



University of the West of England Frenchay Campus Masterplan

Planning, Design and Access Statement

16.11.2012

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| STRIDE TREGLOWN JOB NO. | 14963 |
| PREPARED BY | PS / GKS / KS |
| CHECKED BY | GKS |
| DATE | 16.11.2012 |
| FILE | 14963_R_Planning Design and Access Statement |
| REVISION NO. | - |

| | |
|----------|----------------------|
| I | Innovation |
| N | Nurturing talent |
| S | Student experience |
| P | Participation |
| I | Internationalisation |
| R | Research |
| E | Exchange |

a foreword by the vice-chancellor...

"UWE, Bristol is one of the most popular universities in the UK, with over 30,000 students and 3,500 members of staff.

Our strength lies in our partnership approach – working with our students, colleagues, employers, professional bodies and the wider community to deliver excellence across our academic activities.

Our focus is on:

- Generating an outstanding learning and teaching experience for all our students
- Delivering world-class research solutions to real world problems
- Working with local educational partners and employers to raise aspirations, create opportunities and further social mobility

Our strategic partnerships enable UWE to be innovative in our course provision and design, placement opportunities, and to ensure our world-class research has a direct impact on people's lives.

UWE's strengths and reputation add significant value to the regional economy, acting as a catalyst to attract and support high quality business development, research, technology and cultural transfer.

We have a critical role in shaping the future health, wealth and economy of South Gloucestershire and the greater Bristol city region.

Our Master Plan outlines our plans to invest and enhance our estate and infrastructure so that we can inspire and attract the very best staff and students to the region, and increase UWE's competitive edge locally and internationally.

We plan to create a modern and vibrant environment, which encourages innovation, creativity and discovery, which in turn will help secure the medium and long-term future of the University and its critical role in shaping the future of South Gloucestershire and the Bristol city region."



Professor Steven West
Vice-Chancellor

“Raising aspirations, inspiring generations and transforming futures”

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University of the
West of England

The goal of the university is the creation of an improved, redeveloped and consolidated UWE estate suitable for a top 50 university.

1.0 executive summary . . .

The Masterplan vision is generated by a need and desire to focus on the development of buildings, spaces and landscape that emphasise the integration of the historic UWE Campus with the former Hewlett Packard site (the "New Land"). The Masterplan image describes what has become known as the "integrated" development strategy.

The main features of the integrated strategy include:

- A strong landscaped heart (shared) space from which a network of permeable and legible pathways and connections are generated.
- New academic, student accommodation and student facility buildings around the heart space to support a vibrant mixed use campus core.
- A new sustainable transport hub as a centerpiece to the internal access and movement strategy.
- A peripheral car parking strategy involving at-grade, tiered and decked parking that supports a pedestrian focused heart zone and

enables future flexibility to realize meaningful (serviced) commercial development opportunities should the campus contract.

- The delivery of a stadium to support the development of an improved sporting offer for the University and the wider Bristol North Fringe.
- A not increase of 1,200 student study bedrooms across the campus
- Enhanced routes into and through the campus, facilitating wider access to campus facilities and improved links with the surrounding community

The Masterplan seeks to draw all areas of the site into a single, consolidated campus. This is achieved in part by improving the arrival experience of staff, students and visitors, whether by walking, cycling, public transport or car. The arrival experience for many will be via a new sustainable transport hub located within the heart of the campus, and improved pedestrian connections from the peripheral parking areas into the heart zone.

The heart of the Campus will comprise both exceptional quality spaces and buildings. The masterplan incorporates the result of a separate Heart Zone Infrastructure Design Study (2012). The Heart Zone design concept supports a shared space approach, with the intention being to drop off and pick up all bus passengers as close to the heart as possible. This will ease the onward journey of students to academic buildings or the new adjacent Students Union, or by visitors to the community accessible learning resource areas, extra-curricular events / lectures or cafes.

The sustainable transport hub is considered a central tenant to the wider challenge of managing parking demand. It also plays a wider role in reducing the expense of UWE bus subsidy by being part of a network of routes that is also being used the general public.

One of the key characteristics of the Masterplan is the desire to rationalise the existing parallel roads running alongside the boundary between the historic UWE campus and the New Land. This is achieved in part by the management of the north-south central landscaped spine, however the masterplan proposes a far stronger east-west connection from the new

Stadium Car Parking area and refurbished Refectory in the west, to the Academic Zone to the east of the heart.

This pedestrian / cycle route sits alongside the new Students Union building, a "kinked" structure that rises from the refectory to offer a strong physical relationship with both the east-west route and the upper heart plaza level, providing level access to the new SU Shop (its main source of income) and the venue/bar. Further connections are planned to strengthen the connection between the Heart and Building 1 (T Block) and Building 2 (ECC).

The net result is a strong 'one campus solution' with the creation of a number of new academic and student accommodation buildings and vibrant spaces. The masterplan promotes the reuse of a large proportion of the existing building stock with strategic demolitions helping to create new development plots.

Figure 01 Existing site plan (2012)



Figure 02 End state masterplan



- Centre for Sports extension with remodelled car park
- Commercial development opportunity
- Link road connecting the North Gate with the visitors car park
- New decked car park
- Potential for commercial partnership
- New student study bedrooms (cluster flats)
- New MRI scanner
- Relocated estates compound
- Visitors car park with taxi pick-up/drop-off
- Academic new build
- New pedestrian link to the business park and Coldharbour Lane
- Commercial opportunity site
- New pedestrian bridge link
- Student study bedrooms with ground floor retail facing heart zone
- Heart zone
- New Students Union building
- Refectory refurbished
- Academic Hub North Wing with academic courtyard
- Sustainable transport hub
- Commercial (hotel) opportunity
- Wallscourt 'island' study bedrooms (townhouses)
- Academic Hub South Wing with academic courtyard
- New student study bedrooms (cluster flats)
- Road realigned for bus access to the sustainable transport hub
- Re-landscaped area providing enhanced pedestrian access
- Academic new build
- Wallscourt parkland student study bedrooms (townhouses)
- 21,700 seat stadium
- Proposed stadium car park extension
- Commercial opportunity site
- Partially decked / tiered car park
- Academic new build
- Enhanced road junction to Coldharbour Lane
- Commercial opportunity site at one end of the academic new build
- Stadium car park extension access route onto Long Down Avenue
- Enhanced South Gate onto Long Down Avenue

2.1 introduction...

This Planning, Design and Access Statement is submitted in support of the outline planning application by the University of the West of England for the New Campus Masterplan.

The application description comprises the following:
Erection of new buildings on 55.1 hectares of land for; academic, recreation, administration and support purposes (44,055m², Use Class D1); student residential and associated welfare facilities (30,790m², sui generis use); 15,200m² of mixed commercial uses, consisting of a Hotel (200 bedrooms [6,000m²], Use Class D1), Restaurant/Public House/Hot Food Take-away (1,200m² Use Classes A3/A4/A5); Office/Research and Development (8,000m², Use Class B1a/B1b); associated infrastructure including provision of a new public transport hub, 2 no. decked and at grade car parks, landscaping, internal highway realignment, amendments to 2 no. adopted vehicular access points; and the demolition of 7,330m² existing buildings. Outline application with all matters reserved except access.

This application is submitted following extensive pre-application discussions with South Gloucestershire Council (SGC), as well as extensive consultation with key stakeholders and neighbours of the Frenchay Campus.

The purpose of this document is to firstly meet the requirements of Circular 01/06: Guidance on Changes to the Development Control System, but also to comprehensively set out the full range of masterplan proposals for the New Campus and to detail the University's rationale for arriving at the preferred design solution. This document therefore forms the basis of the University's application but should also be read in conjunction with the supporting documents listed in the inset table.

By way of background, UWE purchased approximately 28 hectares of land (the 'New Land') from Hewlett Packard in October 2008. Following an extensive consultation process, a Concept Statement was prepared, setting out the key aims and objectives

for a comprehensive masterplan which would integrate the three satellite Bristol campuses onto the Frenchay site. The masterplan produced in December 2009, identified circa 40 potential implementation projects and an outline phased implementation plan over 25 years.

The Concept Statement is a high-level document which sets out the vision and broad principles for the re-development of the UWE Frenchay Campus. Following consultation and further engagement with SGC, an updated version of the Concept Statement was submitted to SGC in August 2011 and subsequently endorsed by the Council in December 2011, subject to a number of comments in an officer's report. Since endorsement, these comments have in part guided the further refinement of the masterplan.

In April 2011, the masterplan brief was updated following a period of reconsideration driven by changes in Higher Education funding and a consequent review of strategic options. The masterplan,

This document is to be read in conjunction with the following supporting documents:

- Transport Assessment
- Heritage Assessment
- Landscape and Visual Impact Assessment
- Lighting Assessment
- Land Contamination Assessment
- Arboricultural Report
- Ecological Assessment
- Flood Risk Assessment
- Noise Assessment
- Energy Statement
- Statement of Community Involvement
- Archaeological Desk-based Assessment

2.2 acknowledgements...

The masterplan and outline application have been commissioned by the UWE Frenchay Campus Development Board led by the Vice-Chancellor and the executive team of the University. Prior to the commencement of the masterplanning process, a design team with proven experience in the design and delivery of similar projects was assembled by the University. The expertise within the consultant team provides the project with a broad range of knowledge and experience that is critical in the development of appropriate design solutions for such a complex site.

Stride Treglown has acted as lead masterplanning consultant for the project. Significant contributions have been made by the other consultants in the team. With a wide range of specialists engaged, the design team has been able to analyse the existing opportunities and constraints of the site, and deliver a robust and responsive masterplan for development now and in the future.

The design process has involved a series of high level strategy workshops, leading to greater detail being provided to establish a robust

design solution. The team has engaged with a range of external third parties to further inform the design. These include public consultation exercises with local officials and members of the local community. The process has been helped by a constructive dialogue with SGC during the consultation and pre-application period, which has resulted in feedback that has been used to modify and enhance the masterplan design. Details of the outputs from the public consultation exercises are outlined later in this document.

The team has worked collaboratively to overcome some significant challenges arising from the site's characteristics. Issues related to heritage, access and movement (both internal and external), coupled with the need to ensure future flexibility on site, has resulted in a robust yet sympathetic masterplan design solution.

The process that the team has adopted, and the resources provided, demonstrate the commitment of the whole team in providing a cohesive masterplan for the Frenchay campus.

| | | |
|--------------------------------|---|---|
| Client |  | University of the West of England (UWE) Bristol |
| <i>Represented by</i> |  | Mace Bristol |
| Consultant Team | | |
| <i>Masterplanning</i> |  | Stride Treglown Bristol |
| <i>Town Planning</i> |  | Alder King Bristol |
| <i>Traffic Engineering</i> |  | SKM Colin Buchanan Bristol |
| <i>Civil Engineering</i> |  | Clarke Bond Bristol |
| <i>Landscaping</i> |  | Stride Treglown Bristol |
| <i>Hydrology and Drainage</i> |  | Clive Onions Bristol |
| <i>Ecology</i> |  | Ecosulis Bristol |
| <i>Arboriculture</i> |  | The Landmark Practice Bristol |
| <i>Heritage</i> |  | Grover Lewis Nottinghamshire |
| <i>Acoustics</i> |  | Acoustic Consultants Bristol |
| <i>Lighting</i> |  | NEP Lighting Consultancy Bath |
| Independent Facilitator | | |
| <i>Public consultation</i> |  | Avril Baker Consultancy Bristol |

Figure 03 UK university towns and cities



2.3 academic context...

There are approximately 120 universities currently operating around the UK. The impact these universities have on their host towns and cities is significant. Bristol has two universities, providing a combined student population within the greater Bristol area in excess of 50,000 students, the majority of whom are at UWE. Whilst the Frenchay campus is located within South Gloucestershire Council's boundary, the impact of the University's activities spans right across the region.

University towns and cities benefit from the activities of such universities financially, socially and culturally. The influx of students into the area from around the country and the world, enhances the reputation and image of their host city. Graduate retention is an important factor for cities in being able to promote a skilled workforce to attract employers into the area. The financial benefits to the area are obvious. With such large numbers of students concentrated in a relatively small area, the local economy is boosted in many sectors, for example, housing provision.

Bristol and South Gloucestershire is no different. With over 30,000 students, UWE is a major contributor to the economy of the South West of England. As the University has expanded over the years, partnerships have been formed with a number of large employers in the area, including British Aerospace, Hewlett Packard and Du Pont. These arrangements have brought benefits to both sets of parties, as well as helping to establish the University as a centre of excellence for research.

However, it clear that over the past few years, there has been a dramatic shift in how universities have to operate and attract new students. Recent cuts in government funding and the introduction of tuition fees have resulted in an uncertain market for higher level education institutions. Universities now have to compete with each other more than ever before to attract new students and staff. It is within this context that UWE has decided to change the way in which it offers its services and is perceived by prospective students.

As part of the masterplanning process, the Frenchay campus was analysed and compared with other campus-based universities from around the country. This highlighted high-level similarities and differences between the campuses, some of which are identified on the next page. A number of campuses were selected that provided an appropriate mix of campus types, sizes and locations. Whilst the relative information is approximate only and deals only with the physical nature of the specific campuses, it gives a good idea of the range of offers from other UK institutions that are competing with UWE for prospective students.

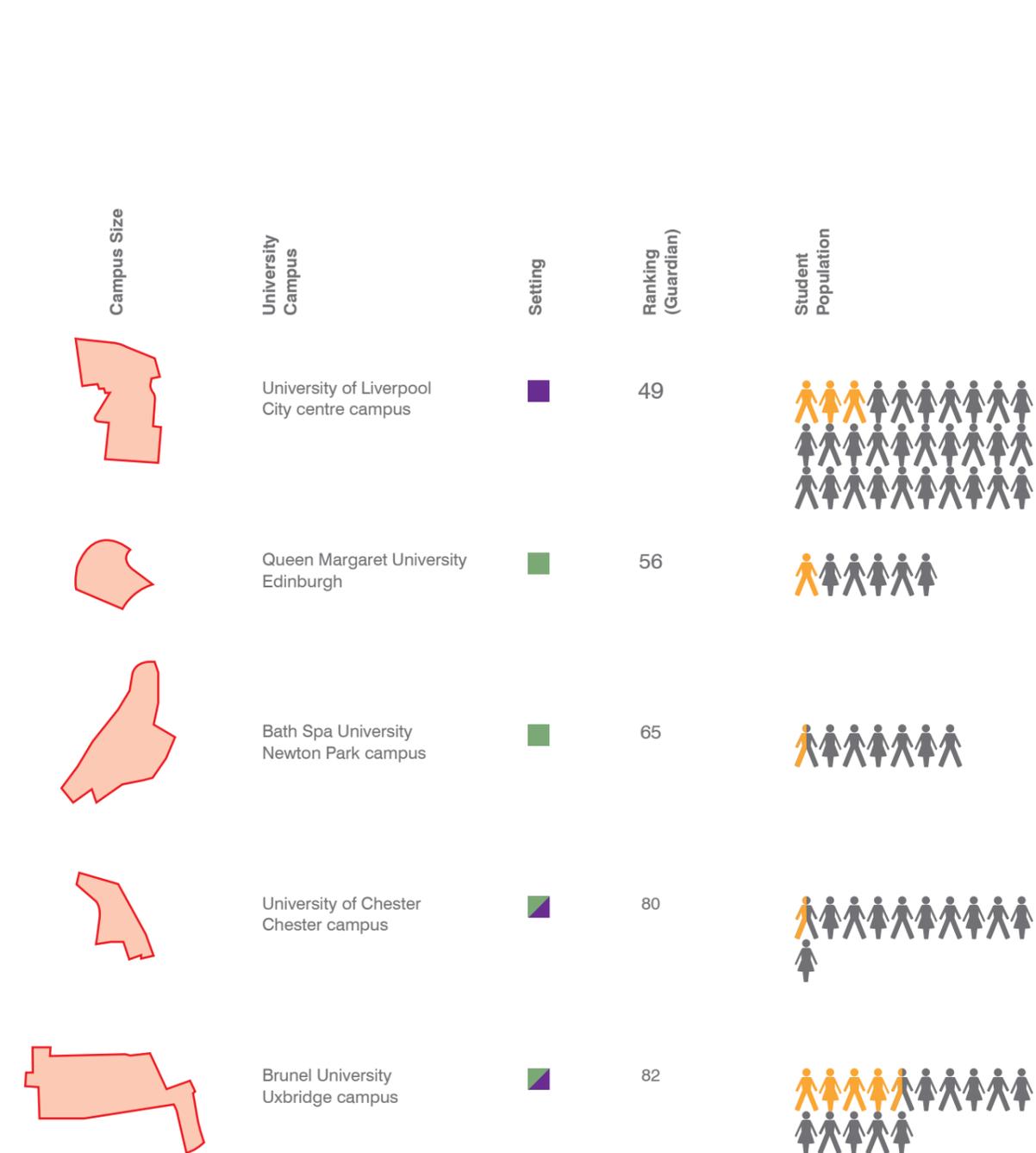
The selection of universities over have been ordered by ranking (the ranking used for this study was the Guardian's 'University Guide 2012: University League Table').

