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1.0 THE PAST

1.1 The Barracks (Western section of the campus)

Part of the College occupies the site of Gibraltar Barracks which was built in 1878 for the Suffolk Regiment. The perimeter of this area is defined by the Barrack wall which is a listed structure.

The original regiment was raised in 1685 by Henry, Duke of Norfolk and was known in its early years by the name of its current colonel. In 1751 when regiments were given numbers to mark their seniority, it was designated the 12th Regiment of Foot. It became the 12th, or East Suffolk Regiment in 1781 and the Suffolk regiment in 1881.

From 1878 to 1959 the barracks formed the training depot for the Suffolk Regiment providing basic training for the recruits.

In 1959 training ceased and the barracks was moved to Blenheim Camp in Newmarket Road.

The extent of the barracks can be seen from the historic photographs included in **Appendix 1** of this narrative. The photographs taken in the early 1950's show the barrack buildings including the large Hospital complex, Drill Shed, QM's Stores and Theatre constructed in the woodland area now referred to as the 'Copse'. The location of these buildings is indicated in a broken line on the proposed master plan.

In 1968 West Suffolk County Council purchased the site from The Secretary of State for Defence and began a programme of development which, over succeeding years, saw the college expand to meet increased demand.

In 1974 ownership was vested in the new Suffolk County Council and was passed on to West Suffolk College Corporation in 1993.

1.2 Eastern section of the Campus.

The eastern section of the campus occupies the site of an old chalk quarry and open space including nursery gardens/allotments and was purchased in 1953 from the Bristol Estate. Construction of the first buildings on the site began in 1959 with Edmund House followed shortly after by Suffolk House and the Industrial Training Centre. Records show that old chalk works cavities were found during the construction of Suffolk House and an indication of the location of these cavities is shown on the building plans.

1.3 Archaeology

An archaeological study of the site has been carried out by the archaeological department of Suffolk County Council. Their report is attached as **Appendix 8**.

2.0 THE PRESENT

2.1 Development to date

Since construction began in 1959 West Suffolk College has developed on the spare land to the east and the site of Gibraltar Barracks to the west within the surrounding high brick wall. This process has unfortunately generated a development physically divided into four separate north-south strips A – D:-

- A. Suffolk House/Edmund House/ITC on the densely built-up strip to the east of the 'Barracks' site, bounded to the west by the high barracks 'perimeter' wall and existing site service road along its full length, with the single main site entrance off Out Risbygate to the south.
- B. The Australia House/Gibraltar House/Courtyard less densely developed strip, which is at a significantly higher ground level to and separated from Suffolk House/Edmund House/ITC strip by the high barracks wall and bounded to the west by the main car park area.
- C. The full-length main open car park area, which occupies the site of the old parade ground bounded to the west by the 'Copse' and with a single vehicular access route across the southern end leading to the Out Risbygate single road access.
- D. The 'Copse', an under-used wooded parkland area on the site of the old barracks mess buildings and hospital, within the western half of the barracks perimeter walled enclosure. Restricted vehicular access is available only from the car park on to the old barracks road system and this is used for maintenance purposes. There is a network of both formal and informal footpaths.

Although the existing College buildings on each side of the barrack wall are connected by external steps and ramps off the north-south service road, the changes in level and the presence of the 'listed' barracks perimeter wall have made full integration of the College facilities very difficult to achieve effectively and will continue to have a detrimental effect on the overall development of the site in its current format. This is particularly noticeable with the 'Copse', which is currently a relatively isolated area and largely unused by the College. In addition, the age of the existing building stock and the increasing cost burden of upgrading the present buildings to meet latest education standards and course requirements, now make complete redevelopment of the College site a priority consideration.

3.0 THE FUTURE

3.1 Proposals for the new College Campus (Constraints and Opportunities)

Plans showing the constraints and opportunities considered in the development of the Master Plan are included in **Appendix 2** of this narrative.

The existing single road entrance off Out Risbygate is currently and has for some considerable time been a major contributory cause of traffic congestion on this important east-west route out of Bury St Edmunds, particularly during 'rush hours'.

