

GREATERLONDONAUTHORITY

██████████,
London South East Colleges,
Rookery Lane,
Bromley,
BR2 8HE

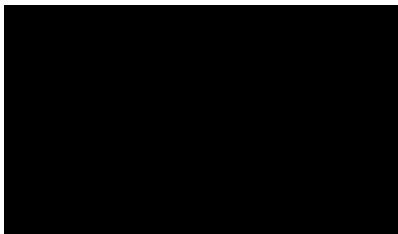
23rd August 2018

Dear ██████████

London Review Panel: London Aerospace and Technology College

Please find enclosed the London Review Panel report following the review of London South East Colleges' London Aerospace and Technology College, on 16th August 2018. On behalf of the panel, I would like to thank you for your participation in the review and offer the panel's ongoing support as the scheme's design develops.

Yours sincerely,



Mayor's Design Advocate

cc.

All meeting attendees

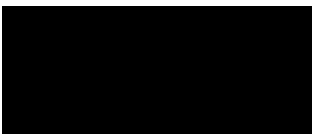
Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills

Lucy Owen, Executive Director of Development, Enterprise and Environment, GLA

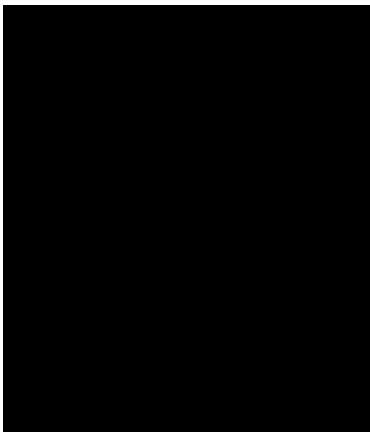
**Report of London Review Panel meeting
London Aerospace and Technology College**

16th August 2018
Greater London Authority, City Hall

London Review Panel

 (chair)

Attendees

 London South East Colleges
Academy Consulting
Academy Consulting
Richard Hopkinson Architects
Furness Green
Lichfields
RPS
GLA Regeneration and Economic Development
GLA Regeneration and Economic Development
GLA (panel manager)

Report copied to

Lucy Owen
Jules Pipe

GLA
Deputy Mayor for Planning, Regeneration and Skills

Summary

The London Review Panel (LRP) think that London Aerospace and Technology College (LATC) at Biggin Hill Airport is a commendable project both in terms of its aims to open pathways to careers in aerospace to more Londoners, and its overarching design intentions which address a challenging site and future-proof to enable flexibility and possible expansion. The panel were impressed by the project team's appetite to engage with partners, within industry and other local and regional colleges, to provide meaningful learning experiences for students.

The LRP highlight the place-shaping potential of the project, given the planning context, anticipated future masterplan and wider aspirations of Biggin Hill airport. While the LRP appreciate that the project team cannot control the programme of these wider changes, they urge the project team to think beyond the boundary of the site and consider both how the facility makes a visual statement about the future of the area and how the routes and connections could be improved to improve the experience of students and staff accessing the college.

The LRP feel that more could be done with landscaping treatments to respond better to college's natural location and its industrial context and to promote use of external space by students and staff.

The LRP are impressed with the overall design ambition and feel that a robust procurement route that enables this design ambition to be upheld through the construction phase is very important to the success of the scheme.

Place-shaping role

The LRP understand that the LATC site is within an industrial estate and accessible only via a service road and as such is challenging in terms of its accessibility and its public presence. The LRP urge the team to think about how this connection could be improved. The panel encourage the project team to produce a strategy for landscaping, servicing and transport that considers these issues in the round and could be used as a tool to engage with other key local players, including the local authority and the airport.

The panel also encourage the project team to interrogate their ambition for the college to create a 'hub', questioning how and when visitors are likely to access the facility and what its role would be in welcoming external visitors, and in turn spatially planning for these needs accordingly.

Transport connectivity

The panel recognise that the college would be relatively well served by local bus routes connecting to a wider transport network, but that the bus stops that service the site could helpfully be moved closer to the western end of the site access road. The panel welcome the GLA's offer to facilitate a conversation with TfL and other local partners, including the airport, to realise this ambition.

Further analysis of the access road is necessary to understand how the road is currently being used, what the different types of users are, whether it is safe for an increased number of pedestrians and cyclists and whether pavement widths, legibility of crossings and signage could be improved to support this function.

The LRP also question the likelihood of cycling as a significant share transport choices to the site considering the large catchment area of the college and query if more local cycle routes (for example to Biggin Hill or New Addington) could be supported by a cycle hire scheme.

Landscaping

The LRP feel that the landscaping treatment within the site boundary could be further developed to better respond to the natural environment of its surroundings. The proposal for formal, linear tree planting is questioned, and the panel suggest a more organic approach to planting possibly in groves. The panel suggest that the industrial nature of the LATC's setting could also provide a cue for a robust, hardworking environment that is not overly manicured but creates a strong sense of arrival.

The proposed canopy is welcomed as having potential to frame the arrival to the site and as being an important dwell space for students, however, the panel suggest that the canopy could benefit from being more permeable enabling views and access to the site, as well as be part of the college identity. The resolution of the location of cycle parking would be part of this.

The panel also question the nature and role of various 'spill-out' spaces across the site and whether more could be done to promote certain types of external use, for example the external space next to the canteen could be used by students for dining or parts of the site could accommodate recreational activities.

Arrival space

The LRP are highly supportive of the flexible arrival space at the heart of the college, recognising that more and more learning is taking place in less formal learning environments, that socialisation of individuals is an important part of a learning experience and that the space would play an important role in welcoming visitors and creating a 'hub'. The panel support the generous proportions of the space and in particular the broad staircase, which the design team could develop through detail design and material choice to serve as both a staircase and a form of auditorium and dwell space.

Future proofing

The panel commend the designs as flexible to enable to future changes to teaching methodologies, expansion of offer, extending of facilities and potential for the college to include a commercial offer, possibly servicing the airport. The flexible arrangement of the hangar space, using moveable partitions and furniture to curate learning environments, is considered an appropriate response to

need. The panel question whether more could be done to support the potential of further aircrafts being gifted or loaned to the college.

Materiality

The LRP support the semi-industrial style to materiality including use of perforated expanded metal and the use of projecting windows to frame activities. They urge the design team to be ambitious and push this approach. The panel cited Herzog & de Meuron's Laban Centre in Deptford as a useful precedent for a learning space in an industrial context that playfully responds to an industrial aesthetic with a simple building wrapping (in this case a semi-translucent polycarbonate facade) and frames important moments in the building.

Environmental performance

The LRP commend the project team's ambition for a BREEAM excellent rated building and recognise that considerable thought and planning has been put into how this can be achieved. The panel encourage the team to consider some further areas in ensuring the building's environmental performance including how the circularity of building materials (particular considering the plans for adaptation and expansion) and services can be integrated into designs at this stage, the possibility of integrating a SUDS system and whether the large roof can be used for generation of photovoltaic solar energy.

Procurement

The panel understand that a Design and Build contract will be taken forward and that the design team will be novated to oversee the construction period. The panel highlighted that the nuances of this relationship are important and that various options for the design team should be considered including working to both the contractor and the client. The panel cited the RIBA's, 'Building in Quality', initiative, and the associated 'Quality Risk Tracker' which is intended as a tool for managing quality in D&B procurement routes. The LRP note that the GLA should remain involved in decisions taken with this regard.