Also included in the evaluation is the provision of student accommodation by each university on, or immediately adjacent to, its campus. What is clear is that the provision of suitable

accommodation for students close to the university's heart of activities is an important and attractive offer. Whilst the city centre based campuses will struggle to provide accommodation within their boundaries, the rural and semi-rural campuses are generally much better placed to make that offer where land can be made available. Taking account of the size of campus and student population that UWE has at Frenchay, it is clear that more on-site accommodation would enhance the attractiveness of the campus to newcomers, especially with the proposed consolidation of the satellite campuses at Frenchay. An increase in on-site study bedrooms is also a key economic driver underpinning the masterplan.



Above: Comparison of different campuses around the UK comparing campus size, student population and accommodation numbers.
 Note, comparative data displayed here is approximate only and is based on basic information provided by each institution.



Key

- Approximate number of students studying at the campus (1 body = 1,000 students)
- Approximate proportion of student population that live on campus
- Approximate proportion of student population that live immediately adjacent to the campus
- Expected increase in number of students studying at the Frenchay Campus at the end of the masterplan process
- Increase in accommodation provision at UWE as part of the masterplan proposals
- Urban setting
- Rural setting
- Semi rural setting



Theme 1:
Deliver suitable academic, research and administration accommodation to meet long term needs



Theme 2:
Facilitate the refurbishment of the retained university estate



Theme 3:
Deliver appropriate sports provision



Theme 4:
Creation of a central focus



Theme 5:
Extend the quality and provision of on-site student halls of residence



Theme 6:
Create a vibrant arrival experience



Theme 7:
Enhance the internal access and movement strategy



Theme 8:
Extend supporting social infrastructure (UWE community facilities)



Theme 9:
Enhance the north-south connection between disparate elements of the campus



Theme 10:
Create a new landscaped setting for the campus



Theme 11:
Set the benchmark for innovative and integrated energy policies to enhance environmental performance



Theme 12:
Facilitate the opportunity for disposal of surplus areas for alternative uses

The Masterplan identifies 12 Key Themes, each of which forms part of an integrated and comprehensive 25 year strategy for the New Campus. The themes can be described as the "glue" that binds the development proposals together that ultimately will transform the Campus and the way in which the University delivers its academic objectives.

The themes combine to offer a fully integrated package of measures and land use interventions that align the University's estate objectives and the fundamental principles of development as set out within the Concept Statement endorsed by South Gloucestershire Council. Themes relevant to each section of this document are highlighted on each page.

3.1 masterplan proposals summary...

The Masterplan vision is generated by a need and desire to focus on the development of buildings, spaces and landscape that emphasise the integration of the historic UWE Campus with the acquired former HP land.

The main features of the integrated strategy include:

- A strong landscaped heart space surrounded by new academic, student accommodation and student facility buildings to support a vibrant mixed use campus core, from which a network of permeable and legible pathways and connections are generated.
- A new sustainable transport hub as a centerpiece to the internal access and movement strategy, which will deliver students, staff and visitors into the heart of the campus.
- Rationalisation and reinforcement of the north-south central landscaped spine and the provision of a stronger east-west

connection from the new Stadium Car Parking area in the west to the Academic Zone located to the east of the heart.

- A peripheral car parking strategy involving at-grade, tiered and decked parking which supports a pedestrian-focused heart zone and enables future flexibility to realise meaningful commercial development opportunities in the event that the campus was to contract.
- Enhanced routes into and through the campus, facilitating wider access to campus facilities and improved links with the surrounding North Fringe community.
- The delivery of a stadium on land to the west to support the development of an improved sporting offer for the University and the wider Bristol North Fringe.

The Masterplan seeks to draw all areas of the site into a single

and integrated campus, with enhanced links to the surrounding community. This is achieved in part by improving the arrival experience of staff, students and visitors, whether by walking, cycling, public transport or car.

New academic buildings would extend 'S' Block and the existing library (as a new multi-functional Academic Zone for the campus). 'P' Block is to be redeveloped for academic use after the estate compound relocation, offering early delivery of mixed use retail and student residential accommodation in the campus heart.

A combination of refurbishment and new build general academic accommodation is proposed around Felixstowe Court and Blocks B and C. 'R' Block extension will continue to offer flexible space for the FET faculty, alongside additional refurbishment projects.

A large number of the existing buildings have been retained, though many of these will be subject to refurbishment, including

their external envelopes. New academic buildings are proposed to work in conjunction with refurbished space and improve the legibility of the campus. This is achieved by both grouping faculty activities as well as strengthening the vitality and viability of the campus through the integration of academic, retail, welfare, support and entertainment uses in a well considered, accessible and attractive landscaped campus environment.

Student residential accommodation is proposed in three locations: south and north of the heart plaza and a smaller area to the north of Carroll Court, which is proposed to be retained. An increase of 1,200 student beds is proposed across the Campus.

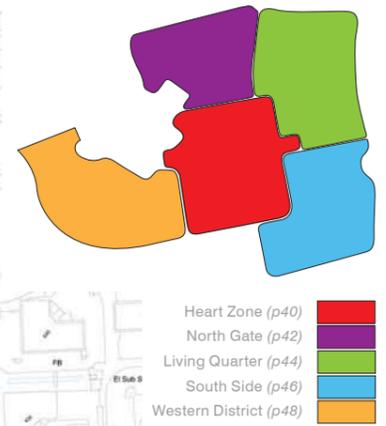
The heart of the campus will comprise exceptional quality spaces and buildings. The masterplan incorporates the results of a separate Heart Zone Infrastructure Design Study. The resultant design concept supports a shared space approach, with bus passengers being dropped off within the heart zone and close



Figure 04 Proposed masterplan with character areas

The four faculties at UWE

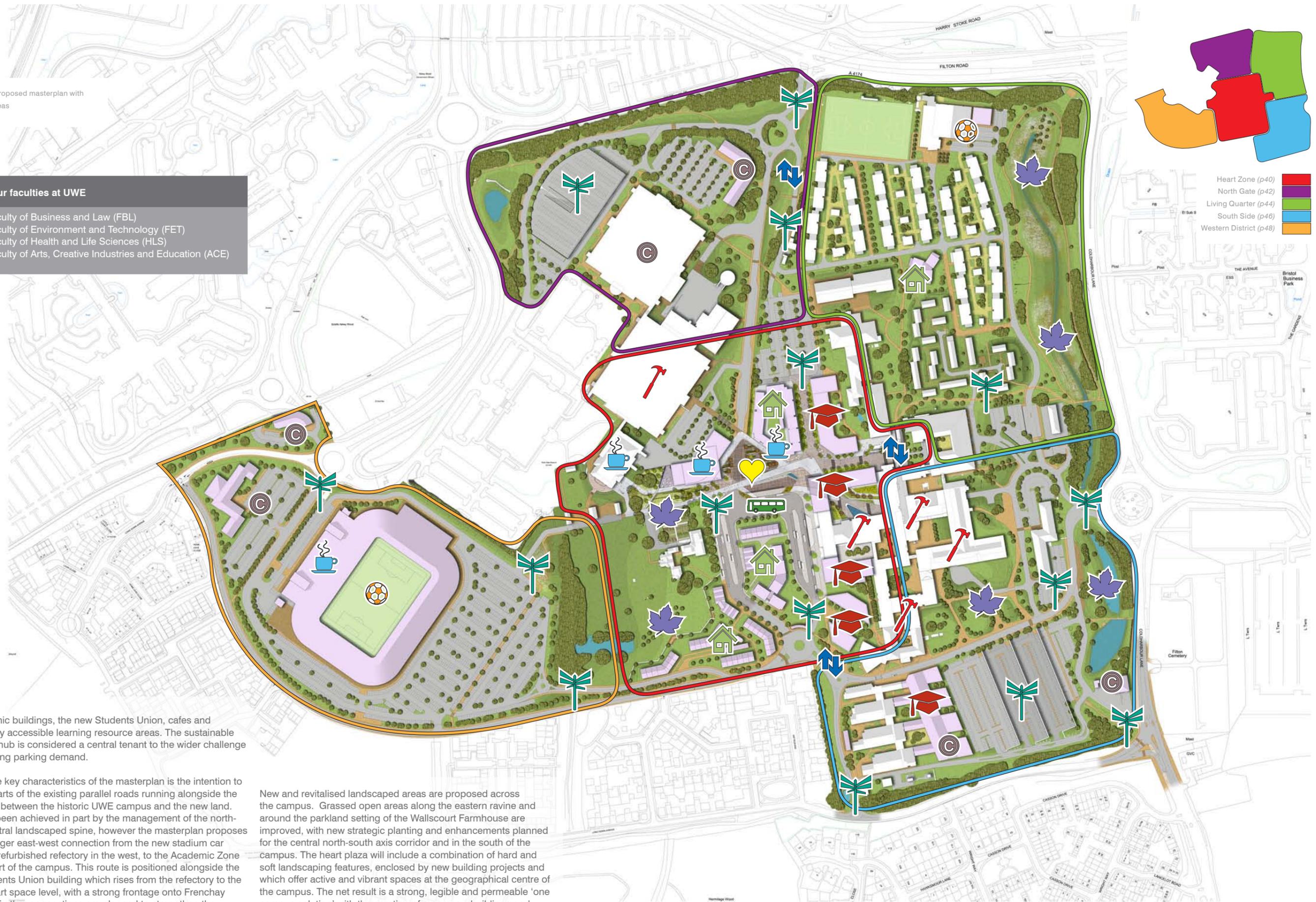
- Faculty of Business and Law (FBL)
- Faculty of Environment and Technology (FET)
- Faculty of Health and Life Sciences (HLS)
- Faculty of Arts, Creative Industries and Education (ACE)



to academic buildings, the new Students Union, cafes and community accessible learning resource areas. The sustainable transport hub is considered a central tenant to the wider challenge of managing parking demand.

One of the key characteristics of the masterplan is the intention to remove parts of the existing parallel roads running alongside the boundary between the historic UWE campus and the new land. This has been achieved in part by the management of the north-south central landscaped spine, however the masterplan proposes a far stronger east-west connection from the new stadium car park and refurbished refectory in the west, to the Academic Zone in the heart of the campus. This route is positioned alongside the new Students Union building which rises from the refectory to the upper heart space level, with a strong frontage onto Frenchay Square. Further connections are planned to strengthen the relationship between the Heart and Buildings 1 and 2.

New and revitalised landscaped areas are proposed across the campus. Grassed open areas along the eastern ravine and around the parkland setting of the Wallscourt Farmhouse are improved, with new strategic planting and enhancements planned for the central north-south axis corridor and in the south of the campus. The heart plaza will include a combination of hard and soft landscaping features, enclosed by new building projects and which offer active and vibrant spaces at the geographical centre of the campus. The net result is a strong, legible and permeable 'one campus solution' with the creation of many new buildings and vibrant spaces.



Cheswick Village
(under construction)

New land from HP

Central spine

Historic Frenchay campus



Figure 05 Aerial view of the new campus in 2007

4.1 existing campus...

The Masterplan study area covers land measuring approximately 61 hectares. It consists of three distinct "parcels" of land; the historic University Campus, the developed area of the New Land and undeveloped fields to the west which benefit from planning permission for a major commercial scheme.

The historic UWE Frenchay Campus extends to approximately 32.4 hectares in size. It has been developed over the past four decades and therefore features a wide range of buildings and spaces of variable architectural styles and quality. As with many educational establishments, the nature, form and layout of the campus has grown in an ad-hoc manner to meet changing operational and academic requirements over time.

Moving from north to south, significant portions of the northern part of the site have been recently developed to provide a new sports hall and a circa 2,000 bedroom Student Village. South of the Student Village lies Carroll Court, a considerably older,

though recently refurbished, two-storey lower density student accommodation complex. Alongside it is the relatively new 'R' block and the expansive 'Q' and 'P' blocks.

The core of the academic University accommodation lies to the south of 'P' and 'Q' Blocks. The construction of this accommodation has been phased over a period from the early 1970's to 2000 (see figure 4.1 – Chapter 4).

Northavon House is located just to the east of the core in the midst of a gyratory road system off the main entrance to the University from Coldharbour Lane. Northavon House is leased to Higher Education Funding Council for England (HEFCE) and is the only currently non-operational / UWE academic use on the historic Frenchay Campus. A bus stopping area (operating as a bus station) lies just to the west of Northavon House, adjacent to 'J' Block.

In the far south of the Campus, the more contemporary 'S' Block, a landmark building within the Campus, lies adjacent to a landscaped area of open space and a significant area of at grade car parking. The land in this location slopes to the east, with the Estates Office (Mallard House) and adjacent lake close to the eastern boundary of the site.

The acquired land from Hewlett Packard measures approximately 28.3 hectares in size. It consists of two primary buildings, built to meet the requirements of the previous occupier and are therefore not suitable, in their current form, for academic uses. Planning permission enables the University to undertake internal refurbishments to Building 2, creating a new Exhibition and Conference Centre (ECC).

The site also consists of a canteen, a gym, the Wallscourt Farmhouse Grade II Listed Farmhouse complex, a number of outbuildings related to the listed Farmhouse, and a recreation

area. The developed part of the New Land also accommodates approximately 1,000 car parking spaces. Hewlett Packard has retained the ownership of Building 3 and adjacent car parking areas and also has a leaseback arrangement with UWE to retain use of Building 1 for a five year period. This lease is due to expire in 2013. Land to the west of the developed area is former undeveloped agricultural land with the benefit of planning permission for a "Class B1 development" comprising some 38,000m² of commercial floor space.

At the time of writing, plans for a 21,700 seat sports stadium with associated facilities (club shop/bar, offices, retail, gym and teaching space) on land to the west of the developed area have been considered by South Gloucestershire Council and subject to a 'resolution to grant' by the Planning Committee in July 2012. The application has yet to be formally approved, pending further negotiations on the associated Legal Agreement.

Figure 06 Existing site plan





Figure 07 Existing site plan

- Academic and administration
- Student accommodation
- Commercial building
- Refurbished for UWE use
- Hewlett Packard occupied
- Restaurant building
- Bus stop
- Car park
- Main entrance
- Controlled entrance
- Public right of way

4.2 site analysis...