The advent of the Council's new 'Public Service Village' proposals for their Western Way site and the consequential public road system improvements associated, present a major opportunity to relocate the main College vehicular access to the north-west corner of the overall Campus site, off Beetons Way. The new College access at this point will take full advantage of the Council's proposed new bus/coach 'drop-off and transport hub' area serving the Public Service Village and newly refurbished Sports Centre adjoining. This has the benefit of removing the majority of the College vehicular traffic from the existing Out Risbygate entrance and in consequence easing the periodic congestion experienced in that road as a positive result.

Having opted to change the focus of the main vehicular access to the College site, it now affords a great opportunity to completely replan the layout of the whole site and integrate all areas into one single harmonious operation. This can be done most effectively by swinging the main axis of the Campus complex through 90°, from the existing north-south direction to a new east-west axis.

The 'Copse' would still be retained as a 'managed parkland' area, but will now be fully incorporated into the new Campus layout, with new designated pedestrian and cycle routes giving direct access to the new College buildings from both Out Risbygate in the south-west corner and Beetons Way in the north-west corner of the site. Use of this area would also now be actively encouraged, increasing the bonding of the College within the local community, with this natural quiet recreational area fully integrated into the every-day life and activities of the new Campus.

Opportunities can also be taken to embrace the Grade 2 Listed Keep building within the proposal to provide views of the building from and to the new campus. The listed barrack wall previously acted as a physical barrier and constrained the day to day operation of the College. The new plan uses the wall as a natural partition separating the trade/engineering building use from the 'academic' building uses providing a visual and acoustic split. The wall will also now form a backdrop for the managed woodland.

The benefit of the level changes can be exploited to reduce the impact of the two level car park proposed for the north east corner of the site and to enhance the elevation treatment of the new buildings overlooking the managed woodland.

The existing main aspect of the College is from Out Risbygate. This needs to be retained albeit as a secondary front and the opportunity is taken to provide a landscaped frontage which will benefit from the open aspect provided by the existing open space known as St Peter's Pit.

3.2 The New Campus Layout

The College Master plan is included in **Appendix 3** of this narrative

The new West Suffolk College Campus buildings will be arranged around a new and much enlarged 'landscaped' courtyard area adjoining the eastern 'barracks' wall, with the new 'Main Reception' building to the west side, with its front entrance foyer directly addressing the revitalized 'Copse', site entrance road and the new pedestrian/cycle routes.

To the north and south of the new courtyard will be located the new 3-storey 'Arts and Sciences' building for which planning consent has been obtained and a new 2-storey 'Higher Education' building respectively. Also to the north of the new courtyard area the existing Gibraltar House and Minden House buildings will be retained in a smaller intimate group with the relocated 'Sunshine Nursery' building. Within the eastern section of the courtyard a new 2-storey 'Library' and 'Café in the Park' building will be located, right at the 'heart' of the new Campus complex.

Completing this courtyard group of buildings will be a new 3-storey 'Academy of Dramatic Arts' building, in the north-west corner, with vehicular access directly off the new incoming site entrance road and adjacent to/serviced by the proposed new car parking areas adjoining. This building is intended to be a total 'all-teaching' high-quality facility, but also a highly desirable venue for local and visiting performance companies, both amateur and professional, and a regular alternative/'fringe' venue for the annual 'Bury St Edmunds Festival'.

Completing the Campus layout overall will be the new single-storey/double-height 'Construction Training Centre' building, located on the lower ground adjacent to the eastern site boundary, outside the 'barracks' wall. This building comprising largely specialist vocational workshops, with associated office and teaching spaces, but with ample capacity to incorporate further mezzanine extensions within the envelope, to accommodate future expansion of the facilities as and when required by the College.

Coloured sections through the site and a three dimensional view of the proposed campus are included in Appendix 3 to demonstrate the manner in which the buildings relate to each other, the levels on the site and their surroundings.

