the new facilities. This could be controlled by way of a suggested condition to any grant of planning permission.
- 5.8.10 The proposed development is planned to be divided up in four phases to allow the operation of the college to continue throughout the development. The illustrative plans show the temporary buildings to be established on an area of car parking in the southern portion of the site. It is recommended that a detailed Construction Method Statement covering the proposed phasing and siting of the temporary accommodation to be a requirement of a reserved matters application.
- 5.8.11 It is considered that the proposals would not result in unacceptable conditions in terms of privacy, outlook, noise, loss of light or overbearing effect and complies with Policy DC61 of the LDF Development Control Policies DPD.
- 5.9 Car Parking/Highways Issues
- 5.9.1 The car parking and transportation aspect of the proposed scheme has been addressed through a Transport Statement which considers the impact of the development on the various modes of travel in the local transport network and includes the detailed traffic analysis.
- 5.9.2 The applicant states that the proposed development would not increase the student capacity of the College. They however forecast natural growth in

students and staff at the College and base the trend over the year 2017/18 whereby the College forecast that they will employ 502 staff (368 FTE) and have 3,727 FTE students. The total Full Time Equivalent (FTE) value for the site will be 4,095. Therefore, based on the car parking standards of 1 space per 2 staff and 1 space per 15 students, a maximum of 432 spaces based on the FTE numbers should be provided. The applicant however base the parking provision on the total full-time and part-time staff numbers (502), which would require a maximum of 499 car parking spaces.

- 5.9.3 Although there would be a marginal reduction of on-site car parking spaces, the development proposal intends to provide a total of 513 car parking spaces and is therefore above the required 499 spaces. The site will provide a further 8 disabled spaces as compared to the existing total and makes up the difference between the proposed level of parking and the required standard. The College currently provides 17 disabled spaces but the new proposal will provide a total of 25 spaces. The majority of these spaces (16) will be located adjacent to the building which is considered to be an improvement compared to the existing situation. The proposed level of parking is therefore considered acceptable, particularly as the College is to provide a Travel Plan which will encourage the use of sustainable modes.
- 5.9.4 The proposed development will therefore not result in a direct increase to the on-site student population of the College and the development proposal will reduce the existing car parking provision from 518 spaces to 513 spaces. The current and proposed overprovision above standards is afforded to additional disabled spaces and will minimise the opportunity for student parking upon the local roads. The College has sought to significantly increase the amount of cycling parking on site in accordance with the principles of sustainability set out in PPS1, The London Plan and the adopted documents contained within the Havering Local Development Framework.
- 5.9.5 The vehicular access and on-site movement strategy will alter as part of the redevelopment proposals. The new strategy will result in a reversal of the existing one-way vehicle arrangement through the site, with the current northern exit onto Ardleigh Green Road becoming the sole entrance for all vehicles except for delivery and refuse needs. The proposed access alterations also include modifications to the existing highway with the creation of a new ghost right turn island to support the new main vehicular entrance. This will allow an increased number of vehicles to safely wait in the centre of the carriageway before turning into the College, as compared to the existing situation at the southern access. This will therefore reduce the potential obstruction of right turning vehicles to vehicles travelling northbound on Ardleigh Green Road. The design of the proposed ghost right turn island arrangement has been considered in the context of the existing layout and visibility requirements of the signalised crossing situated approximately 80 metres to the south. It is therefore considered that the proposals do not impact on the safe operation of this important pedestrian facility. Entry into the site will further be improved through the provision of a more efficient car park barrier entry system that will significantly reduce internal queues and greatly reduce the impact that the College has on the operation of Ardleigh Green Road

during peak periods. The southern access on Ardleigh Green Road will continue to permit limited access for servicing and delivery needs, although its primary function will be for vehicles existing the college.

