



BOND BRYAN  
NORTH LINDSEY COLLEGE  
DESIGN AND ACCESS STATEMENT

FS0014-BBA-XX-XX-T-A-0005-S4-P01  
31<sup>st</sup> July 2023





**CONTENTS**

- 1.0 Introduction
- 2.0 The Brief
- 3.0 The Process
- 4.0 Design Statement
- 5.0 Access Statement



**1.1 OUR TEAM**

The DfE has appointed a team of specialists to work with them to develop the detailed design for the new facilities. These professionals bring considerable knowledge in their specialist fields but in particular to design and delivery of education facilities. The key design team members are as follows:

- Architect: Bond Bryan Architects Ltd
- Landscape Architect: One-Environment
- Structural and Civil Engineer: ROSCOE
- Mechanical and Electrical Services Consultant: BAM Design
- Sustainability: BAM Design
- Acoustic Engineer: SRL
- Ecology: RSK BioCensus
- Transport: Fore Consulting
- Planning: ADAS Land
- Fire: Ashton Fire
- Principal Contractor: BAM Construction
- Cost Consultant: BAM Construction
- FF&E: Red Apple



**Bond Bryan**  
 Lead Consultant  
 Architect



**ADAS Land**  
 Planning Consultancy



**BAM**  
 Main Construction Contractor  
 Sustainability Consultants  
 Structural and Civil Engineers  
 Mechanical & Electrical Services



**Ashton Fire**  
 Fire Engineering  
 Consultancy



**One-Environment**  
 Landscape Architect



**Fore Consulting**  
 Transport Planning  
 Consultants



**SRL**  
 Acoustic Consultancy



**RSK**  
 Environmental Consultancy



**Red Apple Designs**  
 FF&E

**1.0 INTRODUCTION**

North Lindsey College is part of DN Colleges Group (DNCG) and a large provider of further education and training across Yorkshire and the Humber. DNCG operates from two main sites, Scunthorpe and Doncaster. The curriculum taught is wide ranging with many specialised programmes that require specific purpose built rooms and resources. The curriculum is from pre-entry level to level 7.

The College has around 16,000 students with over 6,000 adult students, 4,500 16-18 students. DNCG is the 5<sup>th</sup> largest college provider nationally with over 2,500 apprentices and is a large provider of Higher Education with around 2,500 students.

The College operates from a single site to the West of Scunthorpe town centre with buildings totalling circa. 26,500sqm GIFA. This has been reduced from 31,800sqm before phase 1 (2015) of the estate strategy. The College's estate has been developed over a number of years with the original Lindsey buildings dating back to the 1950's and 60's with more recently constructed single storey structures built over the last 20 years. The College acquired two large former factory buildings in 1998 and 2008 for workshop activities, with one being demolished in 2015.

The largest building, Lindsey, offers very poor accommodation and requires radical intervention or replacement to maintain suitable accommodation for the College. The majority of the rest of the estate requires further investment to bring services and spaces up to acceptable standards. The site as a whole also lacks cohesiveness required for a welcoming and navigable campus with no high quality external social spaces beyond those delivered in phase 1.

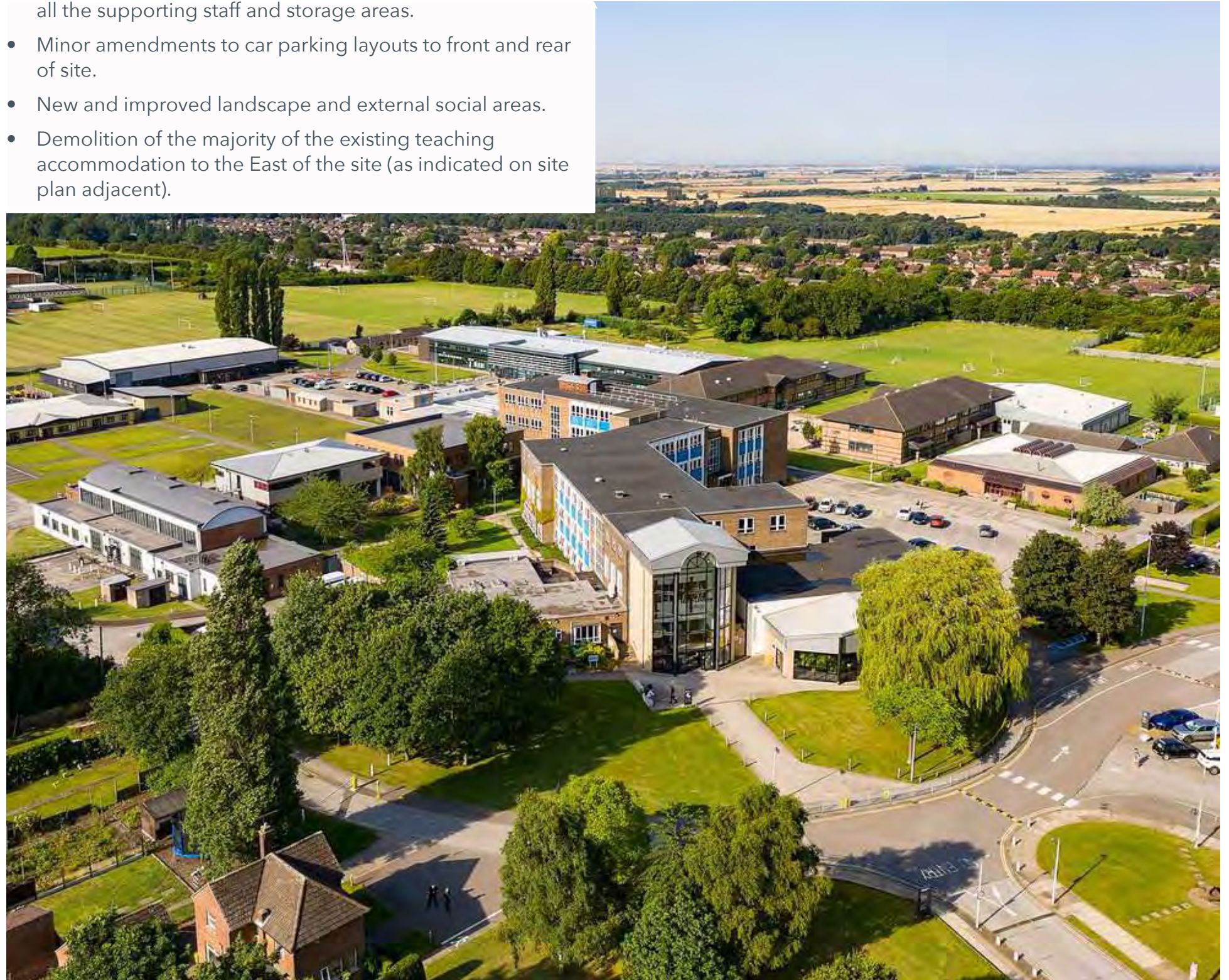
The key purpose of this Design and Access Statement is to set out the architectural design intentions for the proposed development and is to be read in conjunction with all drawings and documentation included in the application.

The proposals can be summarised as follows:

- The construction of 3-storey teaching block that accommodates all the General and Specialist teaching classrooms, Administrative suite, Dining and Auditorium and

all the supporting staff and storage areas.

- Minor amendments to car parking layouts to front and rear of site.
- New and improved landscape and external social areas.
- Demolition of the majority of the existing teaching accommodation to the East of the site (as indicated on site plan adjacent).



## 2.1 EXISTING SITE

DN Colleges Group (DNGC) is a significant regional provider of further education training operating from two main sites in Scunthorpe and Doncaster. The college currently caters for a total of 16,000 students with a total of 4,210 pupils at the Scunthorpe site. The current college is designed for 3204 FTE student spaces, age ranging from 14-16 years, 16+ and adult learners.

The college is located on Kingsway, Scunthorpe, approximately 1 mile outside of the town centre. It is bounded by residential properties to the East and West and University & Central Park to the North.

The main entrance to the site is off Kingsway, functioning as a one way system with specific entrance and exit routes to minimise congestion. A separate dedicated entrance serves the Beacon building and Global House, located to the west of the site and currently leased to the NHS.

The site is bordered by residential properties to the East and West of the site, North Lincolnshire University Campus and Central Park to the North and John Leggott Sixth Form College to the South.

## 2.2 PROJECT SCOPE

DfE have provided a comprehensive project brief as part of the ITT documentation that identifies works required for the funded project.

The College operates on a single site and comprises a number of independent buildings. The estate has been developed over a number of years, with tired 1950's/ 60's buildings to more modern buildings. The campus is utilitarian and does not support the welcoming, quality, supportive environment required of a modern college. Following an extensive period of consultation and surveys, the buildings designated in poor condition are the central Lindsey building, HE Centre and Maurice Taylor building. The site as a whole lacks cohesiveness and there are no high quality external social spaces, with some of the more recently completed buildings not relating to the rest of

the campus.