A detailed initial site analysis report (ISAR) was first compiled in 2009, which covered all aspects of the campus including the recently acquired land to the west. The ISAR, along with more recent assessments carried out in support of this outline planning application, covers the site analysis issues in more detail. This section covers merely the headline topics contained within those other documents.

The campus is heavily contoured across the entire site. The range in topographic levels presents a series of opportunities and challenges when considering the future development strategy for the campus. The highest parts of the campus are largely centred around 'S' Block (~80m AOD), with a descending ridge heading in a northerly direction. A second high-point exists north of Cheswick Village. The lowest parts of the campus are to the northwest of Building 2 (~55m AOD), and along the northern end of Coldharbour Lane.

The resulting slopes around the campus have been overcome through strategic positioning of buildings. 'A', 'B', 'C', 'D' and 'E' Blocks typically run along a north-south axis, which allows campus users to negotiate level changes via internal staircases and lifts.

Many of these buildings however require significant amounts of refurbishment work to sufficiently enhance their usefulness to an ever evolving university. The core buildings are typically around 40 years old, and despite regular internal renovation, they have reached a stage where a more dramatic strategy needs to be employed by the university to deliver an effective teaching environment appropriate for the competitive higher education market in the UK.

As the campus has evolved over the decades, its legibility for staff, students and visitors has become less clear. The built form has established an inward-looking environment, where the majority of campus-wide services are loosely focussed around

two central courtyards. The consequence of this arrangement is that the permeability of this central area is compromised by the constrained nature of the surrounding buildings. As more buildings were delivered, the connections between different parts of the campus became more tenuous.

This was further exacerbated by the expansion of the campus into the new land that was formerly part of the Hewlett Packard (HP) estate. The previously secure nature of HP's land, combined with the significant level differences, has resulted in a greater need to overcome the poor legibility and permeability of the campus, and to better integrate all areas of the campus with a comprehensive wayfinding strategy.

Access into the campus is primarily concentrated around the East Gate. All public transport moves through this gate, as does the vast majority of other vehicular traffic. Approximately 1,500 car parking spaces are served via East gate, with a further 1,250

spaces located on the eastern side of Coldharbour Lane. The North Gate provides access to approximately 1,000 spaces, though several former HP car parks are not currently in use. A new link road was constructed to connect the two halves of the campus, with barriers restricting access. It is clear from the car parking diagram opposite that car parking provision is disjointed with many smaller car parks dotted all around campus.

The building stock, whilst in many parts is dated, does provide in excess of 170,000m² in buildings constructed throughout the past four decades. The design of the later buildings reflects the changing nature of how third level education is delivered. 'R' and 'S' Blocks demonstrate how new buildings can be used by the University to showcase strong environmental design principles, which provide flexible teaching spaces within highly efficient building envelopes.

Figure 08 Existing vegetation

- Shrubs
- Trees
- Grass



Figure 09 Existing topography

- >80m
- 75-80m
- 70-75m
- 65-70m
- 60-65m

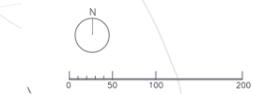


Figure 10 Existing connectivity

- Currently poor connections across the site
- Public right of way
- Opportunities for improved connections
- Significant change in level/vertical circulation

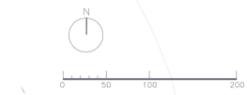


Figure 11 Existing car parks

- Car park
- Service area
- Barriers

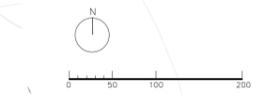


Figure 12 Existing site photos collection



4.3 campus character...

First impressions of the campus are an important aspect of the decision-making process for potential students. The sense of arrival and the experience of moving through the campus play a part in creating a favourable attitude towards the University. The University recognises the importance of this and has sought to improve that experience for prospective students, staff and visitors to the campus.

The first impression for many visitors is when they arrive onto the campus by bus. The bus stops for the campus are grouped together between 'G', 'H' and 'J' Blocks and Northavon House. The waiting and congregation space in this area is somewhat cramped, and seemingly disconnected from the core of the campus. This is exacerbated by the sharp level difference between the bus stops and the main entrance into 'G' Block.

The majority of those arriving by private vehicle are directed to Car Park 20, which is off-campus, or Car Parks 1-3. The pedestrian

connections linking these car parks to the core of the campus are not always clear, especially to first time visitors. The paths leading into the campus from Car Park 20 are tenuous, as pedestrians are deflected to the south of the East Gate roundabout and Northavon House. The arrangement of the southern car parks is equally confusing as there is no clear layout of pedestrian connections linking them with the core of the campus.

The centre of the campus' activities is located in the area around 'F' Block. As described in the Site Analysis section of this document, there is a lack of legibility and permeability through this area. Whilst the University has recently installed a series of wayfinding maps and signposts, many of the main routes across the campus are not immediately obvious to those navigating their way through these spaces. The inward-looking layout of the original 1970s buildings compounds the issue, as the main connections are usually via internal corridors.

The enclosed courtyards provide the main external hard spaces in which to socialise and congregate. These are popular spaces, especially in fine weather, due partly to the spill-out space associated with the Students Union bar in 'F' Block.

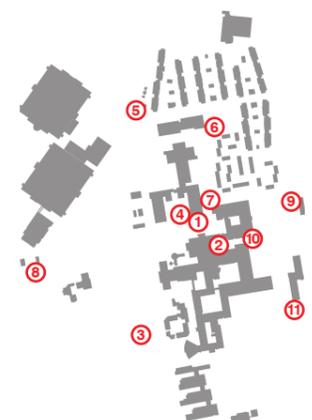
Moving away from the courtyards, there is plenty of green space. However, much of it is broken up with small car parks, with many of them merely small pockets of green infill in between buildings, service areas, car parks and roads. The result is that while they can create the impression of a green campus, they are not all usable green spaces for rest and relaxation. The ravine (along the northern end of Coldharbour Lane), the area around the pond (by Mallard House), and the open space immediately to the east of 'Q' Block provide the main usable spaces for campus users.

The expansion of the University into the new land to the west has dramatically reduced the built density of the overall campus. The new land is much more open and green, though the connections

between the two sides of the campus are poor. Despite work to thin out the line of vegetation running between the two sides, they are visually separate entities. This area also includes the listed Wallscourt Farmhouse (refer to the Heritage Statement for details).

The intensification of student accommodation over the past decade has significantly improved the character of the campus, and the activity within it. Increased student numbers living on campus has generated a better student experience by turning the campus into a home for an additional 1,900 students. This in turn has extended activity on the campus much longer into the day than was previously the case.

Overall, the Frenchay campus has enormous potential as a top class student destination. Better integration with the new land, and a more appropriate distribution of new buildings and uses around a revitalised heart space, have the potential to transform the campus and the student experience.



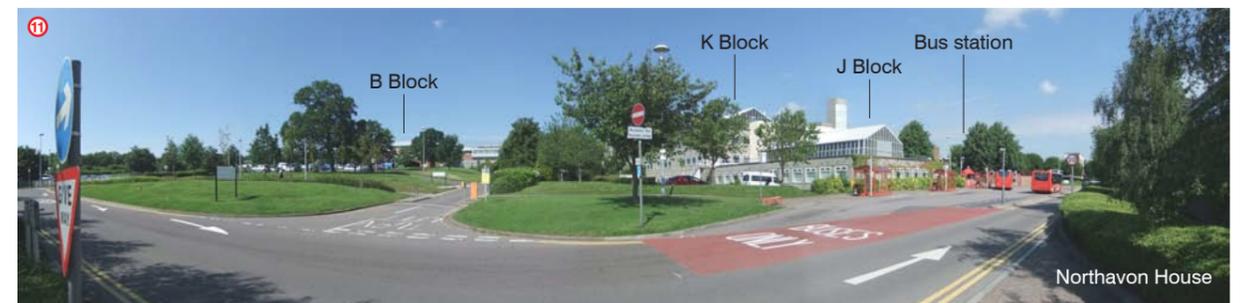




Figure 13 North Fringe context

4.4 north fringe context...

The area around the Frenchay campus has become significantly more developed since the campus was first built in the early 1970s. In that time, the new developments appear to have emerged in isolation, with poor interactivity between them.

The acquisition of the land from Hewlett Packard has changed the balance of influence in the area. The University has become one of the larger nodes and has the opportunity to have a much greater impact on the area, in part through better integration and improved links with the surrounding communities.

That is not to say that there aren't any considerable constraints involved in generating that change. There are several notable physical barriers that restrict the impact that the campus can have on those other sites. When Hewlett Packard established a presence in the area, it was very much as a secure site with impenetrable boundaries. Whilst HP has reduced that presence, its site still continues to perform in a similarly secure manner as

before. This is compounded by the secure site of the Ministry of Defence a little further to the west. These two sites have together created a zone that prohibits easy permeability to the west of the campus.

Further barriers exist immediately to the north of the campus. The A4174 Ring Road is a dual carriageway that links north Bristol with the A4 at Keynsham to the southwest of the city, passing close to junctions for both the M32 and M4. As a result, it is an important and heavily used route. This restricts the University in expanding any influence to the north, as the Ring Road will always have a divisive effect on those properties that bound its route. Rather, it is probably more accurate to observe that the Ring Road has more of an impact on the campus. Due to the high levels of traffic along this road, the pressures placed upon the North Gate entrance to the campus mean that traffic egressing from the campus can only turn left towards the Abbeywood roundabout.

The residential provision in the area has recently expanded with the ongoing construction of approximately 1,200 new homes in Cheswick Village (due for completion in 2013). Coupled with Stoke Park, they are among the more permeable neighbourhoods in the area. Pedestrians and cyclists can pass through these developments to get to areas further afield, such as Broomhill and Lockleaze.

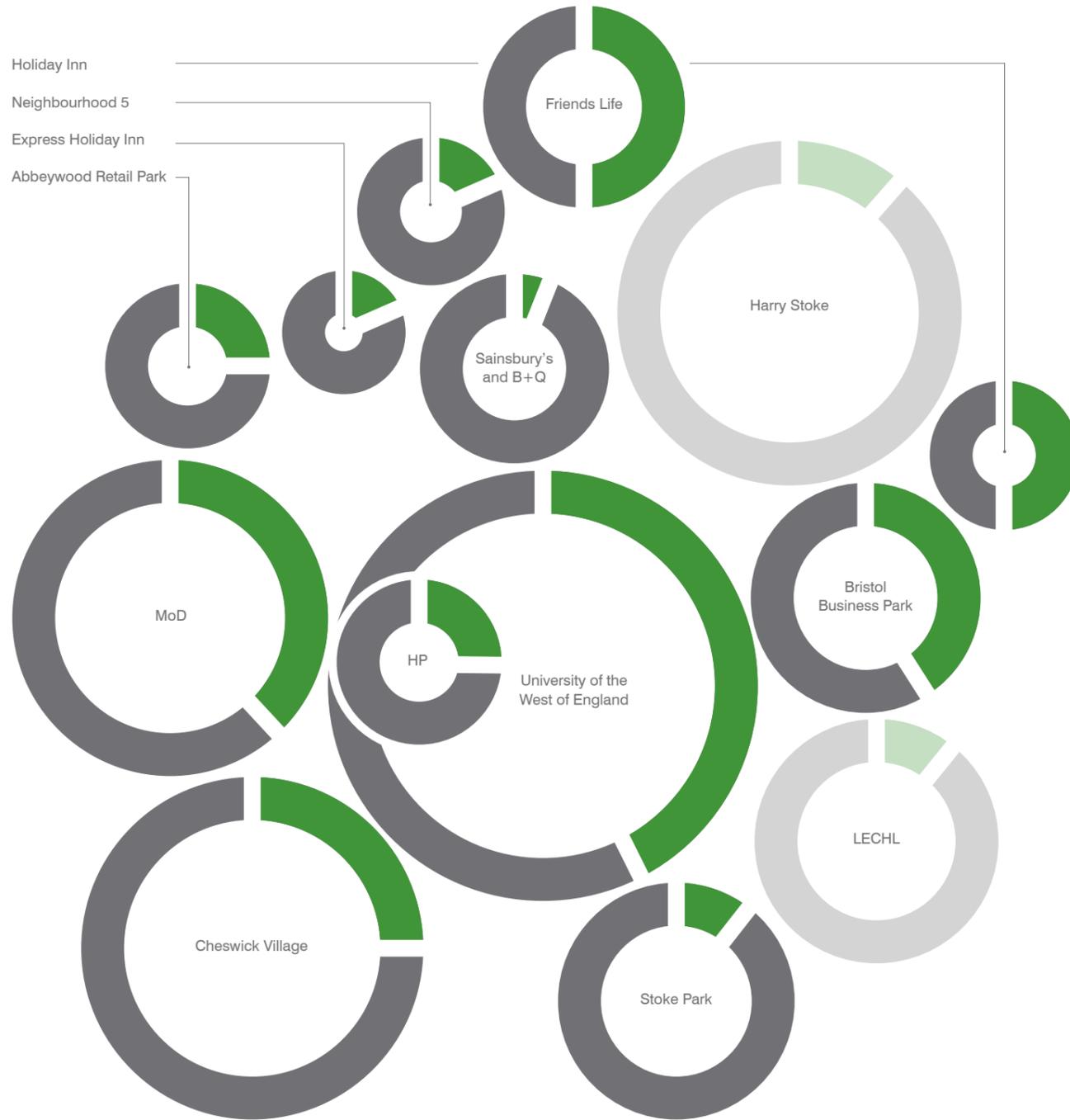
This housing provision is set to be further intensified over the coming few years. South Gloucestershire Council's local plan has identified two new zones for residential development. Land East of Coldharbour Lane (LECHL), owned by the Wallscourt Foundation, and land in Harry Stoke have been identified as suitable for providing 500 and 1,200 homes respectively. Furthermore, the SGC Core Strategy has identified Land East of Harry Stoke for the provision of circa 2,000 additional homes. These will alter the balance of activity in the area.

The campus does have more of an impact on the North Fringe than just its size. With a student population of approximately 18,000 studying at Frenchay, the intensity of activity on the campus outweighs that in the neighbouring developments. The University also employs around 2,500 people on the campus, making it one of the largest employers in the area.

The campus will be home to about as many people by the end of the masterplan period as will live in Cheswick Village. The campus has a library larger than most in the city, restaurants, bars, a bank and a convenience store. Plans to build a 21,700 seat stadium will greatly enhance the existing sporting provision on the campus. Therefore, the Frenchay campus should not be seen simply as an academic site, the analogy being that it is a small town on one site. The potential exists however, to improve permeability into and through the campus and to generate a new sense of neighbourhood at the southern end of the North Fringe.