- 5.9.6 The site access arrangement has been designed to allow service and emergency vehicles to access the site via both the northern and southern access junctions and to be able to travel through the site. Emergency access to the College buildings has therefore not been compromised with the proposed layout. For general servicing and refuse deliveries it is proposed that the southern Ardleigh Green Road access junction be used for both access and egress as this provides a more direct access to the proposed service area. It should be noted that access into the service bay from the southern link will impact on the exit barrier and this will therefore need to be controlled by security / estates staff during delivery times. The management of the barrier could be controlled by way of condition to secure further details.
- 5.9.7 The introduction of a central spine linking the existing Block A and new front building to the other new buildings towards the rear of the site helps to provide the campus with an easily understandable form and movement path. This spine is intended to be in the form of a glazed street, two storeys height with much of it being open double height space. The street will be the main circulation space to the college housing all four main entrances for registered users and the public to enter.
- 5.9.8 The proposals would be consistent with Policies DC32, DC33 and DC36 subject to the recommended conditions.

6 Other issues

- 6.1 It is proposed to include a secure entry system into the site as well as CCTV. The Borough's Crime Prevention Design Advisor raises no concern with regards to the scheme subject to conditions as attached to this report.
- 6.2 Policy DC72 in the LDF requires planning obligations to be sought towards sustainable development where appropriate. Given the scale of the proposed development and the likely need of prospective occupants, the scheme does not require the applicant to contribute either financially or otherwise through a Section 106 Agreement towards either transport infrastructure or other improvements to services in the area.
- 6.3 As noted above, a number of unreserved trees are located within the site boundaries. Some of these trees are proposed to be retained (these are the largest of the specimens), with 7 trees along the southern boundary, 5 trees along the western and 6 towards the centre and rear of the site proposed to be felled (18 in total). For those trees to be retained, measures are outlined for their protection during construction. These measures can be achieved via condition to secure the submission of an Arboricultural Method Statement. A hard and soft landscaping condition could also secure appropriate replacement planting to compensate for the removal of trees to the rear of the site.

- 6.4 The applicant has provided an outline sustainability statement and energy assessment, which show how the Council's sustainability related policies are to be met. However the Energy Assessment provided is based on standard energy benchmarks as no detailed designs have been developed and highlights a number of possible options. Therefore the applicant should be required to provide more detail when it becomes available for each phase. The applicant has however offered a commitment to achieve a minimum BREEAM rating of "Very Good" and to provide a renewable energy system which displaces up to 20% of carbon dioxide emissions above Building Regulations. This commitment could be secured via condition.
- 6.5 The application is accompanied by a Flood Risk Assessment. Subject to the imposition of a condition regarding surface water drainage, the Environment Agency is satisfied with the proposals.
- 6.6 Given the scale of development, there would be no implications in terms of affordable housing, education, highway or any other contributions or obligations as expressed within Policy DC72.

7. Conclusion

- 7.1 In summary, the proposed outline scheme will provide a range of benefits, including the provision of updated fit-for-purpose College facility, which will enable the Havering College to compete effectively in the further education sector within the region. It would provide enhanced physical and visual linkages between the site and the surrounding area, through the provision of modern high quality facilities.
- 7.2 The proposed development will enable Havering College to retain and improve its presence in Ardleigh Green and address operational issues associated with the poor space utilisation of the College and the degradation of the buildings on the site. The provision of new facilities will allow the College to continue to attract and retain students and provide a stimulus for ongoing learning.
- 7.3 The redevelopment proposals for the Ardleigh Green Campus have been developed in the context of national, strategic and local planning policies and the scheme is in accordance with all relevant policies and guidance contained in the Local Plan, the London Plan and national planning policy guidance, and will provide a range of planning benefits of national, regional and local significance.
- 7.4 Taking all of the factors detailed above into account, Staff consider that as a matter of judgement, Outline Planning Permission can be given.

8. Financial Implications and Risks

- 8.1 None.

9. Legal Implications and Risks

9.1 Planning and other agreements will not need to be prepared.

10. Human Resource Implications

10.1 None.

11. Equalities and Social Inclusion Implications and risks:

11.1 The Council's planning policies are implemented with regard to Equalities and Diversity.

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CHERYL COPPELL

Chief Executive

Background Papers List

1. The planning application as submitted or subsequently revised including all forms and plans.
2. The case sheet and examination sheet.
3. Ordnance survey extract showing site and surroundings.
4. Standard Planning Conditions and Standard Green Belt reason for refusal.
5. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
6. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.
7. The relevant planning history.