The Feasibility Study completed by DfE, explored three options for the building works. Each option was evaluated in terms of cost and build ability, educational drivers and college's vision. The preferred option was identified and has served as the starting point for this design stage. The Feasibility Study together with DfE's Generic Design Brief, College Specific Brief (CSB), Technical Annexes and College Specific Schedule of Areas form the basis for the scope of this project, which in brief comprises:

- The new college building is designed for pre-entry level to level 7 with 1,400 pupils and staff for ages 14-16 year, 16+ years and adult learners. A SEND provision is also required and is integrated to the west of the new building on the ground floor. The SEN will have its own entrance with drop off and pick up points.
- Target gross internal floor area of 7,924 m<sup>2</sup>, split over 3 floors along with a 300 m<sup>2</sup> maintenance shed.
- Retain existing buildings:
  - Alan Jackson House
  - John Oddell Building
  - Engineering Technology Centre
  - Animal Care Centre
- Associated high quality soft landscaping to enrich teaching options and social interactions to be implemented.
- Proposed Design to allow use during evenings and weekends.
- Both the college and DfE brief are focused on improving sustainability of the site (the new buildings will achieve zero carbon in operation) and embed sustainability focused topics into curriculum.
- The green credentials are further supported by most teaching spaces achieving natural daylighting targets and cross ventilation.
- College to remain fully operational throughout the construction phase.

- Improvement in site utilisation to create an opportunity for disposal of part of the site.

## BUILDING CONDITION

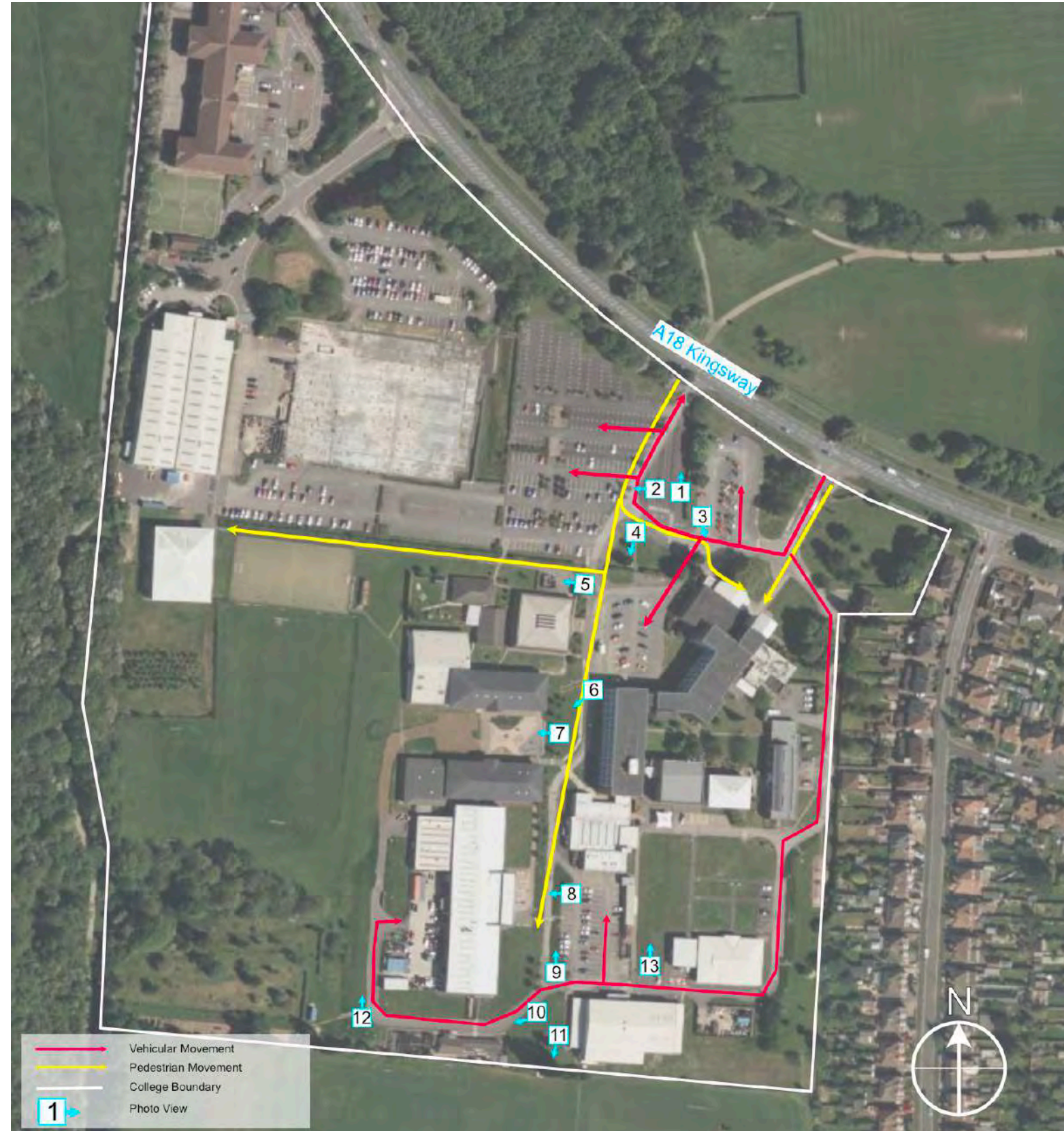
The college currently operates within an older estate which has been developed over a number of years from the original Lindsey buildings from the 50's/60's. The campus has recently received significant investment during Phase 1 of works but areas of poor-condition and suitability still exist. The buildings particularly problematic in terms of condition are the following:

- Central Lindsey Building
- HE Centre
- Maurice Taylor

Building condition surveys were undertaken to ascertain the condition of each of the blocks across the site and it was noted the above buildings removal should be prioritised.

The removal of these buildings and with the College's current extensive site ownership, could allow for an opportunity for disposal of part of the site to the East. This would allow for a new main block positioned to the North of the site, creating a face for the College from the road while achieving the Colleges aspirations for a more consolidated, interlinked campus.

2.3 SITE VIEWS



Site Movements and Photo Locations



Photo 1 - Bus drop off and vehicular exit



Photo 2 - Vehicle parking

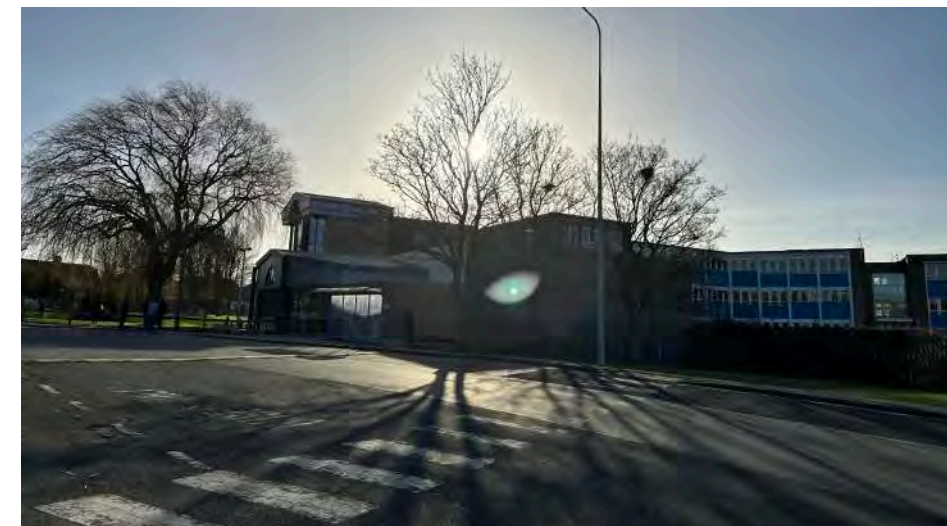


Photo 3 - View towards Lindsey building



Photo 4 - View to secondary site entrance



Photo 5 - Footpath to West of site



Photo 6 - Allan Jackson and John Odell buildings



Photo 7 - View between Jackson and Odell building to sports pitch



Photo 8 - Engineering Centre



Photo 9 - Existing road through site



Photo 10 - Road to animal pens



Photo 12 - Service road to rear of Engineering building



Photo 13 - Rear of Lindsey building

### 3.0 THE PROCESS

The proposed scheme has been developed based on the project brief provided by the DfE as referenced in Section 2, existing site context and the local planning requirements.

A series of six Client Engagement Meetings have taken place during the design process so far. The design progression was presented at each of these meetings and key client decisions were made. The developed design has then been submitted to DfE for evaluation. These proposals, therefore, are an outcome of all the feedback received thus far from all stakeholders and the college and the constraints and opportunities posed by the existing site.

### 3.1 SITE ANALYSIS

#### Site Constraints & Opportunities

The proposed site is located off Kingsway (A18) with existing vehicle parking/ drop off and bus drop off to the front of the site which is to be retained. The pedestrian route servicing the drop off and parking will be enhanced to provide direct access to the new building. Access points around the new building will be provided to allow external circulation around the site.

- The existing site has one entrance and exit with vehicular circulation via a one way system. This existing strategy is to be retained to allow ease of access to the site and to mitigate congestion in and around the site.
- Site area to the south of the proposed building is to be retained for future expansion and student amenity. Therefore car parking requirements will be largely retained to the north of the site with potential utilisation of the concrete slab, currently identified for the contractors compound.
- The existing college must remain fully operational during construction. Demolition works of the existing building will take place once decanting has been completed. It is proposed that demolition will be phased due to the requirement for maintaining a usable service route around the site.
- External levels across the new building (East to West) require

a drop of 1.3m which will effect the external landscape and movement in front of the building.

- Location of the new building will require relocation of existing Nursery. The College has made a separate planning application for a new nursery building located at the rear of New Beacon House.
- Positioning of new building will close off the top of the site creating a secure line and a boulevard to the centre of the site enabling distribution of staff and students to other buildings within the site.