Figure 14 Relative size of neighbouring plots

Hardspace (buildings, car parks, roads etc)
 Green landscaped amenity space



Note: Approximate relative size of each development and its proportion of landscaped space. The proposed information for the Harry Stoke and LECHL sites are shown faded as these are committed development sites (currently green field sites)



Figure 15 Approximate relative population of each site

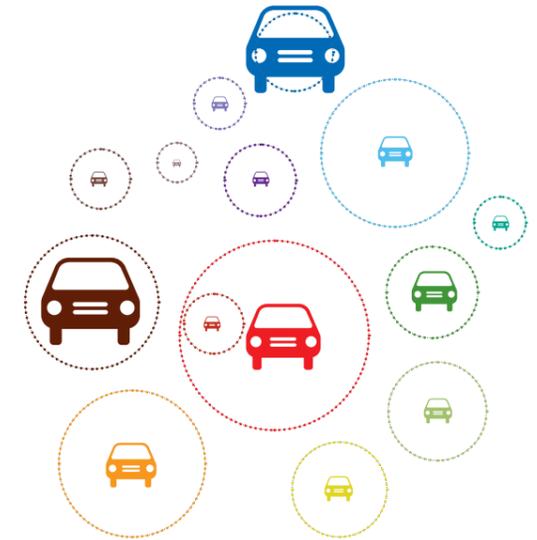


Figure 16 Approximate relative car parking provision of each site

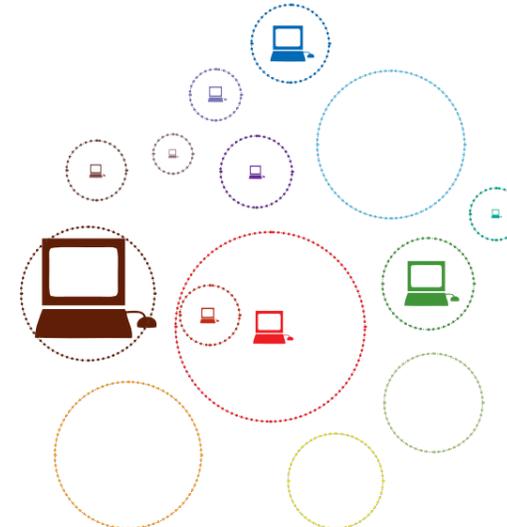


Figure 17 Approximate relative employment population of each site

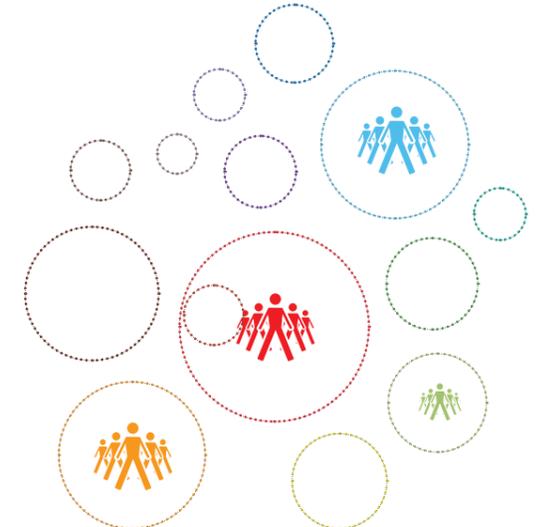


Figure 18 Approximate relative community facilities provision of each site



Figure 19 Approximate relative bed space provision of each site

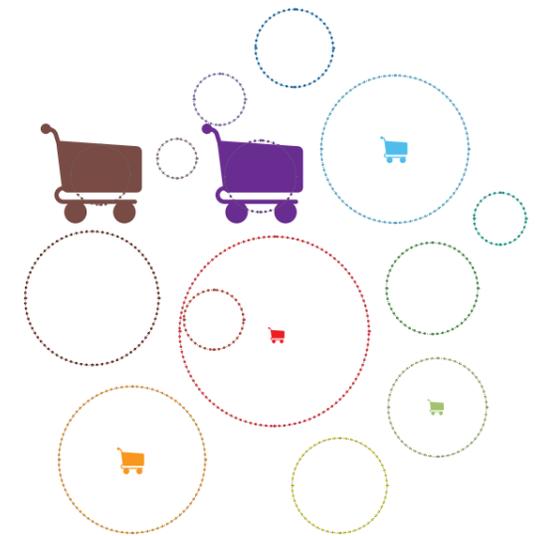


Figure 20 Approximate relative retail provision of each site

Figure 21 Campus evolution



5.1 planning history...

Historic Frenchay Campus

The full planning history of the Frenchay Campus is extensive. As such only the most pertinent permissions are mentioned here. In July 2003, Outline Planning Permission was granted for the redevelopment of the UWE Frenchay Campus, including use of land east of Coldharbour Lane as a temporary car park (ref. PT02/2936/O). An indicative masterplan was produced as part of this application. Following the submission of a Reserved Matters application, temporary permission for Car Park 20 was granted in April 2004 for a five year period (ref. PT04/0931/RM).

An application was submitted in October 2004 for the new Student Village (ref. PT04/1926/F). Permission was granted for eight blocks of student accommodation to provide 1,932 student bedrooms with associated infrastructure and a sports facility/gymnasium. A campus masterplan was also submitted as part of this application.

In September 2007, an application to renew the temporary permission for Car Park 20 was submitted and subsequently withdrawn (ref. PT07/3100/RTC). A revised application followed (ref. PT08/1198/RTC) and in June 2008 permission was granted for use of this car park for a further 3 years, up to 12 June 2011. A further application was submitted in December 2010 to renew the temporary use of the car park for a further three years (ref. PT10/3363/RTC). This application was approved on the basis that parking provision would be rationalised within the extent of the enlarged Frenchay Campus. This temporary consent expires on 31st July 2013.

An application for the erection of a 3 storey extension to the existing R block building to provide additional academic facilities and associated works was approved in May 2009 (ref. PT09/0443/F).

Former Hewlett Packard land

The planning history for the Hewlett Packard site is considerable and complex. In summary, the Hewlett Packard site benefits from a number of planning permissions, extending back some 30 years.

Outline planning permission was initially granted in 1982 for the erection of a production unit of 375,000ft² (34,835m²) for the manufacture of computer disc memory products and the use of 85 acres (35 ha.) for industrial purposes (ref. N3510/2). Subsequently, a revised Outline permission was granted later in 1982 for the erection of buildings totalling 2,200,000ft² (204,386m²) for the manufacture of high technology products and the associated R & D facilities (ref N3510/4).

Reserved matters permission was subsequently granted in 1982 for the erection of three buildings (Buildings 1, 2 and 3) totalling 625,000ft² (ref N/3510/4AP) and in 1985 for design amendments to Building 2 (ref P85/55/2). A further reserved matters permission

was granted in 1989 for the erection of buildings totalling 1,345,000ft² for the manufacture of high technology products (ref P85/55/4). This permission relates to Area 7 (south of the Farmhouse) plus land to the south of the Long Mead Bus Link, which has since been sold to Redrow. It also expressly referred to Building 2 and was therefore implemented in part.

More recently, a Section 73 (variation of condition) was granted in 2005 for the B1 (Business) use of the existing site, without complying with the relevant conditions of planning permissions N3510/4 and P85/0055/4, which restricted the use of the land to the manufacture of high technology products and R & D (ref PT04/0685/RVC). South Gloucestershire Council also granted permission in 2008 for the erection of 4 no. 3-storey office buildings totalling 410,540ft² (Gross Internal Area - GIA), subject to a Section 106 Agreement (ref PT04/0686/RVC). This permission, essentially for the re-siting of buildings, was submitted under S73 of the Town & Country Planning Act 1990. This detailed

permission has since lapsed but the land still has the benefit of the original outline permission for development (N3510/4) and the full permission for business use (PT04/0685/RVC).

The existing buildings on the retained land developed under the above consents amount to approximately 488,200ft² (GIA), with a further 410,540ft² (GIA) granted permission under PT04/0686/RVC. Outline planning permission was granted in 2005 for housing development on the southern portion of the site (ref PT04/0684/O), which has since been sold to Redrow. A legal agreement related to permission PT04/0684/O was entered into on the basis that the residential development and an overall total of 1.0 million ft² (GEA) of floorspace within the retained HP site would be delivered (or alternatively 1.2 million ft² (GEA) if HP Buildings 1 and 2 were re-developed).

New Campus

Since purchase of the former HP land, UWE has sought to integrate this area into the Frenchay Campus and has submitted a number of applications to this effect. Preliminary applications are set out below.

Planning and Listed Building Consent was approved for various works to the Wallscourt Farmhouse to facilitate its use as offices for the Vice Chancellor and Deputy Vice Chancellor (refs PT09/0883/F and PT09/0886/LB). Works approved included the installation of a disabled persons' access ramp to the rear of the building and various internal and external alterations.

Planning permission for change of use of Building 2 and related land from offices (Class B1) to flexible B1 and D1 uses (Non-Residential Institution) and construction of a new loading bay with access ramp and new loading doors was approved in August 2009 (ref PT09/1142/F). Under the provisions of Class E (Schedule 3, Part 3) of the General Permitted Development Order 1995, UWE is permitted by this flexible consent to change the use of the building between B1 and D1 for a ten year period from approval.

Planning permission was approved for the construction of a new vehicular link road between the two sites, in a location approximately midway between the Wallscourt Farmhouse and the Library (ref. PT09/5205/F).

To facilitate the relocation of UWE Robotics from Bristol Business Park to Building 1, planning permission was sought and approved for change of use of part of the ground floor (180m²) from Office, Research and Development (Class B1) to Education (Class D1) and associated works (ref PT11/1193/F). This consent relates to the eastern portion of the building, facing toward the centre of the campus.

Arising from discussions with South Gloucestershire Officers, UWE elected to progress with a number of emerging Masterplan proposals in advance of the submission of this outline application. Relevant applications are identified below.

In May 2012 planning permission was granted for an extension to S block to provide a Media Hub (ref. PT12/0459/F). This facility was to assist with the consolidation of the St. Matthias Campus up to Frenchay. However, owing in part to timescales and building constraints, UWE has since elected to transfer this function to the Bower Ashton Campus for an interim period. As such, this building proposal has since been removed from the Masterplan.

Following considerable and detailed discussions with South Gloucestershire Council, an application for the erection of a 21,700 seater new sports stadium (Class D2) and ancillary Club Shop (500m²), Supporters Club Bar (784m²) and Offices (198m²), with associated Convenience Store (Class A1) (465m²), Gymnasium (Class D2) (1,280m²), Banqueting facilities (Class D1) (1,006m²), Media Study Centre/UWE Teaching Space (Class D1) (2,114m²) was submitted in March 2012 (ref. PT12/0888/F). The application also sought consent for the construction of a 1,000 space car park and new vehicular access, along with required earth works, landscaping and lighting. The Planning Committee resolved to grant planning permission the 19th of July 2012, subject to a Section 106 Agreement.



Figure 22 Frenchay Campus in 1982



Figure 23 Frenchay Campus in 1992



Figure 24 Frenchay Campus in 2007



Figure 25 Relevant national and local planning documentation

5.2 planning policy context...

The University of the West of England is an educational establishment of national standing contributing significantly to the local economy, specifically within the North Fringe of Bristol. In 2008, the University acquired approximately 28 ha of land, immediately adjoining the Frenchay campus with a vision to expand the university by consolidating activities from other campuses onto the one enlarged site. The purchase of this land was undertaken with the support of South Gloucestershire Council, on the basis that UWE is a major employer in the area and, as such, the existing policy allocation of the acquired land for employment use would not be a constraint.

Relevant policy documents are briefly referred to in this section, with more extensive lists of relevant policies and policy text included in Appendix A.1.

National Planning Policy

The National Planning Policy Framework (NPPF) states that Local Planning Authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground. The framework goes on to state that Local Planning Authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Furthermore, Local Planning Authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

In terms of delivering sustainable development, the NPPF states that Councils should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement. Furthermore, The NPPF asserts that investment

in business should not be over-burdened by the combined requirements of planning policy expectations and so local councils should operate to encourage and not act as impediment to sustainable growth.

Current Development Plan Policy

The current Development Plan Policy documents covering the UWE Campus are:

- Joint Replacement Structure Plan (adopted September 2002)
- South Gloucestershire Local Plan (adopted January 2006)

Sub-regional Policy

The Joint Replacement Structure Plan remains extant although has limited weight afforded to it given its age.

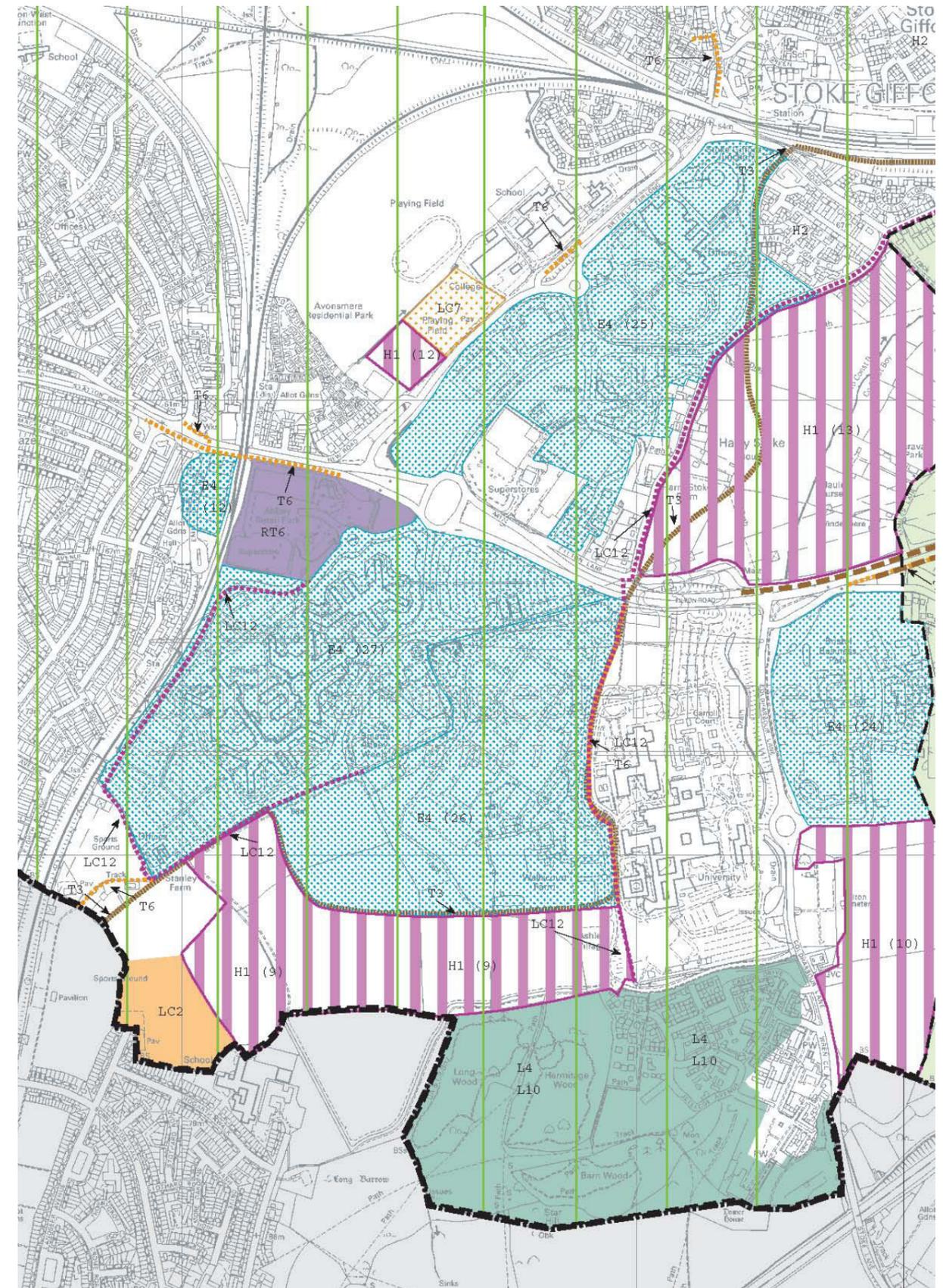
Local Policy – South Gloucestershire Local Plan (adopted January 2006)

According to the Local Plan proposals map covering the Bristol North Fringe, the UWE Frenchay campus is unallocated but is referred to in Chapter 7 Economy as a “major employer and a significant contributor to the local economy.” The former Hewlett Packard land to the west is allocated as a Safeguarded Employment Area. The former HP estate is separated from the main existing campus by a Major Recreational Route, Joint use cycle and pedestrian route and a Public Transport Route.