3.3 The New Campus Road System

The new site entrance road will provide direct access to the new parking areas to be located to the north of the new Campus buildings complex, part at ground level on the dis-used land adjoining the east side of the existing Sports Centre building and part as a new 'two-level parking' area in the north-eastern corner of the overall site. These new parking areas would also provide the Sports Centre with the possibility of additional shared parking facilities at weekends and during holiday periods, when not generally required by the College. A car park traffic study has recently commissioned and the results are included in **Appendix 4** of this narrative. The results show the peak parking times at the College and give an indication of the times when the College car park is less full. A similar survey has been carried out for the Sports Centre and, when available, the results can be used to establish times when parts of the College car park can be shared with the Sports Centre visitors.

It is proposed that the new College site entrance/estates road system will completely encircle the new Campus complex, providing ready access for emergency vehicles and servicing to all the Campus buildings. This new road system will, however, be 'barrier-controlled' on the east, south and west legs, restricting passage to authorized emergency and service vehicles, plus designated priority users only. These barrier-control provisions will also include the existing entrance to be retained off Out Risbygate, giving limited controlled access to the new designated staff parking areas.

Provision will be made at the new Beeton's Way entrance for unauthorised vehicles to turn and leave. A lay-by will be formed along the length of the road to allow larger vehicle to park whilst waiting for permission to enter the campus road network. In this way authorised users of the roads will be able to enter the site without causing an obstruction on the road.

To mitigate possible annoyance to the adjoining residential neighbours of the College in Grove Park, the eastern boundary of the site will be generally upgraded, with new walling/fencing full length and additional tree planting, to screen the new Campus buildings and service road from the adjoining gardens.

3.4 Phased Construction of the New Campus

Throughout the proposed redevelopment of the new West Suffolk College Campus, it is essential to maintain the ability of the College to function freely as a fully operational Educational establishment. To achieve this, it will be necessary to plan and programme the new construction works very carefully at all times around the existing building stock which will continue to remain in use by the College throughout the overall Campus redevelopment. This will be achieved by only demolishing the existing buildings when the permanent new fully-equipped alternative accommodation has been completed, handed-over to the College and is ready for full time occupation by the students and staff.

The following twelve construction phases indicate the proposed sequence for the replacement of the existing College buildings. This process has already commenced with the demolition of the original CTC building adjoining Gibraltar House, to make way for the new 'Arts and Sciences' building.

Drawings indicating the proposed phasing are included in **Appendix 5**.

The sequence would be:-

- Phase 1 Construction of the new 3-storey 'Arts and Sciences' building on the site of the already demolished CTC building to the north of the new courtyard.
- Phase 2 Construction of the new single storey 'Sunshine Nursery' building and new car parking area on the land adjoining the Sports Centre building east side and the new site entrance road. It is anticipated that the bus drop off point will be constructed at this time as part of the Beeton's Way approach road alterations.
- Phase 3 Creation of the new 'managed parkland' in the 'Copse.'
- Phase 4 Construction of the new 3-storey 'Academy of Dramatic Arts' building on the northern end of the existing main car park area.
- Phase 5 Demolition of the existing Burma House and Sunshine Nursery building and construction of the new 2-storey 'Higher Education' building on the same site.
- Phase 6 Demolition of the northern section of Edmund House and construction of the first part of the new single storey/double-height 'Technical Services' building, together with the new external yard associated, on the same site.
- Phase 7 Demolition of the existing Industrial Training Centre and Mechatronics buildings and construction of the new 'two-level parking' area on the same site, with extension of the new site service road, to provide access to the parking and new Technical Services building adjoining.
- Phase 8 Construction of the new main 3-storey 'Reception' building and new estate road adjoining (in part) on the middle section of the existing car park area.