### 3.2 DESIGN CONTEXT

The Control Option (Image 1) forming part of the Feasibility Study was presented to the Local Planning Authority by the DfE. A detailed response was provided by the LA, noting key bullet points from a planning perspective. The control option was assessed in terms of the site layout, redevelopment of the college, biodiversity, highways and safety and travel links.

Key points taken from the presentation were:

- Positive reaction to the principle of redeveloping the College considering the adopted and emerging local plan..
- Carry out a baseline assessment of current biodiversity.
- Transport planning officer was keen to understand if the use of existing access points would be re-used and how active travel links to the site could be improved.
- Senior officers were very supportive of the project.



Image 1 - Control Option Proposed By DfE

**3.3 MASTERPLAN PRINCIPLES**

The proposed design for North Lindsey College has been informed by the college, its curriculum requirement, opportunities and constraints offered by the existing site, potential for the colleges facilities to be available for use by the local community, and general consultation with key stakeholders. A number of design principles have therefore been identified to create a coherent campus masterplan:

**Phasing**

As the existing college is required to remain operational during the construction process, considerable thought was given to the location of the new building and construction zone. It was concluded that the only practical space available for locating the new college building was on the location of the existing nursery, which would allow the new building to close off the head of the site, creating a campus secure zone and boulevard behind. This would also allow the site to the east to be parcelled off for disposal as shown in figure 2.

The location of the new building would require relocation of the existing nursery. A location behind New Beacon House has been potentially earmarked for this building as shown in figure 3.

**Community Use**

Currently the college site is not used for community use during the day or evenings and is closed at the weekend. The college site has opening times between 7.30am - 9pm. Teaching of students is between 8.30am and 5pm with Further Educational learning and adult education in out of hours with classes on until 9pm.

The college has future plans to develop facilities which will be made available for community use.

**Access and Highways**

Although the proposed new building is a replacement for a number of the current college buildings on the existing college site, it is recognised that the location and design of the new

building provides the opportunity to retain the existing access as this works well for vehicles and create improved pedestrian access and circulation within the site.

The masterplan retains the single vehicular access into site off Kingsway, forming a one way loop to drop off areas, links to the parking zone and round to the existing exit back onto Kingsway. The masterplan seeks to provide clear pedestrian routes for staff and pupils with safe crossings. A segregated two-way access route to the east of the site is provided for service vehicles and staff car parking. This two-way road loops around the perimeter of the site where it changes to a single route, allowing SEN drop off/ pick up at designated times, aiding in the safe drop off of SEN students. Appropriate level of car parking (including dedicated electric charging points) for students, staff and visitors is included in the scheme. This is indicated in figure 4.

Pedestrian and cycle access is retained as existing off Kingsway.

The masterplan proposed has the potential to address the Local Authority's expectations while providing the college with a safe external environment with clearly segregated pedestrian and vehicular routes and secure site areas that are clearly zoned from public access.

**Landscape**

North Lindsey College is located within a large open site, with buildings sat back from the A18 Kingsway main road. The site is bounded to the east and west with residential properties and to the south is the playing fields and teaching buildings of John Leggott Sixth form college. To the north across the A18 is green space including Scunthorpe Central Park and playing fields. An extensive belt of mature trees, some with TPOs are present along the western boundary creating a natural screen between the college campus and the neighbouring residential properties. A number of mature high quality trees are also present within the centre of the site providing visual amenity but also restricting the area of land available for development.

The objectives of the proposed scheme has been to minimise tree loss and retain the parkland feel of the site despite the challenges posed by the presence of an operational college and level change east to west across the site. The location of



Figure2 - 3D Massing - Existing Site



Figure 3 - 3d Massing - Proposed Option from Kingsway

the building has remained in the same position from the optioning stages, as the location was appropriate for enclosing the site and providing a parcel of land for disposal. It was determined from the beginning of the project that construction works should not interfere with the existing car parking and the existing MUGA, with the retained existing buildings being linked by landscape pedestrian routes to the new building. The new building location will be sited reasonably away from the north boundary to retain the mature trees along the main road and retain car parking provision.

The proposed landscape will provide a clear and coherent connection between the new building and the retained buildings for a holistic design solution.

The college currently has an existing grass pitch, located to the West of the site which will remain untouched.

**3.4 Design Consultation Process**

The design team have developed the proposals in line with the colleges brief and their operational policies and DfE documentation specific to colleges. These proposals have then been further consulted on by the Planning Authority and the general public.

**Client Consultation**

Client Engagement Meetings included the DfE PM & Technical Advisors, colleges Director of estates and Chief Finance Officer have taken place of a six week period. All meetings have been facilitated and steered by this group to ensure that the fundamental project brief, programme and budget are adhered to ensure best value for money is provided as well as providing a functional building with correct adjacencies and workable spaces have been provided that are suitable and work with the colleges culture and learning requirements.

**Public Consultation**

The Pre application meeting has taken a pace on the 19<sup>th</sup> July. As well as explaining the proposals, an opportunity was provided for the community to share their comments and feedback via a dedicated email address and feed back forms provided on the afternoon. There are no adverse comments received from the local community to date.

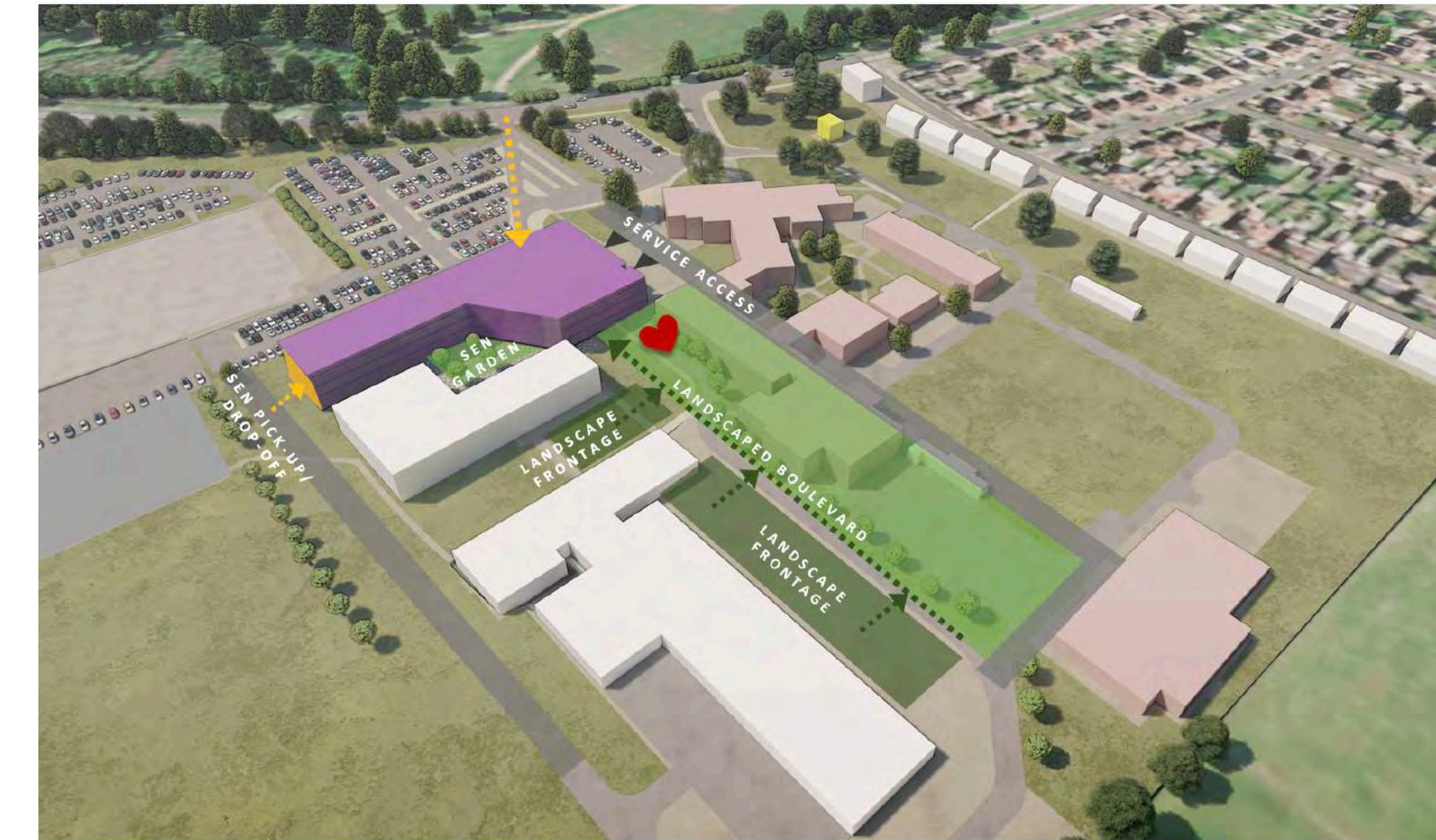


Figure 4 - 3D Massing Proposed Option Rear of Site

#### 4.1 SITE AND BUILDING OCCUPANCY

##### *Site area*

Red Line Boundary: 11.3 hectares

##### *Gross Internal Floor Area*

7,924m<sup>2</sup>

##### *Gross External Floor Area*

8,428m<sup>2</sup>

##### *Maximum no of Storeys*

3

##### *Typical Floor to Floor Height*

3600mm

##### *Building Occupancy*

Students (site wide) = 3204

FTE staff numbers = 354

##### *Externals*

Car parking spaces = 431nr inc. 22nr accessible bays

EV = 6nr

Accessible parking numbers = Prov. TBC 22nr currently

Minibus parking = No specific allocation

Motor bikes = Re-provision of current area

Cycle parking (covered) = 60nr bicycles

Coaches = 2nr (fleet vehicles owned by the College)

An area is also allocated for other fleet vehicles including 6nr Cars, 3nr Mini Bus and 2nr Vans.