An extract of the Local Plan Proposals Map showing the Campus is included over.



Figure 26 SGC Local Plan Proposals
Map extract



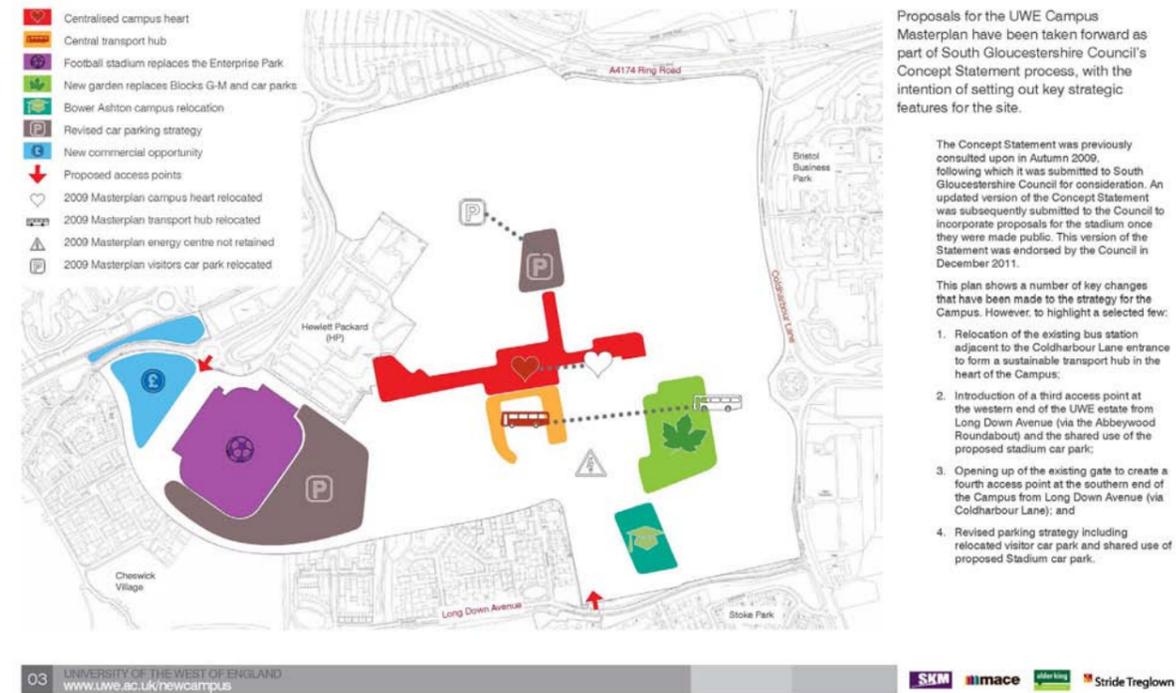
Emerging Local Development Framework

The emerging South Gloucestershire Core Strategy was the subject of Examination in June/July 2012, with the Inspector's findings being released in September 2012. The Council is currently consulting on the Inspector's proposed changes to the Strategy (Inspector's draft Main Modifications). The Submission Core Strategy is thus a material consideration for development management purposes.

Of particular note is Policy CS28 – The University of the West of England. Policy CS28 is solely devoted to development of Frenchay Campus for further academic research purposes, including the provision of student housing, and as a focal point for wider community, exhibition and conference, sporting and cultural facilities. In order to provide for satisfactory integration

with surrounding areas, the Policy states that development will be planned on a comprehensive basis in accordance with the vision, Policy CS25 and 'Partnership Priorities' for the communities of the North Fringe of Bristol, high quality design principles as set out in Policy CS1 and an agreed Concept Statement for the Campus.

UWE Masterplan Update June 2012 Changes from 2009 Masterplan



6.1 consultation and engagement...

The masterplanning process for the New Campus has been underpinned and guided by an extensive range of consultation activity. Consultation undertaken can be broken down into four categories:

Consultation with South Gloucestershire Council (SGC)

Consultation with SGC began in 2008, prior to the purchase of the former HP land. The primary objective at this stage was to gain initial feedback from SGC about the potential expansion of the campus and to raise the profile of UWE as a major employer in the North Fringe, thus establishing the principle that the University could utilise land safeguarded for employment purposes under Local Plan Policy E4.

Since the purchase of the former HP land, regular meetings have been held with SGC to ensure that the Council has been involved at each stage of the process and as a means to ensure that the masterplanning process was being undertaken in a manner

acceptable to the Council as the Local Planning Authority. In 2010, meetings were formalised into 2 no. monthly meetings covering (1) strategic planning liaison and (2) transport. This series of meetings has proved useful in building a working relationship between the parties and solving a number of issues as they have arisen.

2009 Public Consultation

As part of the Concept Statement process required by SGC, UWE undertook a four-stage public consultation process in 2009. This included a mix of consultation events in April/May, June, July and October. Events included key (external) stakeholder workshops, workshops targeted specifically at students and staff and general drop-in events open to the wider public as well as staff and students. The results of each stage of consultation were summarised in a report and subsequently reviewed by the masterplanning team. Feedback provided informed the development of the Concept Statement and the initial version of

the masterplan. A Report of Community Involvement, containing a full summary of the consultation process, feedback provided and detailed responses provided by the masterplanning team was submitted to SGC for review along with the first version of the Concept Statement (December 2009). A copy of this Report has also been submitted as part of the Outline application as a background document.

BRFC Stadium consultations

BRFC held two consultations relating to the proposed stadium in July/August 2011 and in January 2012. The primary purpose of these consultation events was to inform the public about proposals for the stadium and to obtain their views. In addition, information about the UWE Concept Statement/Masterplan was also provided in order to help set the wider context of proposals for the campus as a whole. Feedback obtained from both consultations was largely focused on the stadium. However, the consultations were useful as they provided an opportunity for UWE

to set out the transport benefits of the stadium (i.e. shared use of the proposed car park between BRFC and UWE, as opposed to the extant business use) and to highlight projects that UWE wished to progress with swiftly at the time (i.e. Student Union and Media Hub).

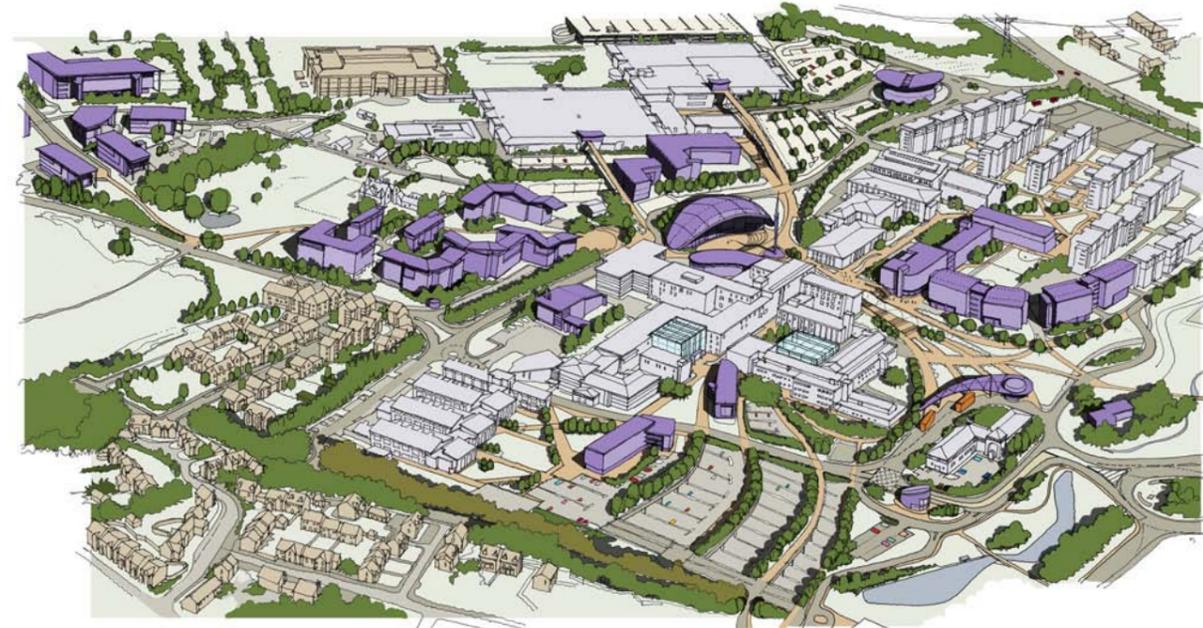
Figure 28 Sample of public consultation boards from June 2012



2012 Public Consultation

This consultation was held in June / July 2012, primarily as a means to publicise the updated version of the masterplan and seek comments in advance its finalisation and submission as an the Outline application. Given the extent of previous consultation in 2009, this consultation was web-based but opportunities to contact the masterplanning team were provided. Feedback was limited and is summarised, along with responses, in the Report of Community Involvement (by ABC) submitted with this application.

Since consultation in June/July 2012, a number of changes have been made to the masterplan, primarily driven by pre-application discussions with SGC, changes to phasing of the Heart Zone and the student accommodation brief, as well as an increase in proposed parking provision (equivalent to the extant business permissions). The impact of the changes is largely contained within the Campus and it was not considered that the changes, either individually or as a whole, were significant enough to warrant further consultation prior to submission of the application.



7.1 design evolution...

In June 2012 UWE published for consultation purposes an updated Masterplan. Representations were received and considered as part of an ongoing process of dialogue with South Gloucestershire Council and other parties.

There have been a number of changes to the detail of the masterplan since the June consultation version. These are highlighted in the images overleaf and the text below. The changes are broadly in line with the Concept Statement endorsed by the Council in December 2011. Revisions have been discussed with the Council to ensure that proposals reflect planning and design related policies and approaches.

Wallscourt Student ("Parkland") site

A detailed Heritage Assessment was carried out over the summer which investigated the impact of proposed developments upon the significance and setting of the Wallscourt Listed Building complex. The assessment identified an opportunity to further improve the

parkland setting of the listed Farmhouse and to screen the visual impact of the Cheswick Village development from within the UWE site. The general arrangement of 3 and 4 storey town houses has been revised. A landscape concept within and adjacent to the parkland setting has been prepared which offers a strong visual screen in the form of new tree belt, yet glimpsed views into the open area.

Student Union Building

The Heritage Assessment referred to above (and submitted under separate cover) also resulted in the revised position and configuration of the Students Union Building. The approximate location adjacent to the heart remains unchanged, however the form of building is now "kinked", enabling strong frontages with both the central plaza and east-west axis to be achieved. Height thresholds have been introduced to the western end of the building to minimise the impact from the setting of the listed building. The western extent of the new building has moved

towards the east, away from the parkland.

Student Accommodation (Halls of residence)

The University has recently completed a further review of the way in which student accommodation is to be provided on site. Given extensive investment in recent years, the decision was taken to retain the 258 student study bedrooms within the Carroll Court area. In order to achieve the target provision of a net increase in 1,200 study bedrooms across the site, an alternative strategy has been identified.

In light of the concurrent decision to retain Blocks G-M on the grounds of economic viability, the extent of new build academic floor space reduced. This presented the opportunity to deliver approximately 400 bedrooms within a centrally located new building previously identified for academic purposes. This results in a mixed use building, with ground floor active retail and other supporting uses facing the heart plaza (Frenchay Square) with

student study bedrooms above. This will breathe new life into the heart of the campus, extend activity beyond core teaching hours and increase natural surveillance at night.

Academic Accommodation

As referred above, the University has revised the balance of new build and refurbishment projects. In order to deliver value for money solutions and which offer flexible accommodation to meet current and projected requirements, the masterplan now retains Blocks G-M. Landscape enhancements are planned around these retained buildings.

Commercial Development Opportunities

UWE will continue to build partnership relationships with external businesses over the life of the masterplan. In order to accommodate the latent demand for business space within the campus, a limited number of opportunities to promote commercial development opportunities have been identified. This principle

Figure 30 Changes to the masterplan since June 2012 public consultation



June 2012

Concept diagram
Masterplan proposal

October 2012

was provided for in the previous consultation version masterplan.

The changes made since that time reflect a wish to focus academic activity, rather than commercial activities within the redevelopment of Felixstowe Court. The "mixed" use building opportunity has moved within the previously planned extension of S Block.

A new standalone commercial opportunity, with dedicated car parking, has been identified close to the North Gate, offering an entrance feature at this important junction. The building will sit into the landscape and be lower than the adjacent student halls of residence to the east, separated by a landscape buffer.

Road Alignments

The updated masterplan incorporates minor revisions to internal access roads and junctions to reflect technical input from highway engineers. The principles of securing access, egress and internal vehicular movement has not changed.



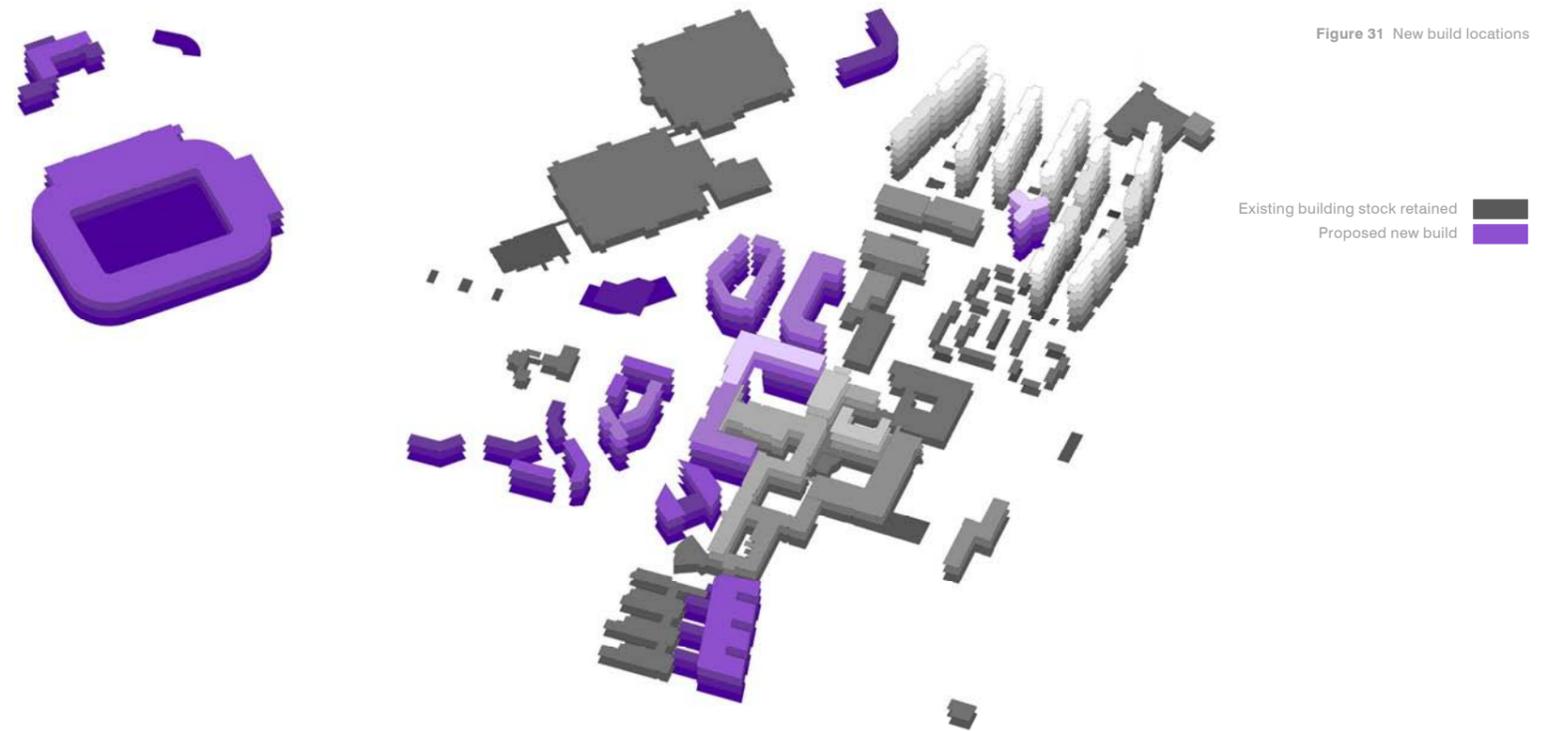


Figure 31 New build locations

8.1 building uses...