- Phase 9 Demolition of Australia House and construction of the new 2-storey 'Café / Library' building and the enlarged landscaped 'Courtyard' on the same site, at the heart of the new Campus complex.
- Phase 10 Demolition of the existing Suffolk House building and the remaining southern section of Edmund House, including the existing Library block, and construction of the second part of the new 'Technical Services' building, in phase 6 above, and the associated external yard.
- Phase 11 Completion of the new 'site entrance/estate road system', including all associated traffic-control facilities, plus the remaining designated staff car parking areas and final 'woodland' paths proposals within the 'Copse'.
- Phase 12 Indicating the potential for construction of further College buildings on the south-east and south-west corners of the new Campus Courtyard, to accommodate future expansion needs of the College as and when they arise.

(The current total of FTE's funded by the LSC and by other means is 5427. The projected number of students similarly funded for 2015 is 6521. This represents a 20% growth over the next ten years).

Within these proposals, only two of the existing buildings will be retained within the new Campus layout, 'Gibraltar House' and 'Minden House' SEN facility, plus it's adjoining 'secure' teaching garden.

The proposed layout of the new Campus will endeavour to maximize the views towards the 'Copse' from all parts of the site and create exiting view corridors to the existing grade 2* listed castellated brick 'Keep' on Out Risbygate, the last remaining original building from the old 'Gibraltar Barracks', which appears to be within the general site area, although outside the College demise.

As can be seen from the proposed phasing of the works the construction of the building in front of the southern end of the Construction Training Centre/Mechatronics building is governed by the need for future expansion. The timing of the construction and the need for this new building is uncertain. The importance of this area as a principal feature and welcoming point for the College cannot be understated. The overall site layout will address the need to maintain a physical and easily recognizable 'presence' on Out Risbygate. This will include a feature wall masking the end of the Construction Training Centre building and car park and forming a backdrop to the landscaped frontage. The existing trees in this area will be retained as far as possible. A hard and soft landscaping scheme will be prepared by the Landcape Consultant for approval before implementation.

Management of the construction works during all of the above phases will be carefully coordinated with the College at all times, to ensure minimal disruption to the staff, students and visitors alike, who will have continual access to and use of the College facilities throughout the course of the overall redevelopment.

The details for the new buildings will comply with the legislation current at the time of construction employing energy saving designs and techniques appropriate for their use.

3.5 **The Listed Buildings**

The Listed building and structures within the College boundaries and vicinity will continue to form a valuable part of the master plan.

The section of listed wall which forms the division between the trade/engineering and academic uses of the College currently provides a pedestrian link between two areas via four openings in the wall. The rearrangement of these access points will involve the bricking up of two of the existing openings and the formation of one new opening and ramp. This work will be carried out in a sympathetic manner fully considering this historic structure.

The wall figures highly on the College maintenance programmes and is included in the forward maintenance programme. The ongoing maintenance includes the removal of plant growth on the faces of the wall, the repointing and replacement of defective areas of brickwork and the infilling of redundant openings. This work will continue in the long term. The removal of the plant growth on the face of the wall will reveal the brickwork which will provide a suitable backdrop to the managed parkland.

The areas of wall in the vicinity of the new construction works will be protected in a manner which will not cause damage to the structure but will prevent damage from the works.

As mentioned earlier the barrack 'Keep' will be embraced within the proposal to provide views of the building from and to the new campus. The proposal seeks to remove the existing hedges and boundary fences to provide an open aspect. The boundaries between the college and the Keep will be defined without obstructing the view of this important building. Discussions are taking place between the College and the Regiment representatives to agree ways in which shared access could be provided such that visually the Keep will be part of the Campus setting.

The plague stone situated in the south east corner of the site will be unaffected by the early stages of the works. However it is situated in an area which will be the subject of a formal landscaping scheme and the stone will be fully integrated. The stone will be protected from damage as necessary during the course of any adjacent works.

3.6 **The Managed Parkland**

The College has commissioned a Landscape Consultant to advise on the arboricultural and ecological issues associated with the plan to deal with the 'Copse' and its incorporation into the overall plans for the Campus. The Landscape Consultants sketch proposals for the 'Copse' and drawing showing the line of the northern access road in relation to the Ecology Walkover Survey and the Bio-Diversity Plan is included as **Appendix 6**. Please note that the Bio-Diversity Plan is a separate document.