Artists Impression - South Elevation of New Building from Boulevard

**4.2 SITING AND MASSING**

The key drivers informing the design development for the proposed scheme include:

- Existing site context including the constraints and opportunities as discussed in the previous section
- Planning advice received at feasibility stage.
- Where possible, ensuring that all of the mature trees on the site are retained and protected
- Need for the college to remain fully operational throughout the construction period
- Consultation with the College and the DfE

The design strives to respond sensitively to the existing context, taking advantage of the extensive number of car parking bays to the front of the site which will be retained, as well as existing buildings being retained and mature trees around the site which provide not only visual amenity but also natural screening within the site.

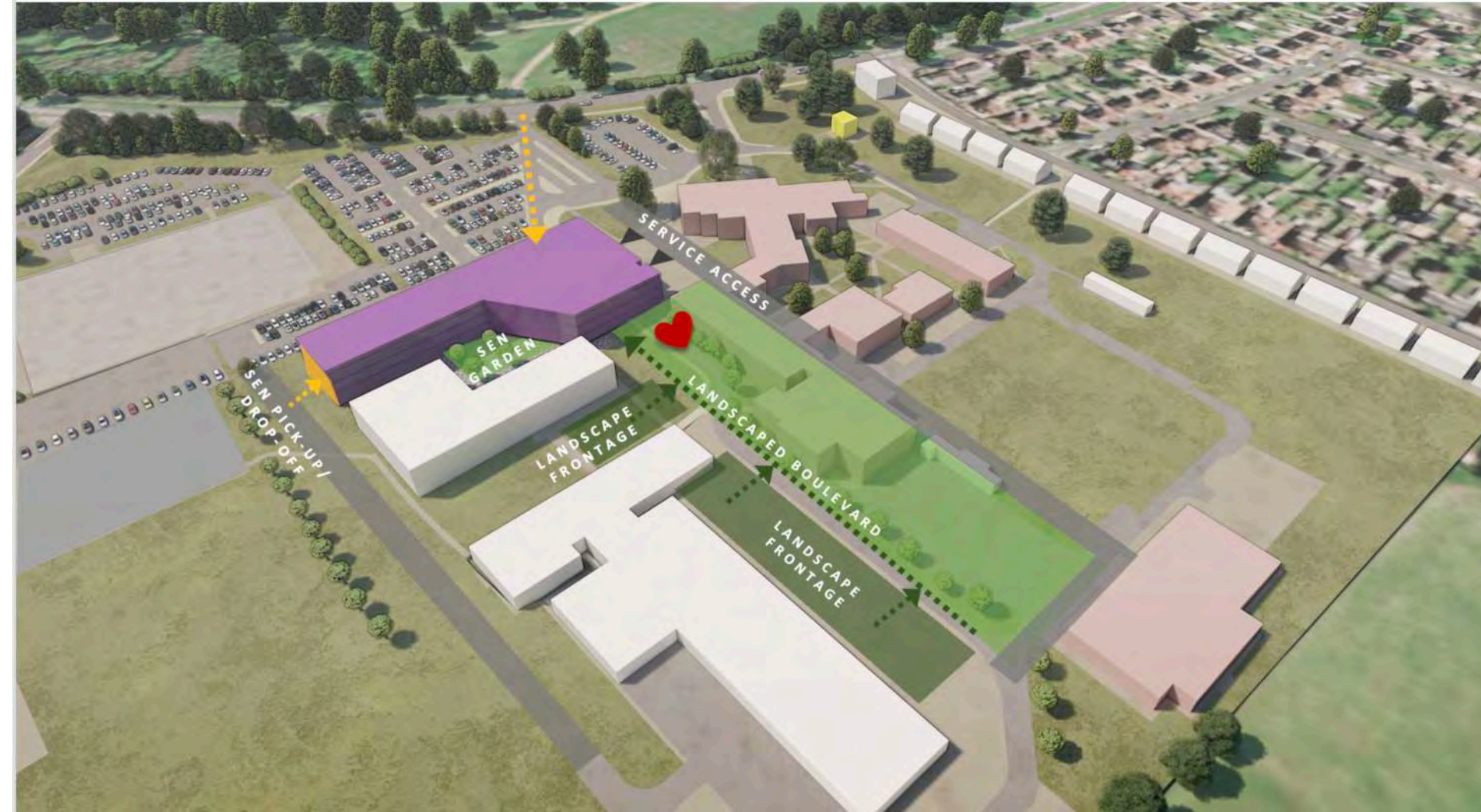
Consultation with the college and DfE established the fundamental principles for the provision of various teaching areas, staff offices and the need for some specialist spaces to be located in specific locations. The building has been split into two wings with general teaching to the west and specialist teaching to the east. Staff office space has been intermingled throughout the buildings providing passive supervision.

The positioning of the building has allowed the design of the scheme to be delivered in a safe and structured way across a number of phases (details under separate section), keeping the college operational through the process.

The clear zoning of activities and function as depicted in the adjacent concept plans would facilitate access for both the College and the community whilst maintaining safe-guarding and security for the students.

Vehicular and services access has been clearly segregated from pedestrian zones, limiting it to the new loop road on the eastern boundary.

The footprint of the proposed buildings is significantly more compact compared to the existing College campus which comprise a number of buildings scattered across the site. This



*Proposed Concept view of site and massing*

will enable a reduction in the overall site and allow part of the site to be disposed off, creating a consolidated campus.

The massing has been maintained at 3 stories in keeping with the existing provision of retained buildings while providing a prominent new building as the main focal point for the campus and students and staff entering the site.

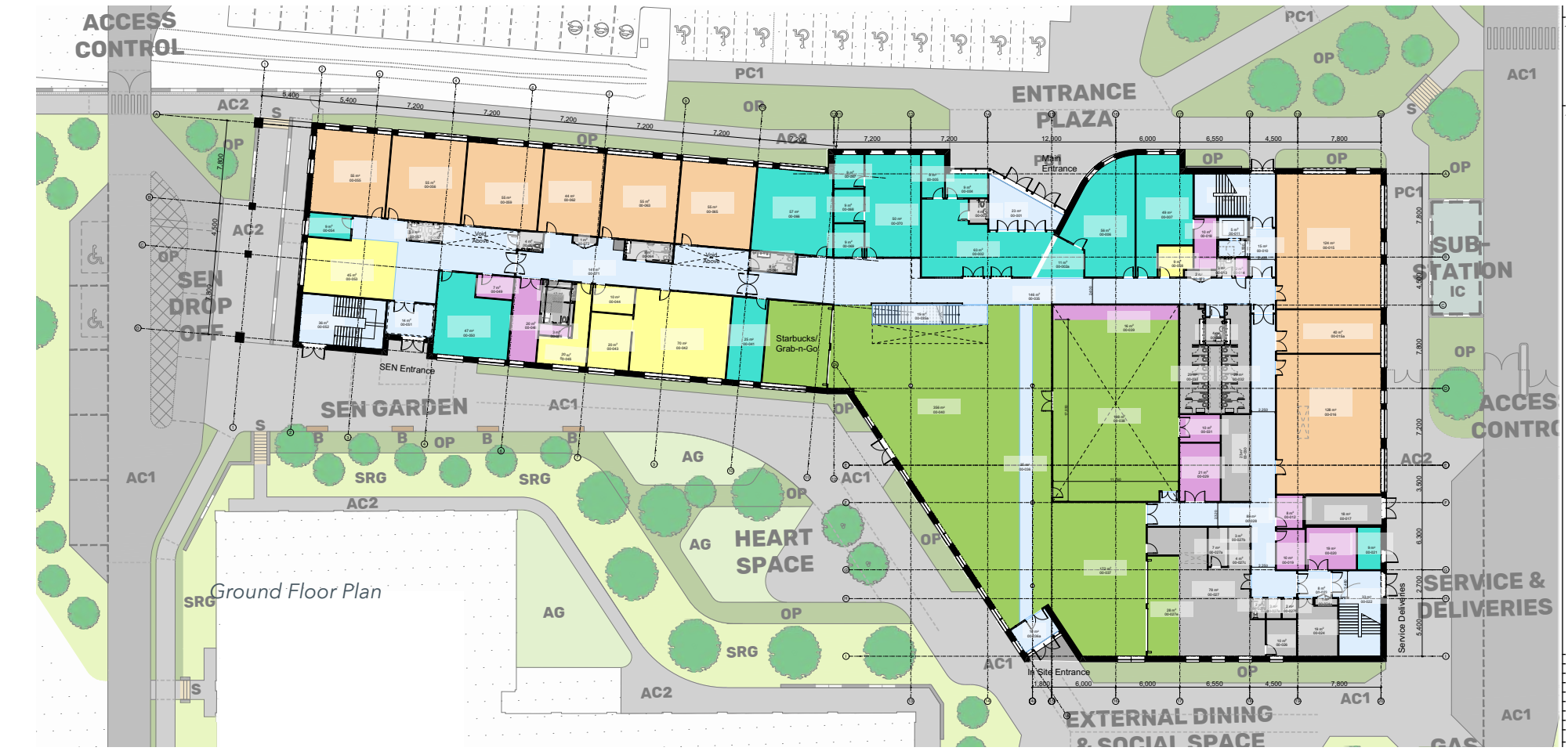
**4.3 Building Organisation**

The proposed new building is one block, positioned centrally on the site and will form a gateway to the remaining buildings on site. The building will house all general and specialist teaching with staff spaces, admin offices, dining spaces and

ancillary spaces. From the rear of the new building will be a boulevard running south and connecting the other buildings in the site.