The masterplanning process has established a need for a net increase in academic, administrative and ancillary (social and welfare) floorspace of up to 36,725m² at the Frenchay Campus. In addition, the University wishes to secure an additional 1,200 student study bedrooms on-site. For the purposes of this outline application, these bedrooms, and ancillary accommodation, are provided within a total floor space of circa 30,700m², in four locations.

The scale of the net increase in floor space reflects the changing nature of higher education service provision both across the Country and within UWE. It responds to the specific characteristics of the current distribution of different faculties and schools around the Frenchay campus and the other, smaller satellite campuses around the Greater Bristol area. The spatial framework enables the meaningful consolidation of the St Matthias, Glenside and Bower Ashton campuses at its Frenchay Campus over the 25 year life of the masterplan.

The process of consolidation will, over time, improve operational efficiencies across the University. The implications arising from each campus relocation are significant as there needs to be an appropriate provision of floorspace to accommodate both the direct and indirect services associated with that campus. The implementation of that phasing strategy is still evolving but it is doing so within the end-state strategy as shown on the masterplan image.

Finding suitable locations around the campus for the different academic, administrative and social uses required the University to evaluate the current academic structure. A reorganisation of that structure has been implemented to accommodate the faculties on the satellite campuses, but it does have scope for future flexibility.

There are now four faculties at UWE covering all campuses, each consisting of a number of schools:

- Faculty of Business and Law (FBL)
- Faculty of Environment and Technology (FET)
- Faculty of Health and Life Sciences (HLS)
- Faculty of Arts, Creative Industries and Education (ACE)

FBL will continue to occupy 'A', 'B' and 'C' Blocks, which will be refurbished to modernise their academic and working facilities. The existing building stock will be transformed into a much more user-friendly environment that will greatly enhance its attractiveness to prospective students.

New build academic floor space has the potential to be delivered resulting from the redevelopment of Felixstowe Court: this offers the opportunity to create 6,000m² of accommodation in a building over 3 and 4 floors, close to the Academic Zone.

FET will retain 'N', 'Q' and 'R' Blocks, with 'P' Block to be demolished over time to accommodate a new build general academic building of circa 10,000m².

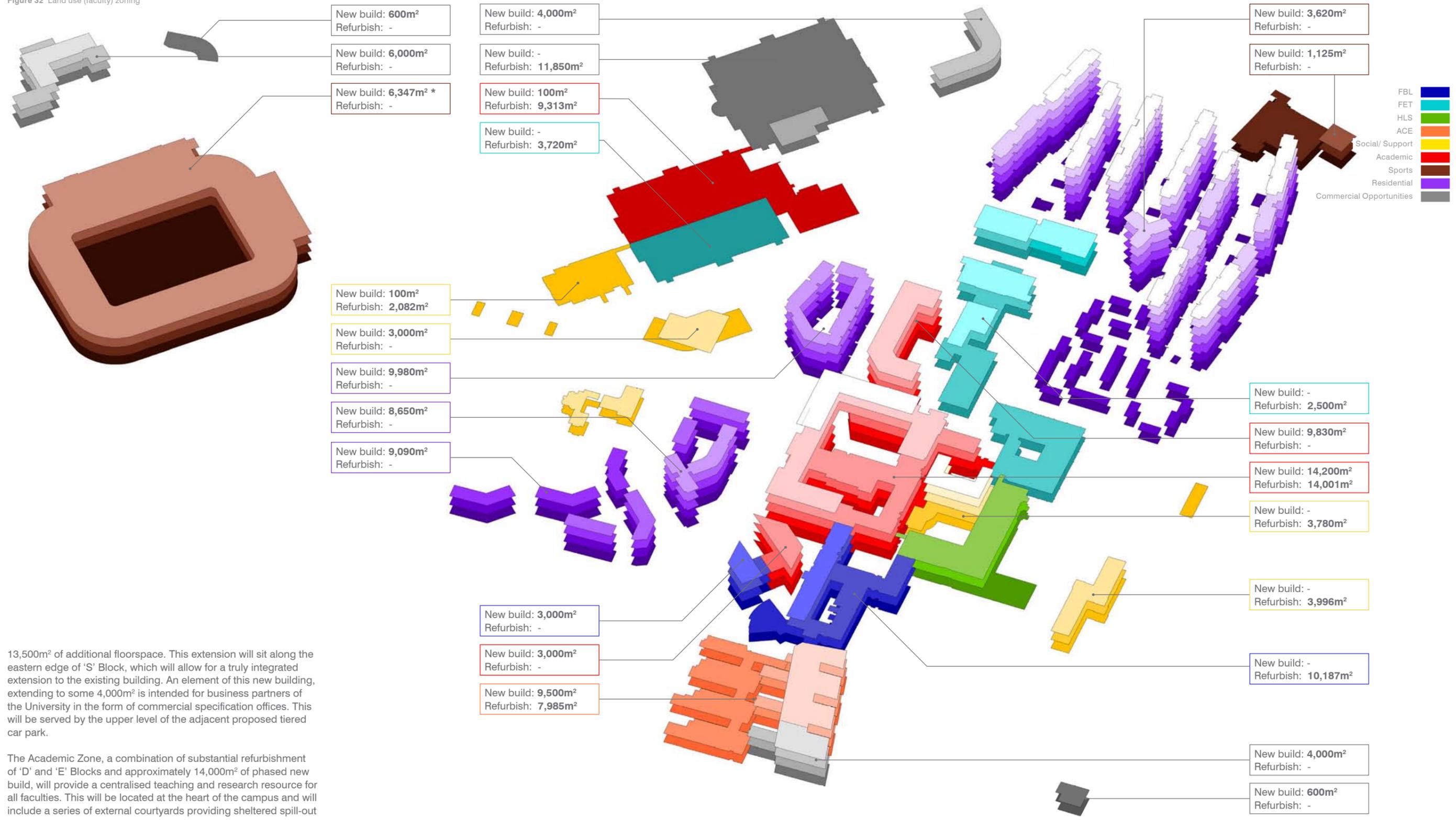
A portion of Building 1 ('T' Block) has recently been refurbished to accommodate a new robotics laboratory under the FET structure. This takes advantage of the existing laboratory set-up inherited from Hewlett Packard.

HLS will continue to be accommodated within Blocks 'G'-'M' which, following business and cost estimates appraisals, are to be retained and refurbished. New opportunities are created for HLS in the form of the general academic building to the north of Frenchay Square adjacent to 'Q' Block.

ACE will be centred around 'S' Block and will be intensified with the relocation of the Bower Ashton and St Matthias campuses. A new building attached to 'S' Block will provide approximately



Figure 32 Land use (faculty) zoning



13,500m² of additional floorspace. This extension will sit along the eastern edge of 'S' Block, which will allow for a truly integrated extension to the existing building. An element of this new building, extending to some 4,000m² is intended for business partners of the University in the form of commercial specification offices. This will be served by the upper level of the adjacent proposed tiered car park.

The Academic Zone, a combination of substantial refurbishment of 'D' and 'E' Blocks and approximately 14,000m² of phased new build, will provide a centralised teaching and research resource for all faculties. This will be located at the heart of the campus and will include a series of external courtyards providing sheltered spill-out spaces.

* Area indicated for stadium is in addition to the 21,700-seat arena use
 Note: vertical scale set at 2.5 times the horizontal for illustrative purposes

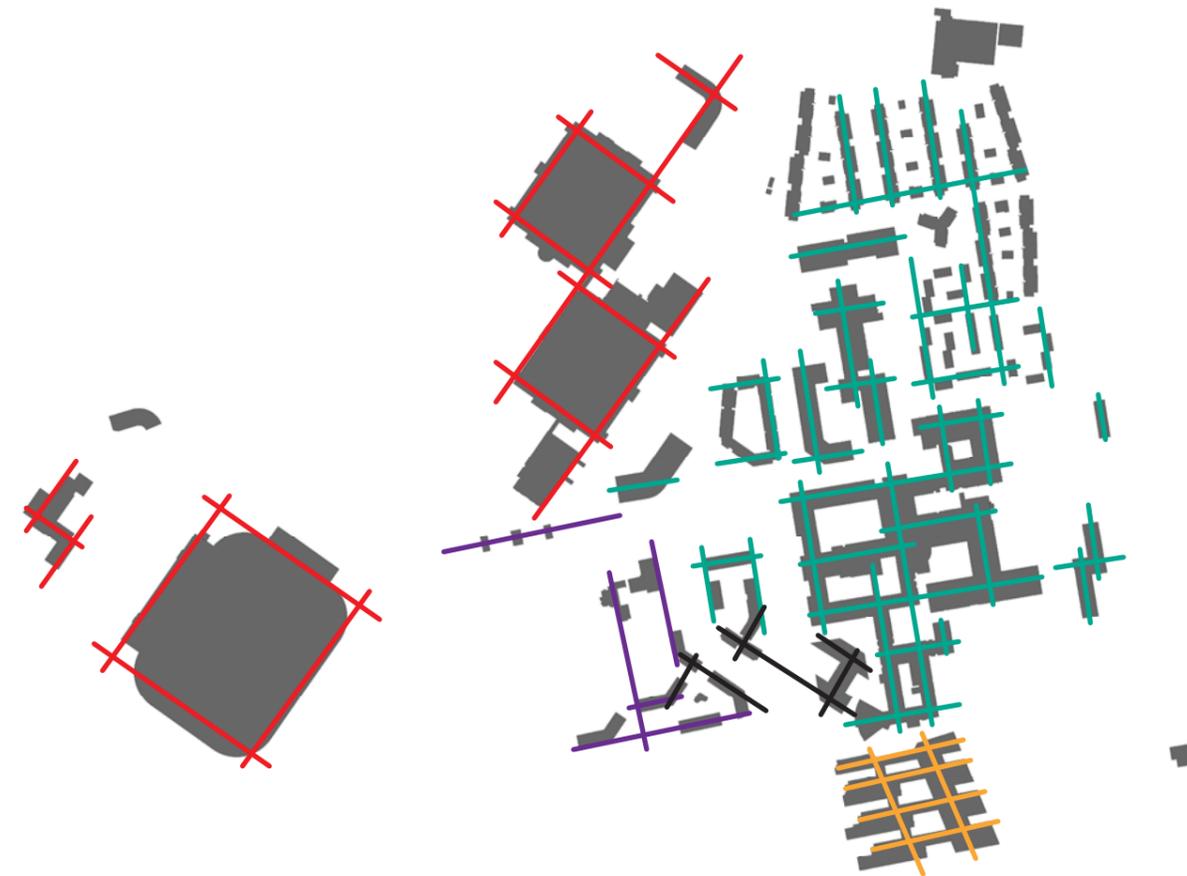


Figure 33 New and proposed grid patterns and building orientation

8.2 building heights and massing...

The existing built form across the campus provides an important context in terms of guiding future development. The strong grid patterns date back to the original campus buildings erected in the early 1970s. As the campus has gradually evolved, those grid patterns have been strengthened. Similarly, the former Hewlett Packard site developed a separate orientation, which now forms a part of the wider campus. Wallscourt Farmhouse is on a different axis again, but due to the historical significance of this small complex, it forms an important focal point and has influenced the location and form of proposed developments in the area: See the Heritage Statement, bound under separate cover for further information.

The creation of a new centralised academic resource around the existing library building (the Academic Zone) results in a new complex symbolising the importance of learning right at the heart of the campus. This zone will utilise some of the tallest academic buildings on site, and will generate new buildings that reflect its

built form context and symbology in terms of use. The new North Wing will be 6 storeys tall, while the South Wing will be 5 storeys.

Reflecting the gravitas of the heart zone, along with the floorspace requirements of the faculties, a new general academic building of circa 10,000m² over 5 storeys is proposed to face the Academic Zone. This will concentrate the tallest academic buildings around the heart zone.

The remaining academic buildings proposed on the campus will be to the south. These consist of the extension to 'S' Block (3-4 storeys) and the redevelopment of the Felixstowe Court site (3-4 storeys). Whilst 'S' Block is a 2 storey structure, the extension will be set one storey down into the landscaped terrace, thus reducing its overall impact in terms of height. The form of the redevelopment of Felixstowe Court relates to the height and scale of the surrounding buildings, both the Academic Zone South Wing (5 storeys) and the adjacent line of 'B' and 'C' Blocks (3 storeys).

The Students Union building will act as a link between the heart zone and the refectory, forming an active frontage along that link and onto the central plaza. The topography of the area and its proximity to Wallscourt Farmhouse means that the building will be a 1-2 storey structure that drops down the slope towards the Refectory.

Four new areas of student accommodation are proposed: the larger of these areas, the Wallscourt Student Village, is split into two areas, the Parkland site to the south west and the Island site within the general arrangement of the Sustainable Transport Hub. These locations offer both opportunities for cluster flats of up to 5 storeys and town houses of 3 and 4 storeys. The proposed development form has been informed by the assessment of the setting of the Wallscourt Listed Farmhouse and the desire to offer a visual screen to and from the new Cheswick Village residential development to the south. The visual impact of town houses at the edge of the parkland setting will be mitigated by a new tree belt,

though glimpsed views towards the retained grassed setting of the Farmhouse will be achieved. A series of visualisations to show the positive impact the tree belt will have on this area is provided in the annex to the Heritage Statement.

The retention of both academic Blocks 'G'-'M' and the existing Carroll Court student accommodation resulted in an ability to deliver a new cluster arrangement of student study bedrooms in the heart of the campus. A new mixed use development plot was created north of Frenchay Square which offered both the opportunity to meet student accommodation requirements, but also the relocation and consolidation of ancillary active ground floor uses at the edge of Frenchay Square. This will deliver positive outcomes in terms of activity in the area during the day and natural surveillance in the evenings. The use of this plot as student accommodation will connect the Wallscourt Village to the south with the existing Student Village to the north. The masterplan shows a 5 storey building with a double height ground floor facing



Figure 34 Proposed building heights



onto Frenchay Square and along part of the boulevard from the Visitors Car Park.

The last area proposed for student accommodation is to the north of Carroll Court, on the site of Car Park 12. A new cluster flat arrangement of 6 storeys is proposed, offering the opportunity to provide 170 student bedrooms. The height of this building is reflective of the surrounding halls of residence and would be shielded by these from views towards the Campus from the wider area.

The Masterplan makes provision for a limited number of commercial opportunities to be delivered over the next 25 years. The Football Stadium in the Western zone is the largest of the proposed buildings on UWE controlled land. This development has the benefit of detailed planning permission and is excluded from the remit of the outline planning application.