In conjunction with West Suffolk College the Landscape Consultant will prepare a Landscape Management Plan for the long term management of the Copse which will define and programme further works on a staged basis that will cover further surveys, longevity works to mature trees, further planting, habitat creation, works to the walls and the interpretation of the site's ecology and history.

The pathways and accesses through the parkland shown on the proposed plan are directly related to existing historic routes. These are referred to as 'Historic ghost avenues and crescents' on the Copse landscaping sketch proposal in Appendix 6.

3.7 **The College Travel Plan**

West Suffolk College has a large catchment area including outlying districts not served by a regular public transport system.

The College has a responsible attitude to travel to and from the College and the need to reduce the level of car usage. To this end several initiatives are in place and these can be outlined as follows:

- The promotion of public transport use.

The Suffolk County Council finance bus and coach services to cover the outlying districts to encourage students not travel to the College by car.

A copy of the current bus timetables held in the Student Welfare Department at the College is included as **Appendix 7**.

- The reduction of car usage.

The College has a flexi time arrangement to assist the staggered staff attendance timetables which facilitates car sharing in some instances.

This arrangement also allows staff arrivals and departures to be spread over a period of time and ease the strain on the exit onto Out Risbygate caused by peak departures and arrivals.

The flexi time arrangement can also allow staff to make use of more suitable off peak timetables for the public transport system.

- The promotion of cycling

The College provide a number of cycle racks on the campus the numbers of which have recently been increased. Shower and changing facilities exist on the site.

A similar increase has been made in the provisions for motor cycle parking spaces.

The master plan makes provision for lit cycle ways through the managed parkland to facilitate better access to the campus off the neighbouring streets. A similar approach has been shown off Out Risbygate.

As part of the College Health and safety policy signage will be erected requiring cyclists to dismount at the periphery of the campus and transfer cycles to the covered racks on foot.

- The promotion of walking.

The master plan also makes provision for lit pedestrian ways through the managed parkland. This should improve access to the campus from the neighbouring footpaths.

3.8 Car Parking

The current car parking provision is 430 spaces. An equivalent number of spaces have been provided in the proposed master plan. This provision intentionally does not allow for an increase in student numbers and the College is investigating a plan to restrict the use of the parking provided on the Campus to essential users.

The College already has an incentive in place to promote the use of the local multi-storey car park by offering a considerably reduced annual rate for the use of the car

park by students Monday to Friday. They are considering the use of a shuttle bus service from the car park to the College, albeit a short distance to encourage students to park off campus.

It became obvious from the recent public consultation that the disincentives caused by the College car parking charges are encouraging students to park in the local residential areas. The College is very keen to maintain their good relationship with their neighbours and is working with the Council and the local police to address this problem. It may be that if the local residents will accept a resident's parking permit system the College would subsidise the cost and this is under serious consideration. It is hoped that these measures will further discourage the use of car transport and encourage the use of the public transport system and coach services provided by the College or promote the use of the local multi-storey car park.

4.0 THE PROCESS

4.1 Public Consultation

The first round of public consultations took the form of a drop-in arranged for 6th October 2006 using Aussies restaurant within Australia House at the College as a venue. Invitations were issued to all residents in the vicinity of the College with the object of gauging their initial response to the draft master plan proposed.

Over 150 residents visited the display but unfortunately not all completed the attendance sheet. Each resident was asked to complete a questionnaire under headings of Traffic, The Copse, College Neighbours and The College Buildings.

Copies of the attendance sheet and the questionnaires complete are included as **Appendix 9**.

The feedback from the consultation highlighted the local resident's particular concerns about the following:

- Travel and car parking
- The Copse and trees along the new access road route
- Overlooking of properties in Grove Park and
- Archaeology

All these issues have been addressed in the Master Plan proposal.

This process will continue arranging similar public consultations involving the local community (to provide an update on the proposal), service providers, public transport operators and the parish councils and other interested parties.

4.2 Implementation and delivery

The implementation of the master plan has been considered in relation to the anticipated funding and an outline programme prepared. The programme is included as **Appendix 10**.