**4.4 Main Building**

The main building is a simple L-shape with a central circulation zone running through its spine. The generous corridors are well lit with strategically located light wells which also serve as chimneys to facilitate cross-ventilation. Ancillary spaces such as storage and lockers generally run along the central circulation zone to support the various curriculum areas distributed across the building. The depth of each wing and the teaching spaces



*First Floor Plan*

*Second Floor Plan*

are suitably sized to ensure windows not only provide views out but also facilitate ventilation and daylight penetration.

The Ground floor plan is simply laid out with distinct main entrance, easily identifiable from the site entrance and with a pedestrian footpath leading directly to the main doors. The first impression is a generous triple height entrance area with access to the main reception, two meeting rooms and a accessible WC. This reception area also acts as a secure line for any visitors to the college and facilitates a meet and greet area. Views through to the central staircase and dining hall overlooking the central courtyard and boulevard, providing visual connectivity from the reception area to the pupil zone beyond.

Pupil and visitor entrance to the building is combined with access control points for building users. Further external access control points will be located outside of the building to allow staff and students to permeate throughout the campus, without entering the new building, thus reducing bottle necks at peak times. This also provides staff and students flexibility to enter the southern buildings directly. A dedicated access control strategy is to be developed further in collaboration with the College

Community access is via the main entrance and leads into the main dining space where access is restricted around the building.

Curriculum areas are clearly zoned throughout the building and are located on the upper floor (first and second). The first and second floors of the west wing houses the majority of classrooms and a small number of staff offices. The remainder of staff offices are located to the East of the building, the first floor housing ICT classrooms and the second floor four science classrooms.

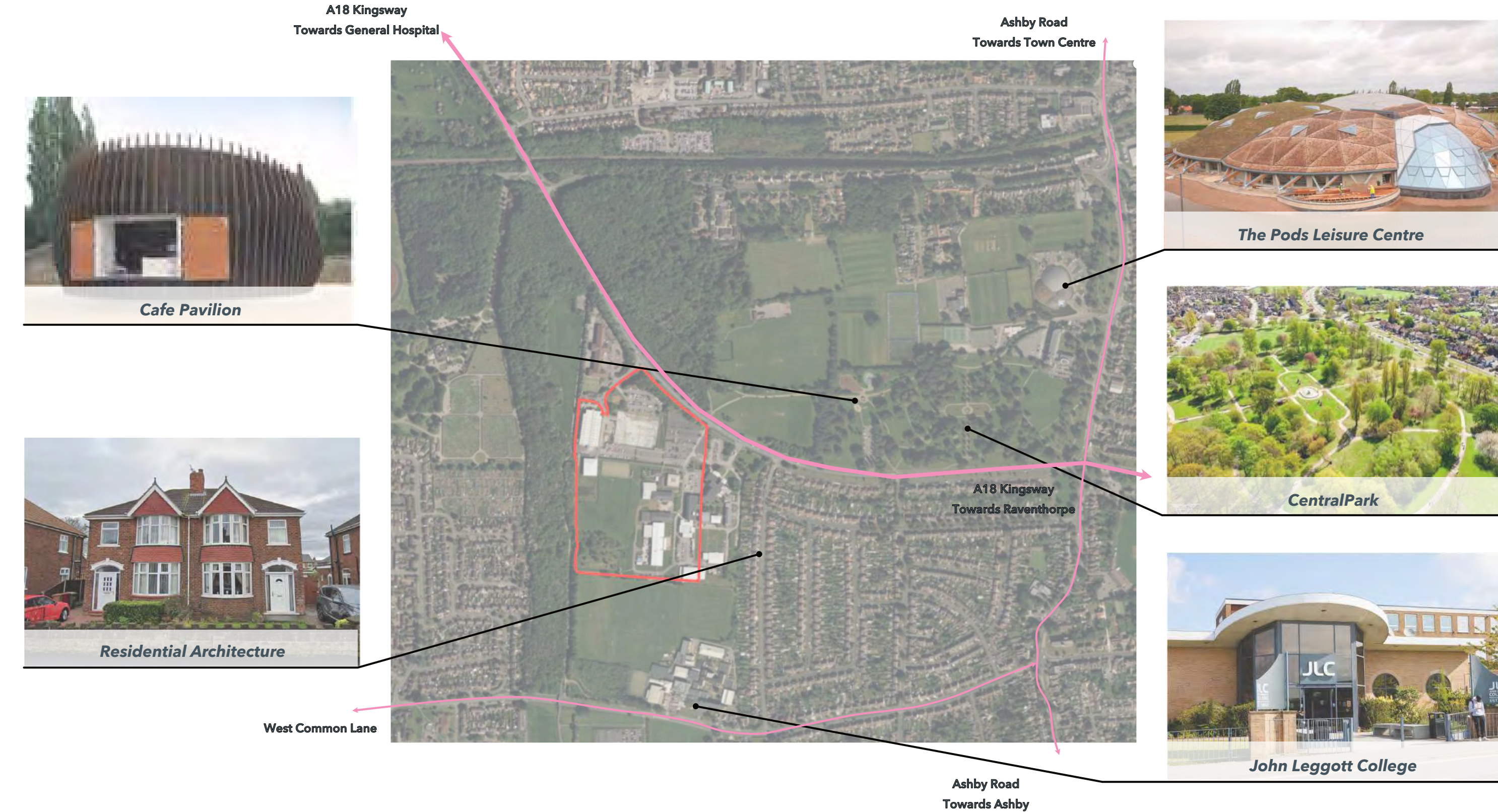
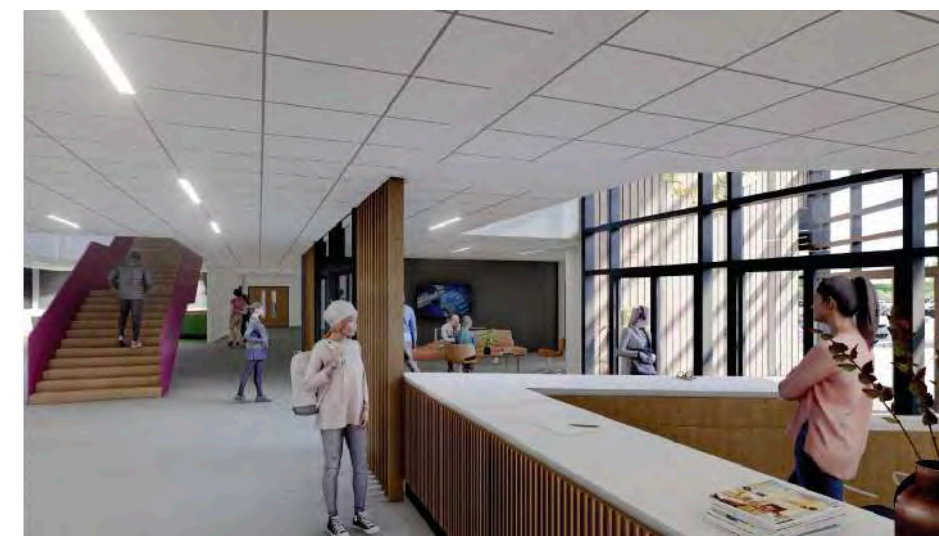
A large capacity dining and kitchen areas for both teaching student dining are provided on the ground floor with required adjacency and SEND department located on the ground floor. This provides excellent access for users and allows, when required, the integration of the SEND department into the main building. The dining facilities are co-located with the Auditorium, creating an out-of-hours/ community zone which has the potential to be secured from the rest of the college. The adjacency with the dining hall also offers the opportunity for this space to be used in conjunction with performances and open evenings etc. A direct link from the dining area to the courtyard



View through Dining Area to Circulation stairs



View of Dining Area



provides further opportunities for external dining and student collaboration while serving as an external heart space linking the site along the north/ south axis.

A primary vertical connection through the building is provided by a central feature staircase located in front of the dining hall and the main reception. This staircase links all teaching, LRC and staff offices. Secondary staircases are also positioned to the ends of the building to aid in ease of circulation and escape.

The first and second floor accommodation contains the majority of teaching and office spaces with a bridge access to the LRC. The college's travel and business suites, located around the main staircase, providing excellent exposure for these facilities.

**4.5 Appearance**

The proposed scheme is developed in response to the local site context with the opportunity to set the building in a central, prominent area of the site. Neutral colours and vertical feature cladding has been proposed strategically to enhance the main entrance with brickwork and brickwork detailing to reflect the existing buildings.

A simple palette of hard wearing materials such as brick and through colour cladding panel has been chosen to form a robust envelope with a highly insulated external wall construction.

The PPC aluminium windows provide sufficient natural daylighting to all classrooms and have integrated louvred panels to provide a secure way of naturally ventilating the building. The curtain walling is used in key spaces such as the main entrance, dining hall and stairwells.

Air source heat pumps and solar panels at roof level serves as the main source of renewable energy. A series of canopies will be provided around the site to supplement the overall PV provision.

**Key Materials**

In terms of materials, the elevations have been carefully considered to provide the college with a strong identity in a semi residential and semi open field setting. Robust details,

materials and systems that can be afforded will be used throughout the proposed development. This will remove the need for costly maintenance and replacement in the future, thus reducing the whole life cycle costs of the development. Where available and appropriate, materials (both internally and externally) will be sourced locally, to reduce transport energy use.