To the west of the stadium are two smaller commercial development plots. The masterplan makes provision for a hotel of up to 200 bedrooms over 3 and 4 storeys, reflective of the scale of the entrance buildings into Cheswick Village. The commercial plot to the north of the West Gate will be smaller again, at 1-2 storeys high, providing the opportunity for roadside uses.

A new commercial office plot is generated close to the North Gate. The masterplan makes provision for a new building of circa 4,000m² over 3 floors to be erected within its own demise, to include sufficient car parking spaces within Council planning standards. This building will sit lower within the landscape, and be lower in height than the adjacent student cluster flats to the east.

In terms of structures to be erected within the framework of the masterplan, two car parking areas will be rationalised with a two deck solution to the north-west of Building 2 and a tiered deck working with the topography around the southern car parks.

Note: vertical scale set at 2.5 times the horizontal for illustrative purposes

Figure 35 Landscape strategy



8.3 open space, amenity and recreation...

The masterplan provides the University with a green and healthy environment for everyone working, studying, living and visiting the campus. It will transform the perception of the campus into an interesting, vibrant and exciting place.

This will be achieved through a number of measures, the most notable of which being the strategy to re-distribute private vehicles to the periphery of the campus. The emphasis on a pedestrian priority campus will free up large areas of the campus currently designed for vehicles. The majority of existing tarmac and kerbs at the heart of the campus will be replaced with well designed landscape and surface materials with minimal kerbs providing quality public spaces, reducing air pollution, vehicle noise and benefiting ecology throughout the site.

The creation of a new plaza at the centre of the campus will serve future development and provide a destination in its own right. Around this space will be a mix of social and academic uses

that will help create an identity for the University. The design of landscape at the heart will use suitably specified materials to install a sense of arrival and inspiring civic pride. Design continuity will spread throughout the campus maintaining quality with a range of materials fit for purpose. A palette of materials set out as part of the universities design standards will be embraced to ensure continuity.

There will be a combination of hard and soft landscapes spaces strategically located around the site. Prominent, high use spaces will connect with the main heart zone. This includes the creation of courtyards associated with the Academic Zone. Other congregation spaces are proposed at key nodes, typically at entrances to the main buildings, including social, academic and student accommodation.

Structure landscaping will be retained around the campus boundary. Areas of significant vegetation have established well

over time; screening the northern and eastern boundaries. To the south and west of 'S' Block is a mature line of tall trees that reduces the impact of the University on the surrounding residential developments in Stoke Park and Cheswick Village. New structural landscape and land grading will be provided along the southern boundary of the Western District to minimise the visual impact of the stadium and associated infrastructure on the houses adjacent. The central north-south corridor will be retained as a green spine, allowing the opportunity to create a tree lined boulevard from the North Gate to the Visitor Car Park, which will be supplemented by an onward landscaped pedestrian link into the heart zone.

Along the eastern edge of the campus is the ravine and lake that form part of the flood alleviation measures for the passing stream. This is popular space for relaxation for staff and students and will be enhanced to accommodate both active and relaxing amenity spaces with new pathways connecting into a network of paths across the Campus.

All of these proposed changes have been developed in a way that significantly enhances both the legibility and the permeability of the campus as a whole. With the elimination of sporadic car parks and the introduction of legible public spaces, new pedestrian connections have been established as part of a clear wayfinding strategy. Pedestrian and cycling connections will be enhanced with a hierarchy of surface finishes aiding circulation and reinforcing the wayfinding strategy being introduced on site. This strategy provides clarity through the considered use of surface materials, panels and signposts at key locations and the phased removal of the many individual signs which over time have created clutter and confusion across the site.

Sports provision on the campus will be in two distinct zones. The existing sports complex to the north of the Student Village will be extended. In the west, the new, high profile sports stadium will be delivered and shared by the University and BRFC. The stadium will greatly enhance the overall sporting provision on the campus.



Figure 36 Extract from the masterplan showing only paths and soft landscapes



The masterplan seeks to reinforce the semi-rural nature of the Frenchay campus. Whilst the campus has undergone a dramatic evolution since it was first established, it has retained large areas of open space for use by everyone on the campus. With the buildings and roads omitted from the main masterplan image (shown here) revealing just the open spaces, it becomes clear that the masterplan encourages the creation, retention and enhancement of open spaces throughout the entire campus. This distribution of open spaces ensures that there is a wide variety of busy active areas, complemented by wide open soft landscapes and more intimate relaxation spots.

The overall landscaping strategy for the campus will be enhanced by a robust landscape maintenance regime, building upon that already in place by the University's estates team.

8.4 appearance...

The proposed Masterplan allows for a number of buildings of higher occupational density and architectural significance. Through appropriate new development, the University has the scope to transform the appearance and character of the campus.

There are a number of architectural qualities available to future design teams, for both the buildings and public realm works, to achieve buildings and spaces that generate a new identity for the University. These include an understanding and application of architectural details, materials and in their form and scale. Conversely, a landmark building could assume this status through usage, where the role of a development carries an importance. To reinforce the importance of the new campus heart, it is proposed to create a number of landmark buildings around the heart zone. These include the new Academic zone, with a strikingly dynamic corner opening that allows pedestrian traffic to pass through to an attractive courtyard and 'E' Block beyond. Similarly, the new Students Union building along the east-west axis marks the

transition between the heart zone and the Western District. The siting of such buildings along much travelled pedestrian routes helps to form part of the creation of a legible campus.

Whilst the materiality and architectural style of these buildings will be determined in detail by future design teams, this document seeks to highlight the importance of applying the most appropriate design process to each of these buildings. However all new buildings do not need to be signature buildings. Instead, with investment in a series of appropriately-sited signature buildings in the most publicly accessible part of the Campus, the other proposed buildings, with perhaps the exception of the entrance building at the North Gate, could be designed to be more functional in appearance. The need for functionality should not however undermine creative architectural treatments and the need to investigate and incorporate new technologies within the design to achieve the necessary BREEAM rating.

The new heart of the Campus will be framed by striking modern buildings that will draw students, staff and visitors to this key orientation point. These proposed buildings are located away from sensitive parts of the Campus such as the Wallscourt Farm listed building complex, but in the geographical centre of the New Campus, with immediate connections into the New Land. This is the location where investment in bold and innovative designs would offer a transformational impact upon the character and operation of the Campus, offering benefits in terms of establishing a distinctive character to the University that will inspire staff and students and impress visitors.

These landmarks will be complemented by a series of public art installations to enhance the legibility of the campus. Working in unison, not only will the character of the campus be transformed, but staff, students and visitors will be able to easily navigate their way around the campus. The introduction of sculptures or temporary student works of art at the campus nodal points

would offer opportunities for interactive and dynamic spaces and visual stimuli within the campus setting. Well positioned and designed lighting and seating can help to reinforce security and provide passive indications of how to use the new public spaces. Locations for the erection of such works of public art have been identified as a "layer" of the masterplan. See Section 9.2 for further detail on wayfinding measures.

The appearance of the buildings, public realm and public art will work together to generate variety in the landscape. However, it will be important for each individual element to work within its context. A draft Public Realm Design guide prepared by UWE has begun to establish a standard language of materials and planting that will apply to all future projects around the campus. This approach will help to unify all areas of the campus, whilst allowing the architectural projects to generate a sensible and exciting degree of variety and character.



Figure 37 Heart zone CGI looking west to east (indicative)



Different areas of the campus will have their own requirements with respect to appearance. The North Gate area is a predominantly open landscaped area adjacent to Buildings 1 and 2. Therefore, it is envisaged that the character of this area will influence the design of the commercial development opportunity site by the North gate roundabout. It will also act as an arrival landmark for those arriving onto the campus from the north.

The nature of student accommodation requirements means that the outer form of such buildings are usually set by a rigid floorplan arrangement. However, due to the prominence of the student accommodation along the northern edge of the heart zone, this building will need to contribute to the lively character of the surrounding spaces. This will be enhanced by the inclusion of active retail frontage along its southern facade.

The concept of the Wallscourt Village and the Students Union sites has been developed sympathetically in line with the observations

and recommendations of the Heritage Statement. These buildings, and associated external spaces, will have to respond to the influence of the listed Wallscourt Farmhouse. This includes sensitively chosen materials and other elevational treatments.

The southern end of the campus will see the delivery of an academic extension to 'S' Block. It will be visible to those arriving onto the campus from the East Gate - both by bus along the bus corridor and those parking in the upper levels of the new decked car park adjacent.

The outward appearance of the new buildings around the campus, along with any recladding of existing buildings that may occur during the life of the masterplan, may be influenced by sustainable construction methods and materials that become available over time. There is more detail on sustainable construction methods in Section 10.5.

It is envisaged that a new architectural design guide will be produced by the University once the masterplan is formally endorsed. This will complement a new 'external areas design guide' and a 'Heart Zone landscape outputs specification' document that is due to be commenced shortly. Working together, this suite of documents will provide a coherent design strategy for the campus that creates a new identity for the campus whilst allowing, and encouraging, design and technological flair.

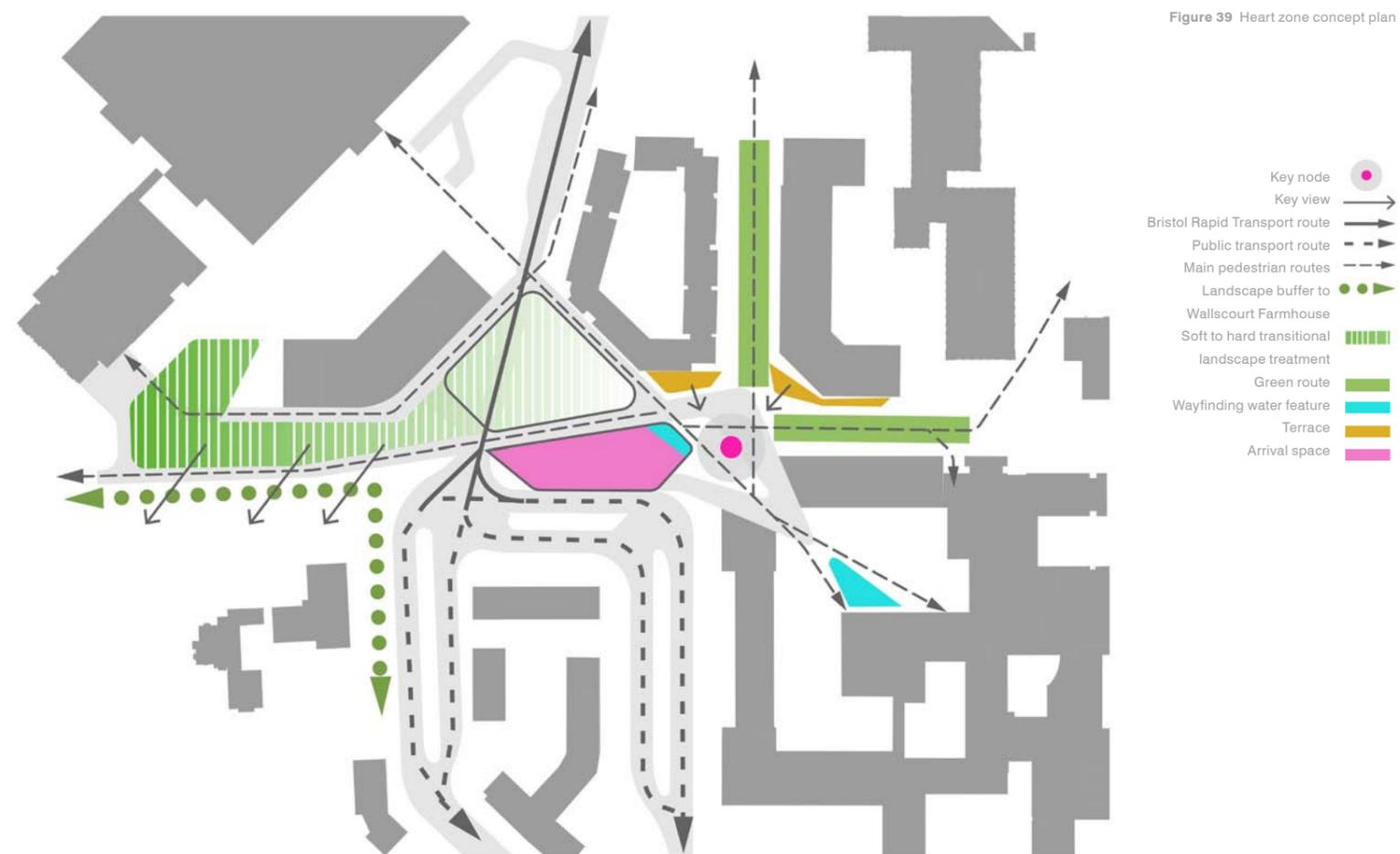
The CGIs included in this section demonstrate the sense of space (and place) that will be generated by the buildings surrounding the heart zone. The appearance of these buildings are illustrative only in the images and should not necessarily influence their final designs.



Figure 38 Heart zone CGI looking east to west



Figure 39 Heart zone concept plan



8.5 heart zone details...

The heart zone is an integral component of the success of the overall masterplan and has been subject to a separate concept design studies. The preferred concept design provides details on the nature of the different character areas as well as suggested materials, sustainability measures and biodiversity features.

The location of the new heart zone is the result of the University's intention to shift the centre of its activities further west to better integrate in the buildings acquired from Hewlett Packard into the campus.

The concept design for the heart zone aims to create a robust central space for the university that functions in a number of ways. The heart zone provides a sense of arrival with meeting and socialising spaces alongside clear and legible circulation routes. It will incorporate areas of green space and vegetation in keeping with wider masterplanning objectives. The key pedestrian thoroughfares are marked by a continuous material and gradients

allowing clear navigable routes that offer the best practice in access and inclusive design.

The spaces work sequentially from west to east, graduating from the informal green and historic setting of Wallscourt farmhouse through to the thriving and active centre and harder space of the heart zone. The space adjacent to the farmhouse follows principles of naturalistic landscape, respecting the listing building, with the retention of the existing trees bolstered by additional tree and wildflower planting. Sequentially, the next space to the east performs as a transition space, blending areas of hard and soft landscaping with tree planting and informal meeting spaces.

Moving further east towards Frenchay Square the mix of hard and soft landscaping gradually moves towards a more predominantly hard space, but still with some planting and areas for socialising so arranged that percolated movement is still allowed. Directly adjacent to the sustainable transport hub is the arrival space

framed by a striking canopy with planting on the southern side and the water feature and feathered steps to the north.

The space outside the academic zone is left largely open to allow the large volumes of pedestrian movement, but activated by two terraces on the northern edge with the arrival water feature acting as an informal wayfinding feature towards the main entrance. In addition is the key linkage north to the visitors car park and the link west that leads to 'Q' block that will provide clear circulation whilst remaining as green as possible

To the south of Frenchay Square will be a student accommodation comprising 3 and 4 storey townhouses and a 5 storey cluster flat arrangement: the massing of which has been informed by a detailed heritage assessment and associated visualisations.

The spaces created throughout the heart zone are just as important as the buildings, if not more so. These spaces bind the

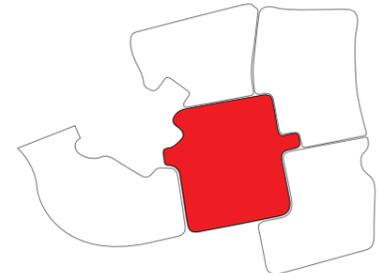
entire masterplan together, and thus are considered to be key components in transforming the character of the campus.