The funding is provided by EEDA, the LSC and UCS. The main driver for the scheme is the LSC. Applications for the first phases of the development have been made and are under consideration.

In order to maintain a coherent development design briefs and guidelines will be prepared for each phase. If necessary a design review/advisory panel will be appointed to monitor the design and ensure building compatibility.

At each stage of the development the proposals will be monitored against the principles of the original master plan and if appropriate amendments will be made. The master plan will be considered as a living document and kept informed of the proposals as they are developed.

4.3 Transport

A transport assessment will be prepared. It is essential to fully resolve the transport issues surrounding the master plan proposal to ensure a positive perception for the long term success of the scheme. An holistic approach is required and ideally this should be undertaken jointly for the College and adjacent PSV schemes. With this in mind and in the light of the previous work which has been undertaken for the PSV the logical approach is to appoint the consultant's who have already prepared an assessment for the Public Service Village. This will introduce some synergy between the two schemes which are in the same locality.

4.4 Planning Policy Background

1.1 This Masterplan has been prepared to meet the requirements of the draft replacement St Edmundsbury Local Plan 2016. Although this local plan has not been adopted, the policies contained within it have been through the Local Plan Inquiry and the Inspector is due to publish his report in April of this year.

1.2 Policy BSE16, found in Part Two (Local Action Plans) of the local plan, relates to the expansion of the educational premises at the West Suffolk College site. It states that such expansion will be permitted provided that there would be no unacceptable impact upon the amenity of the site and surrounding area; provided that a travel plan is produced; and provided that additional car parking is provided. Further, Policy BSE16 requires that a Masterplan be produced for the site.

1.3 Policy DS5 Masterplans, requires the preparation of a comprehensive Masterplan for the site and sets out the elements that the Masterplan would be required to contain. Of those elements the following are considered to be relevant to the redevelopment of the West Suffolk College site:

- a) Site boundaries and phasing including growth beyond the plan period
- c) Major landscaping and open space proposals
- d) Bio-diversity plan
- j) Location and design principles
- k) Pedestrian and cycle links
- l) The basic road network and links to the existing highway network
- m) Public transport links and proposals to limit dependence on the private car
- n) Measures to promote sustainable living
- o) The expected phasing and funding release and implementation timetable, including beyond the plan period.

1.4 Policy DS5 also requires that the Masterplan is prepared in consultation with the community.

1.5 Policy T1 requires that a Transport Assessment demonstrating how the proposal seeks to minimise the need to travel and encourage journeys by sustainable modes should accompany proposals for major new development.

1.6 Policy T3 also requires that a Travel Plan be prepared. The Travel Plan would seek to encourage the use of sustainable methods of transport and enables agreed targets for the reduction in the use of the private motor car to be achieved.

1.7 Other policies included in the local plan of relevance to the redevelopment of this site are:

Policy DS4 (Development design and Impact)

Policy L5 (Safeguarding parks and open spaces)

Policy T2 (Hierarchical approach to site access)

Policy T5 (Parking standards)

Policy T8 (Cycling and pedestrian strategies)

Policy HC1 (Alterations and extensions to Listed Buildings and development within their curtilage)

Policy HC2 (Demolition of Listed Buildings)

Policy HC9 (Sites and features of archaeological importance)

Policy NE1 (Impact of development on sites of biodiversity and geological importance)

Policy NE2 (Protected Species)

Policy NE3 (Protection of the landscape)

Policy FC4 (Utility services)

Policy IM1 (Developer contributions)

1.8 In addition to meeting the requirements of the Replacement Local Plan regard has been paid to the guidance on preparing a supplementary planning document contained in Planning Policy Statement 12: Local Development Frameworks. Under this guidance a Sustainability Appraisal of the Masterplan is required to enable the Masterplan to be adopted as a Supplementary Planning Document.

4.5 Sustainability Assessment

The West Suffolk College Masterplan Sustainability Assessment is included as **Appendix 11** of this narrative.

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