Simple palette of natural hard-wearing materials, such as brick, through colour cladding panel and insulated metal cladding panel to roof access, form a robust envelope to highly insulated external wall construction.

All windows, and in particular to the teaching wings, have been designed in conjunction with the environmental strategy. Large fixed panes allow daylighting to meet the required lux levels, with openable panels at a lower level for ease of access. Acoustic findings have shown that surrounding noise will largely allow unattenuated natural ventilation to all classrooms.

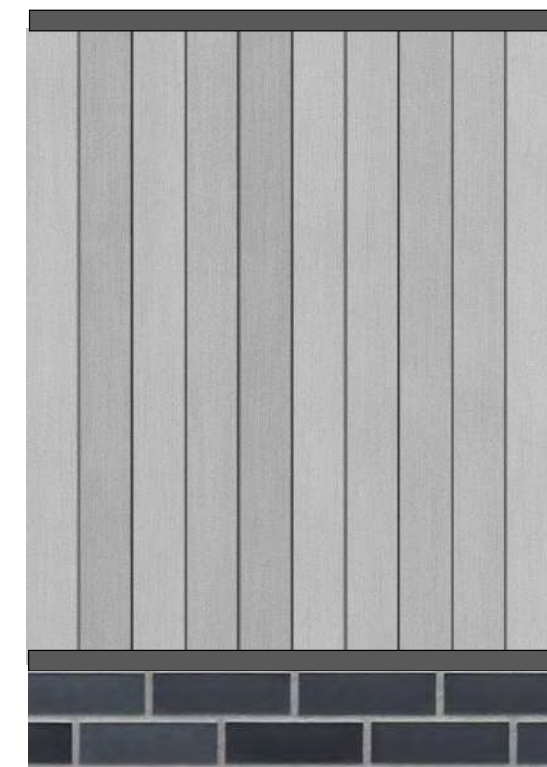
The south facing boulevard is also proposed to have a series of canopies integrated with the building to supplement the overall PV provision.

**Proposed Material Palette**

- Light brickwork with natural mortar colour.
- Blue brick 'plinth' with mortar colour to reflect existing building detail.
- Neutral colour spandrel panels between the windows to add interest.
- Fibre cement board in neutral colour finish provide timber like cladding effect to main entrance area, dining entrance and SEN entrance of the teaching block.
- PPC aluminium windows and flashing, colour to match aluminium cladding with louvred section to provide natural ventilation.
- Curtain walling to entrance areas and dining to provide views out and enhance visual connectivity to the landscape. PPC colour to match windows and flashing.



Proposed Material Palette



**Proposed Materiality**



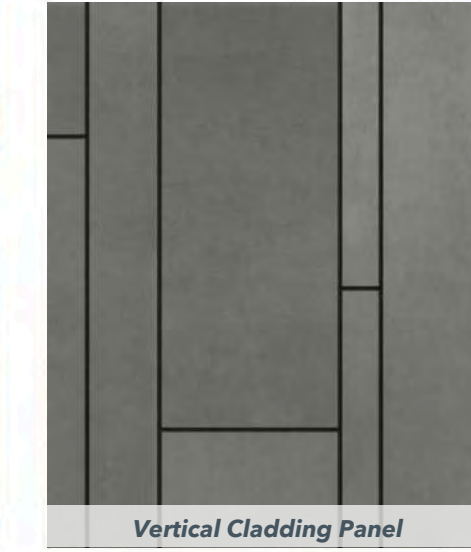
Zayed Centre



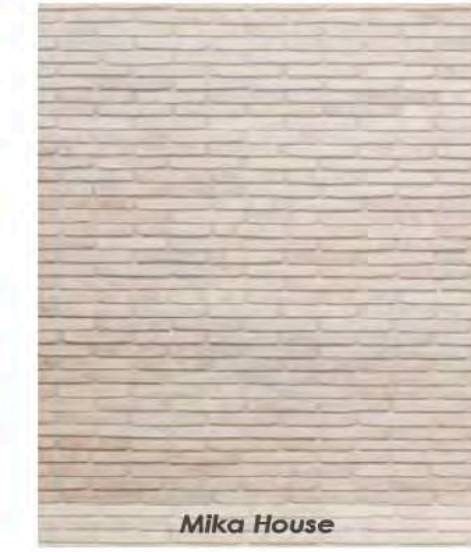
Zac Boucicault



Iperceramica HQ



Vertical Cladding Panel



Mika House



Mercia School



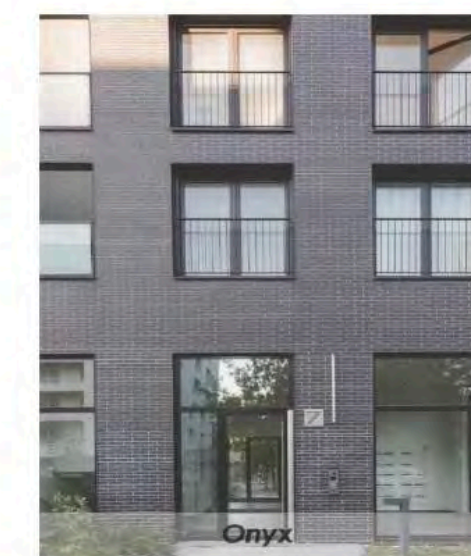
Mercia School



De Vinci Institute



Queen's Park Place



Onyx



**4.7 Landscape Strategy**

The vision for the proposed development is to create a campus with a strong sense of place and identity, setting the new building within a landscape framework which will grow and mature, producing a verdant backdrop for future generations of students and teachers, recognising the extensive benefits that green infrastructure provides in terms of reinforcing local distinctiveness, public health and wellbeing; providing opportunities for recreation as well as other social and ecological benefits, not to mention helping to build longer term resilience to climate change.

The site design is based around the optimum spatial arrangement for the new building considering: the need for the existing buildings to remain operational during the construction phase; the location of access points and other site constraints; and the creation of a strong organising principle for the existing and proposed buildings, external social spaces, and site landscaping. The existing retained and proposed green infrastructure is the thread that ties these site elements together: street trees, parkland trees, areas of wildflower and rough grassland, hedgerows and herbaceous plants, grasses, and shrubs, playing fields and woodland are united in a mosaic of interrelated habitats.

With the retention of the existing parking and bus drop-off areas, the new building is therefore set back from the front of the site on Kingsway. This provides an opportunity to create a new entrance space between the building and bus drop-off incorporating paths as well as planted areas. The intention is to create a high-quality public space which can be used for a variety of activities.

The form of the new building creates a strong spatial pattern, suggesting a logical arrangement of external areas to the south of the building. The focal point is the 'heart space' located outside the dining hall. The arrangement of hard and soft landscape elements creates a welcoming place to dwell, relax, eat, and socialise at the centre of the campus. To the west, the courtyard narrows between the existing and proposed buildings, and incorporates a series of dedicated SEN garden spaces. Planting will be used to create a sense of privacy and enclosure

here, avoiding the need for any physical barriers such as fencing and maintaining a sense of integration with the heart space. To the east of the building is a bin store, currently located adjacent to the service entrance, as well as cycle storage and a small compound for the storage of bottled gas. To the south of the heart space, pedestrian routes are aligned north-south connecting the new and existing buildings with a variety of soft



SEN Garden character precedent



Biodiverse character precedent

landscape elements. The large area of biodiverse green space adjacent to this will be planted with a species rich grassland mix. Informal mown paths can be cut across this grassland as it matures, with elements of landform also included for additional interest.

Elsewhere there is a dedicated area for maintenance with a new building for vehicles and machinery as well as hard standing for



Entrance Square character precedent



Landforms to take up level difference

washing of cars, etc.

Sports provision is arrayed across the existing playing field area and MUGA, which is retained as existing. The college is currently also considering plans to create a 'Wellbeing Garden' within the woodland ravine and adjacent areas to the south of the playing field.

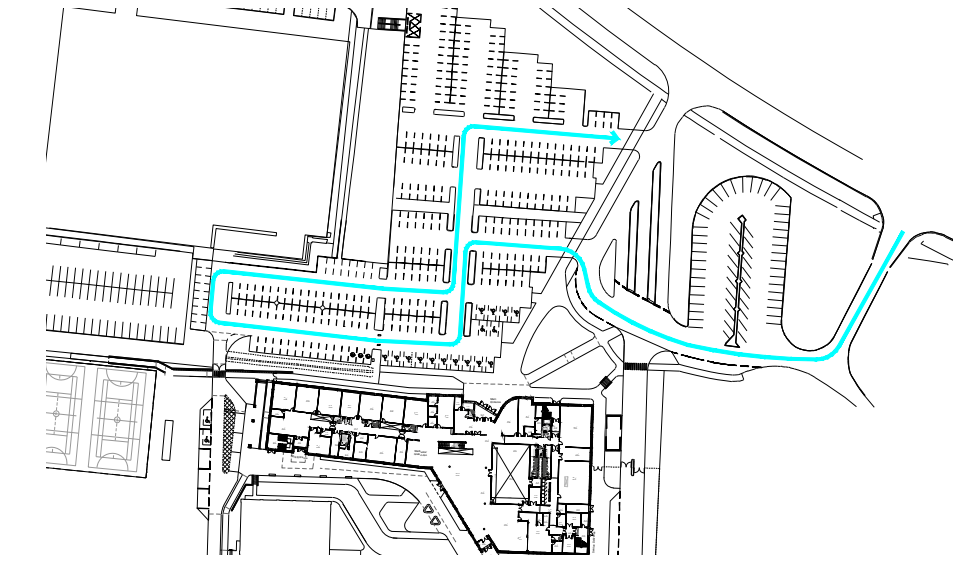
Covered cycle parking is provided behind the secure line and to the south of the new building (space for 60nr cycles) with motorcycle parking located to the south of this. As part of the sustainability strategy a certain area of photovoltaic panels must be provided across the landscape, set on elevated canopies. Indicative locations and areas are shown on the site plan.

The proposed paving will be a mixture of vehicular and pedestrian grade tarmacadam. Permeable paving will be used in some areas, in line with the drainage strategy.

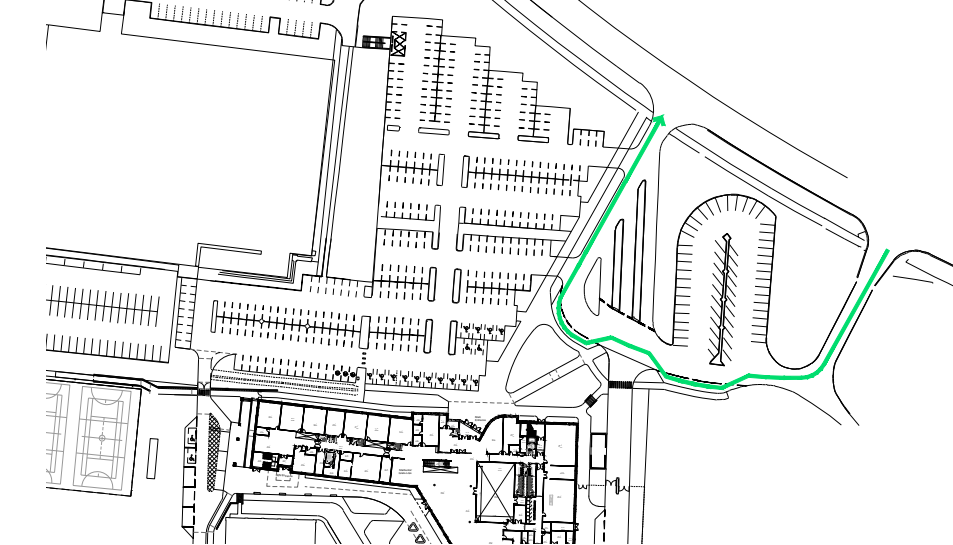
**Access and Circulation**

The access arrangement to the site from Kingsway will be retained, with vehicles entering via the east junction and exiting from the west. The current bus drop off and parking area will remain as existing without the need to reconfigure the area. Access to the main car park has been reconfigured slightly, with a single point of entry to the west of the bus drop off area, and an exit to the north, adjacent to the junction with Kingsway. Both these access points are existing, however a third which sits between them will be closed to allow a new access footpath to be created.

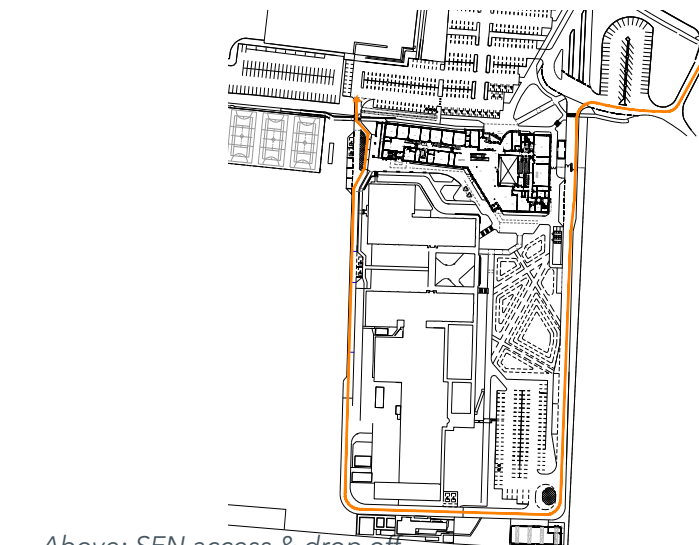
A vehicular access loop (two-way to the existing ETC yard space, then one-way to the SEN drop-off) will be created around the edge of the campus, wrapping around all the buildings (existing and proposed). A vehicular control point will be provided at the start of the loop, which is accessed from the entrance area. The loop road provides access to additional parking within a retained and extended parking area at the south of the site. This also includes spaces for the college's vehicle fleet including six cars, three minibuses, two vans and two coaches. This area is located adjacent to the new maintenance shed. The road is used for servicing (refuse collection, etc.) and deliveries with a large loading bay located adjacent to the service entrance to the building. Whilst most accessible parking bays are located within the main (retained) parking area, additional accessible bays are



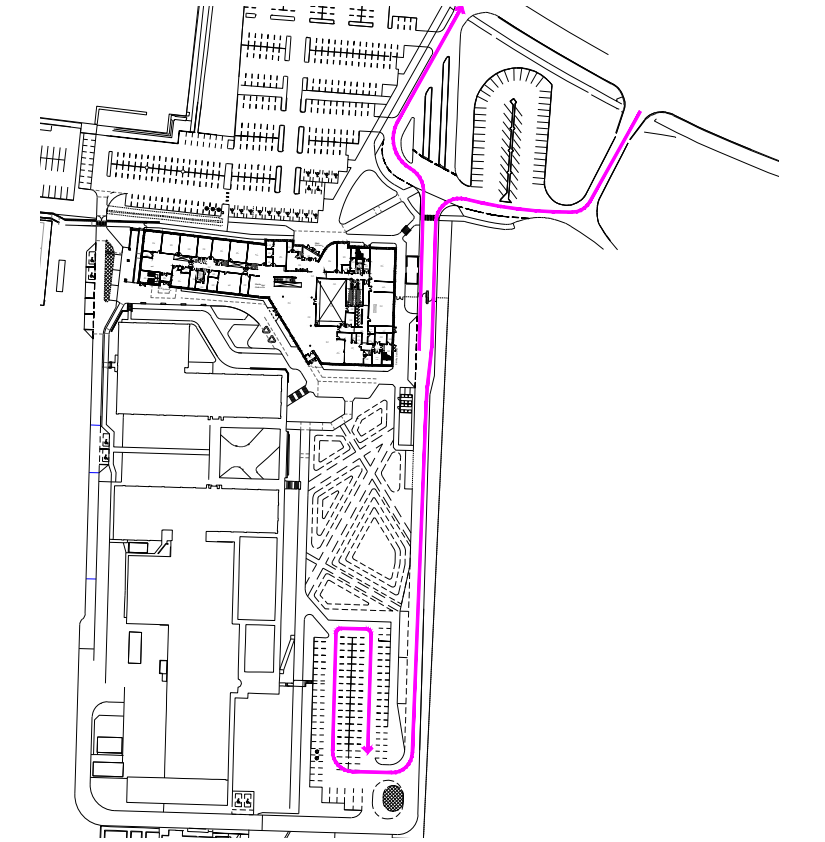
Above: Proposed car park access strategy



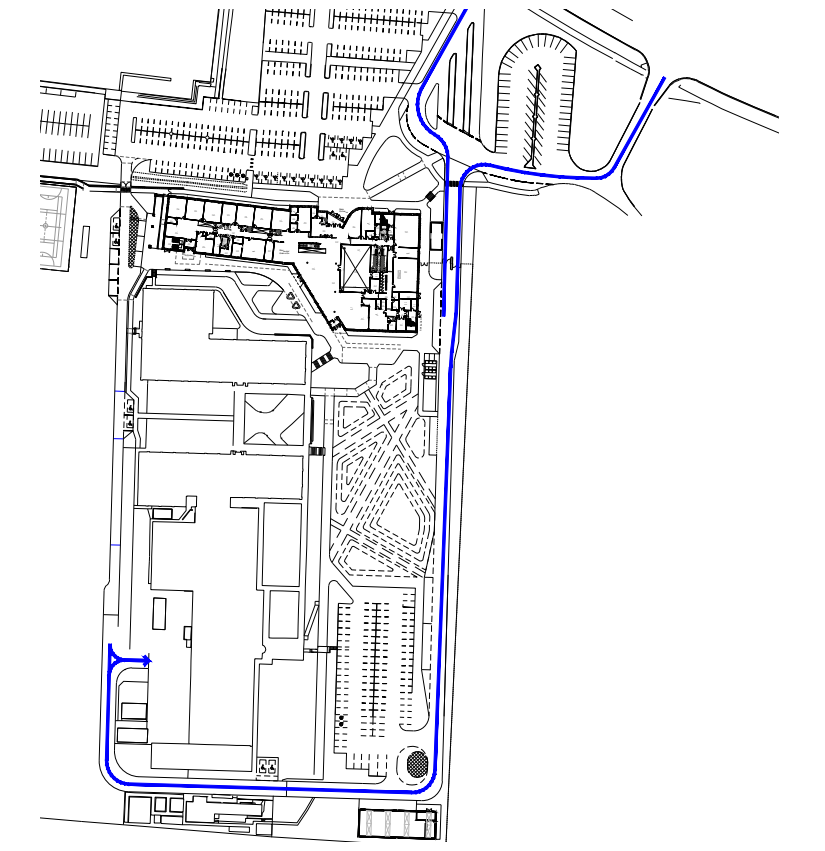
Above: Visitor drop off strategy



Above: SEN access & drop off



Above: Staff parking access



Above: Service and deliveries

provided adjacent to the ETC building, between John Oddell Building and Alan Jackson House, and adjacent to the SEN unit. Larger delivery vehicles (for the ETC) would turn in the workshop yard and exit back around the loop road to the entrance area. Smaller vehicles (cars and taxis) going to the SEN unit would continue along the one-way section of the route to a drop-off area outside the new building, before exiting through the secure line (automatic access-controlled gates) back into the car park and then out onto Kingsway.

Most parking is located to the north of the new building, in the existing retained parking area. Total (maximum) parking numbers are approximately 431nr including staff, student, and visitor parking. Of these spaces, 22nr are designated accessible bays. There is also provision for 6nr EV charging bays. Space for the parking of fleet vehicles is in addition to this total.

Pedestrian access into the site will be via both entry points on to Kingsway, with existing footpaths to the main building retained and a new footpath created for direct access to the new building via a landscaped entrance plaza. It is anticipated that most students would enter the site through the main building entrance, but a number will also go directly to other buildings on campus and routes are provided both east and west, along and around the building, equipped with access control. Once inside the secure line a network of footpaths linking various facilities across the campus is provided, with new routes connecting to the existing network.

**Site Zoning and Security**

The site will be zoned into two parts: the front of the site will remain 'semi-public' as is currently the case, with existing boundary treatments retained. The southern part of the site will be located behind a 'secure line' thereby controlling access into and around the campus. This secure line will be formed by existing retained fencing, new fencing (to either side of the new building), the building itself, and new fencing along the eastern site boundary. The new fencing will be a standard 2.4m high and will consist of steel weld mesh panels (colour TBC) with matching lockable gates. The gates will have access control and be automated, with the details of this to be discussed at the next stage. The remainder of the site boundary (south and west) is secured by existing fencing. In this manner a clear division of the site into public and private areas is efficiently achieved.

**Levels Strategy**

The site slopes down from east to west, and from north to south, with a high point of approximately 48.5m AOD near the site entrance and a low point of 32.5m AOD at the base of the ravine, in the southern corner of the site. The level difference across the front elevation of the proposed building is nearly 3.0m, with the building set at an optimum level 45.0m AOD. Around the new building, the aim has been to create Part-M compliant circulation routes incorporating a range of different strategies including slopes, ramps, and steps.

**Planting Strategy**

The planting strategy is key to realising the vision of a college environment set within extensive green infrastructure and will



*Wildflower character precedent*



*Grassland character precedent*

be detailed with a high percentage of native species, and a focus on biodiversity. Throughout the site, planting is used to help delineate different social and circulation spaces with tree planting incorporated where space allows in garden areas, around the site periphery, and along axial routes, reinforcing lines of movement and connection across the site. New green infrastructure aims to link existing with proposed, with large areas of open space retained including the playing field, MUGA and woodland area to the south, where the college plans to create a wellbeing garden (not part of this proposal). The soft landscape proposals will incorporate predominantly native, high biodiversity species with an understory of open species-rich grassland, wildflower meadows or blocks of ornamental grasses and herbaceous planting. Structure planting (shrubs, hedges) will be used to create enclosure and privacy within garden areas and courtyards (for example the SEN gardens). A few trees would need to be removed to facilitate the development, and these will be balanced by proposed trees with a mixture of native and ornamental species that highlight different areas on the site and provide biodiversity value. An urban greening factor of 0.35 or over is to be achieved across the site.



*SEN Garden character precedent*



*Biodiversity character precedent*

### 5.0 Access Statement

These proposals have been designed to meet the requirements of Approved Document M and those elements of the Equality Act 2010 covered by it. As designers we will work with Building Control to ensure that these regulations are met.

However compliance with Equality Act 2010 will need to be ensured by the service provider. In this case this is the college who may choose to address some requirements through management solutions as much as they can by design.

Set out below is a brief summary of the design features included within the design.

#### 5.1 External Environment

The scheme is supported by a draft Travel Plan which seeks to encourage sustainable transport modes wherever possible. This is reflected in the proposals.

#### *Pedestrians including Accessible Paths & Steps*

Pedestrian access to the new college building will remain primarily as existing, with majority of existing footpaths to the main building retained and a new footpath created for direct access to the new building via a landscaped entrance plaza.

Routes from the accessible car parking bays will be pedestrianised, providing easy access for wheelchair users to the main college entrance and other building entrances around the site. All pathways as proposed will be hard surfaced with non- granular surface finishes being specified. Gradients of all paths around the building complex will be designed to be less than 1 in 20 where possible to avoid the need for ramped access. Where ramped access cannot be avoided and is greater than 1 in 20 stairs shall be provided for the use of ambulant users who may find the use of a ramp difficult to negotiate. Cross falls will be less than 1 in 40.

The level change across the site between the vehicle entrance to the north east, Main building/ site entrance is approx 1.5m

and therefore level surfaces have been designed where possible..

Existing buildings to the south of the site are accessible via pathways to the east of the new building. Access is provided from the main car park around to the south of the building in addition to the eastern footpath, a new footpath along the front of the new building going west is provided to allow access via pathways to the SEN entrance on the south elevation and college buildings to the west of the site. An accessible boulevard through the centre of the site connects the main building to all other buildings and the new staff car park.

Main entrance doors to the new building are to be automatic to allow for wheelchair access into the college.

#### *Vehicular Access.*

All vehicles will enter the site from the east, off the A18 Kingsway through an existing one way entrance. To exit the site back onto Kingsway, is again through a one way exit.

Deliveries will take place in a new layby created adjacent the kitchen/ Stair 3, with a turning head for all service vehicles provided to the south of the site.

#### *Car Parking Spaces*

Staff and visitor parking is mainly located to the front of the site and is to be kept as the existing layout. To avoid conflict with pedestrian movement, the bus drop off is retained in its existing location and access is retain as existing also. Pedestrians are directed around the perimeter of main entrance roadways. Pedestrians coming from the car park are directed to the new spine walkway that leads directly to the new building main entrance.

The number of proposed parking bays shown on the proposed site plan have been calculated in line with the County Councils guidelines, Transport Assessment information and from the proposed staff and student occupancy levels of the new college and meets with the councils approval. It should be noted that

the staff levels and pupil numbers remain as exiting and therefore the car parking provision remains unchanged. There is a potential for future expansion of approximately 500 students over the next few years..

#### *External surfaces and approaches*

The design proposals seek to address some of the accessibility issues across the site and in and around the existing buildings and their access across the site. However they do not extend beyond the bounds of this project. The main visitor, community and student entrance will be provided with level thresholds and access to meet the requirements of Approved Document Part M. Where natural ground levels allow all gradients of the external paved areas will fall within the criteria for ramped access as set out in Approved Document M (ADM). The steps indicated around the building comply with Building Regulations ADM including continuous distinguishable easily grasped handrails on both sides and areas of corduroy hazard warning tactile paving in accordance with 'Guidance on the use of Tactile Pavement Surfaces' at the top and bottom.

### 5.2 Internal Environment

#### *Vertical Circulation*

All internal circulation is maintained on the same level. Vertical circulation to all three floors can be gained via a lift located adjacent to the visitor and student entrance and combined with stair 2 and designed to comply with Building Regulations ADM.

#### *Entrance Doorways*

The main entrance doors will provide a level threshold and a clear opening width in excess of 1000mm, sufficient to accommodate all manually operated and motorised wheelchairs. They will incorporate power operated opening and closing systems with large walk-off low friction entrance matting to entrance areas.

The effective clear width through all secondary entrance doors will be a minimum of 850mm and all full height glazed screens within the scheme shall incorporate manifestations in accordance with Section 2 of Approved Document M and Section 2 of Approved document N.

#### *Finishes*

Walls floors and ceiling finishes shall provide sufficient tonal contrast as to assist people with limited vision. Particular attention shall be paid to the definition of door openings.

Projections into circulation spaces shall be avoided where at all possible. Where such projections occur, then these will be highlighted through appropriate tonal contrast.

Floor coverings throughout will provide suitable non-slip surface, which is also appropriate for traversing by wheelchairs.

Surface finishes shall be considered as an integral part of developing an appropriate way finding strategy for the college which will assist people with a range of specific needs.

#### *Reception Desks*

Reception points will be designed to maximise inclusion whilst

still maintaining a secure environment for both students and staff. Split height reception counters will be employed throughout the scheme. This shall be designed to both receive wheelchair users and to allow a wheelchair user to be employed as a receptionist. However, given the varied nature of disabilities it will also be necessary to have a higher level serving position which will allow people to have difficulty in bending down to be served at a comfortable height.

#### *WC/Changing Provision*

Accessible toilet provision will be made on all floors and situated in such a way as to ensure a maximum travel distance of 40m from any part of the accommodation. In general, the disabled WCs are incorporated within the main toilet areas. Additionally, all main male and female toilets have the provision of a 1200mm wide ambulant disabled cubicle and all individual single WC rooms are sized to this standard.

Where changing facilities have been provided for training kitchens, a single accessible changing provision has been provided.

A hygiene room/changing places facility is located on the ground floor of the SEN wing which will be equipped with a fixed ceiling hoist, accessible WC, and changing facilities.

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BOND BRYAN

Sheffield

Rockingham Court  
Rockingham Street  
Sheffield  
S1 4EB  
0114 266 2040  
info@bondbryan.co.uk