The single largest generator of activity within the heart zone will be the new sustainable transport hub, located along the southern edge of Frenchay Square. All campus arrivals and departures on public transport will be via Frenchay Square, which will produce a steady flow of people through the heart zone throughout the day and into the evening.

The new heart zone will create a vibrant and exciting space that will help to entice prospective students to enrol for an academic life at UWE.



Figure 40 Heart zone character area



- Visitors car park accessed from North Gate roundabout
- Pick-up and drop-off point for taxis
- Student accommodation around secure and private courtyard
- General academic building
- Pedestrian link from Heart Zone to the visitors car park
- Cycle storage
- Refectory refurbished to become main campus dining facility
- Retail uses forming active frontage at ground level
- Students Union building with a bar and general shop
- Heart Zone
- Academic Zone (North Wing)
- 3 storey opening in Academic Zone linking Heart Zone with the Hub courtyard and the vertical circulation core
- Transport interchange (bus drop-off area)
- Key campus vertical circulation core
- Existing library building refurbished into Academic Zone
- Transport interchange (bus pick-up area)
- Wallscourt Village East - townhouses & cluster flats
- Transport interchange (bus drop-off area)
- Academic Zone (South Wing)
- North-south pedestrian link between Heart Zone and Cheswick Village
- Wallscourt Village (Island) - cluster units block
- General academic building
- Cycle storage
- Wallscourt Village (Parkland) - townhouses
- Store
- Cycle storage
- Stadium car park extension link road

Figure 41 North Gate area



8.6 north gate details...

The North Gate provides the first impression of the campus, and thus the University, to visitors arriving by car, taxi or on foot from Parkway Station to the North. It is an area with plenty of established vegetation that contributes to the feel of a leafy boulevard leading to the heart of the campus.

The roundabout by the North Gate allows for easy distribution of the different types of arriving traffic. A new link road to serve the Visitor Car Park is proposed to connect to the internal northern roundabout. This layout provides those unfamiliar with the campus to arrive at the heart of the campus via a tree lined boulevard.

The location of the visitors car park has been strategically placed. It will be a remodelled version of that which already exists, but will provide clear pedestrian links into the heart zone, where visitors will use the distinctive landmark of the Academic Zone to guide them into the main plaza and the main campus reception. The new

link road also serves to complete a loop road around the campus for internal servicing purposes only. Access to the Student Village from the North Gate will be restricted to prevent private cars from attempting to exit via the East Gate, and to avoid "rat running" generally.

The main north-south road corridor through the site will provide a route for possible Rapid Transit (RT) services passing through the campus. Other than RT services, it is not envisaged that this will be used by public transport services. Light and delivery vehicles will use this route to access the relocated estates compound by Buildings 1+2 and the car park associated with 'T' Block and the Students Union and Refectory. Only those vehicles serving the Wallscourt Farmhouse will have a need to cross the pedestrian priority heart space. These vehicles will use the RT route when necessary.

There is scope for the University to locate a new MRI scanner facility within a remodelled Building 2. There is sufficient space for the MRI and the Bristol Robotics Laboratory to coexist without conflict.

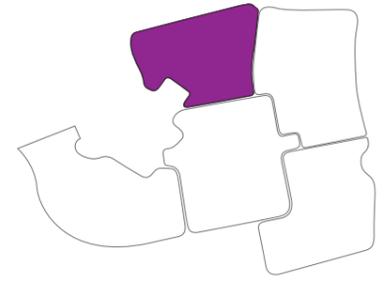
Building 2 presents the University with a number of opportunities to develop partnerships with external partners. With over 10,000m² of floorspace available, the University is currently using the building as an exhibition and conference centre (ECC). This provides the University income generating opportunities, in addition to offering flexible space for large events such as examinations. However as the business case for these uses develop, the masterplan has built in the flexibility for this building to be used in a direct partnership with a third party. The University is keen to establish a partnership with the market in a meaningful way that generates benefits for both parties.

The masterplan provides for a two deck (three level) car park to the west of Building 2. This allows the University to allocate 500 car parking spaces solely for Building 2 use without impacting upon the overall car parking demand of the rest of the campus. Along with the other car park adjacent to Building 2, there will be approximately 1,130 spaces accessed from the western spur of the main entrance roundabout. This adheres to the University's desire to see the vast majority of private vehicles restricted to the periphery of the campus. Opportunities to apply green wall technology to the deck will be investigated to offer a visual screen. The visible extent of this car park has been tested as part of the Landscape and Visual Impact Assessment.

The perimeter road around the new decked car park will be retained to facilitate any emergency access required to the Hewlett Packard site via the North Gate.



Figure 42 North Gate character area



- North Gate gatehouse
- Existing car park remodelled
- Commercial development opportunity providing landmark potential at the North Gate (3 storeys)
- Link road created providing better access to Building 2 from the North Gate
- Decked car park (two deck) providing a total of 930 spaces with green wall technology to offer a visual screen
- New link road connecting the visitors car park with the North Gate (detailed layout still to be confirmed)
- Building 2 commercial development opportunity
- Existing perimeter access road retained for potential future access to West Gate if required
- New MRI scanner facility
- Estates compound with 20 car parking spaces
- Visitors car park
- Pick-up and drop-off point for taxis and private vehicles

The North Gate also provides the sole means of pedestrian and cycling access to the northern half of the campus. A clear route linking the North Gate with the heart zone has been identified, using the existing route alongside Brecon Court. This leads to a tree-lined boulevard alongside the visitors car park, which joins the UWE Boulevard to the heart zone.

A new commercial development has been identified close to the North Gate as a means of strengthening partnerships with business, and to offer flexibility in terms of long term disposal. The development plot has the potential to accommodate 4,000m² of accommodation and 135 car parking spaces.



Figure 43 Student Village environment

8.7 living quarter details...

The dominant land use in this area is that of student residential accommodation. The extent of change planned in this area is limited to three initiatives:

- Small scale increase in student accommodation
- Limited extension of the Centre for Sports
- Enhancements to the ravine to encourage recreation and relaxation.

Following an intensive period of refurbishment and investment, the masterplan proposes the retention of the Carroll Court student study bedrooms. Additional bed spaces are provided in a single cluster flat building over 6 storeys capable of accommodating some 170 beds. This building will be delivered as part of a series of buildings to meet a net gain in bedrooms across the Campus of 1,200. Given the need to take advantage of economies of scale, it

is likely that the building shown in this location will be developed concurrently with other cluster flats across the campus, rather than in isolation. At six storeys, this building will be shielded by its neighbours to the north and east. The building has the potential to form part of a wider redevelopment of Carroll Court beyond the masterplan period and therefore not covered by this outline planning application.

The location of the new accommodation building is on an important link between the academic core to the south and the Centre for Sports to the north. Landscape enhancements are planned to the east of 'R' and 'Q' Blocks, and to the north of 'N' Block to improve pedestrian connections within the campus, and to wider destinations, such as Bristol Business Park to the east.

To the north of the Student Village is the Centre for Sports. Whilst there is no immediate demand for an expansion of the sporting facilities, there is the opportunity for this to happen over the

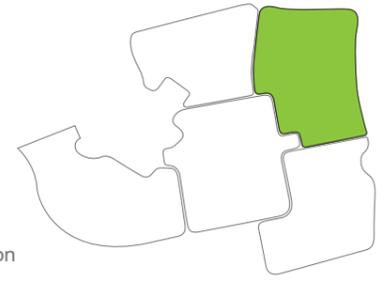
course of the life of the masterplan. The Centre for Sports has generated partnership arrangements in terms of sports and related academic delivery in previous years, and the masterplan therefore acknowledges greater joint working by means of a larger facility.

The ravine will be retained as it serves an important flood alleviation function as well as providing a popular outdoor green space for students. The existing vegetation that sits around the site boundary will also be retained as this helps to mitigate the visual impact of the taller buildings on the surrounding area. The masterplan shows localised enhancements to the ravine to cater for passive and active recreation / relaxation opportunities, with seating terraces and new pathway, connecting into a network of campus paths and "trim trails". The landscape works are designed to maximise the attractiveness of this area during the academic year, and for conference guests during the summer months.

Servicing for all these developments will be made possible with an adapted road infrastructure. UWE servicing access can be achieved via the East or North Gates, controlled by the respective gatehouses. Access at the start and end of each term will continue as is, managed by UWE using a site wide internal access and movement strategy. Unrestricted access between the North and East Gates will be prohibited, therefore preventing "rat running" through the Campus.



Figure 44 Living Quarter character area



- Centre for Sport extension
- Remodelled car park
- Existing pedestrian route enhanced to reinforce the link to the Centre for Sports from the Heart Zone
- 6-storey accommodation tri-block
- Pedestrian route connecting the Heart Zone and Coldharbour Lane, via the existing footbridge over the ravine
- Existing car parks retained
- Existing crèche retained
- Existing servicing access to 'N' Block retained

Figure 45 Landscaping around 'S' Block



8.8 south side details...

This area of the campus will be principally accessed via the East Gate, which will continue to serve an important function within the overall movement strategy for the campus. However, access will also be secured by means of the public transport services passing this area from the west and Sustainable Transport Hub, and by those walking and cycling through the South Gate and along the Cheswick Link Road from the west.

The road network around Northavon House close to the East Gate will be transformed from a one-way gyratory system to a two-way system that gives priority to public transport. With the bus hub moving across to the heart zone, buses will be passing through this area of the campus between the East Gate and the sustainable transport hub to the west. The majority of that link will be restricted to buses only, with private vehicles directed to a new tiered car park to the south, or to the Northavon House car parks. Retained Car Park 17 will be accessed and egressed via the East Gate, using the circulatory route used to gain access to the

Northavon House Car Parks.

A new tiered car park will provide approximately 1,360 car parking space on a series of four decks that are terraced down the slope from 'S' Block. This Car Park is accessed from a southern perimeter road and spur which passes close to Mallard House, a small scale commercial development plot.

A mixed use extension to 'S' Block is proposed to house both academic floors space and commercial business interests which emerge as a result of greater collaboration with external partners over the life of the masterplan. This new building will provide approximately 13,500m² of floor space over 3 and, in part 4, floors, split 9,000m² for academic and 4,000m² for commercial uses. This is in addition to the 7,700m² that exists in 'S' Block. The masterplan shows a building that can be integrated into 'S' Block with a number of links between the two of them. The extension is sited on the landscaped terrace, which will enable the building to

utilise the level difference to provide additional floor levels to those in 'S' Block and at-grade connections to the adjacent tiered car park.

A new link road will be created from the South Gate to the extended Stadium car park in the west. This route will pass 'S' Block to the east. There will be no access to the South Gate from the tiered car park for private vehicles. A UWE link road for service vehicles will be created following the relocation (and demolition) of the Centre for Performing Arts.

The rationalisation of car parking in the south of the campus presents an opportunity to create an enhanced landscape area on the site of Car Park 19. New footpaths, working with the local gradient, have been provided for to improve access to and from the main southern car park and the campus core. The impact of this new landscape, coupled with the removal of the bus hub along the western edge of Northavon House, will be a much more

healthy, friendly and attractive space.

In the southeast corner of the campus is Mallard House. This site is not an integral part of the functioning of the campus, and provides an ideal opportunity for the University to negotiate with commercial partners for a new use. The masterplan allows for a new 2 storey building, retaining its current car parking entitlement.

The land north of the pond in the vicinity of Mallard House will form part of a network of drainage and stormwater attenuation measures, providing a suitable ecological habitat and as a replacement facility for the small pond lost to car parking proposals: the capacity of the new attenuation area being greater than the attenuation function of the existing feature.

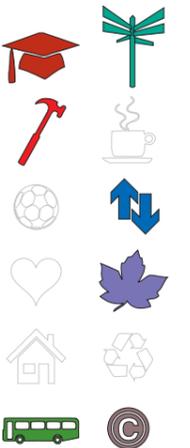
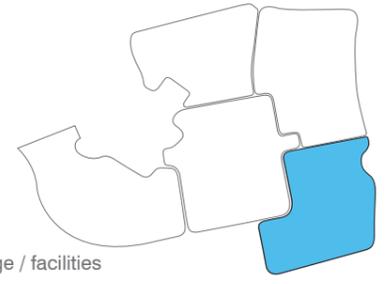


Figure 46 South Side character area



- Remodelled cycle storage / facilities
- Service access maintained to 'F' Block
- Area re-landscaped after the relocation of the bus station
- Enhanced pond
- Vehicular circulation remodelled to enhance traffic flows and prioritise bus routes to the sustainable transport hub
- Car parks removed and new landscaped pedestrian routes created linking the car park with the heart of the campus
- Pedestrian route across the car park linking the south east gate with the Heart Zone
- Enhanced connection between 'B' Block and new ACE complex
- Commercial opportunity site with adjacent small car park and retained access onto Coldharbour Lane
- New ACE building connected to 'S' Block
Staggered decked car park aligned with the slope of the ground
- Pedestrian and cycling access route remodelled to provide at-grade access
- Access road linking stadium car park with the South Gate
- Cycle storage
- Access points onto each deck off new southern link road
- Commercial development opportunity at southern end of building
- Remodelled junction to Coldharbour Lane
- Service road
- Remodelled South Gate allowing access to and egress from UWE Plot 4 car park



Figure 47 CGI of proposed stadium

8.9 western district details...

The western district will accommodate the new 21,700 seat UWE/Bristol Rovers FC (BRFC) stadium. The stadium building is excluded from the scope of the outline planning application: detailed consent having been secured in July 2012. However the stadium car park is included in this application to help meet the parking requirements of the University.

The proposals include car parking for 1,000 vehicles, of which 900 will be available for university use. This reinforces the University's strategy for peripheral car parks, with access coming via a new West Gate off the Long Down Avenue roundabout. Pedestrian and cycling access from the car park to the rest of the campus will be along a remodelled west-east axis towards the heart zone, passing close to the Refectory and Students Union building.

The stadium will provide a range of facilities, not just BRFC-related. There will also be a gym, banqueting and social facilities, along with corporate and media spaces. Some small scale retail

will be provided as part of the stadium close to the West Gate.

The mass of the building has been mitigated by being set down into the landscape. The result is that the playing surface is approximately 7m below the level of the stadium car park to the east.

The University intends to take advantage of the stadium works to provide an additional car park, solely for university use, on the triangular plot of land adjacent to, and to the east of, the main stadium car park. This would provide the University with an additional 285 spaces, which could be accessed via the South or West Gates. This would bring the total parking provision for university use in the Western District to 1,185 spaces.

A new bus corridor is now operational along the southern boundary of the Western District. This link enhances the public transport infrastructure in the wider North Fringe area, providing a

dedicated corridor linking Coldharbour Lane with the western end of Long Down Avenue and Lockleaze (via the Romney Avenue bus link, currently under construction). This has been a protected strip of land in South Gloucestershire Council's (SGC) Local Plan for many years, and has been delivered as part of the Cheswick Village development to the south.

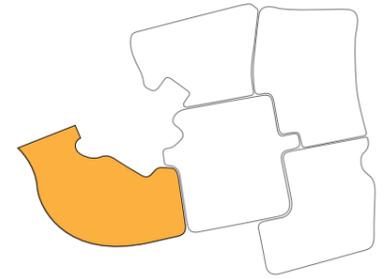
The access route for private vehicles from the extended stadium car park will utilise a new internal UWE road parallel with the Long Mead bus corridor. This road is provided as a result of South Gloucestershire Council requirements to safeguard the Long Mead link for buses. The eastern end of the Long Mead Link is shared with UWE car park traffic, a legacy associated with previous legal entitlements retained by UWE. This arrangement enables UWE to serve its car park without forcing cars to pass through narrow residential roads within the Cheswick Village development.

To the west of the stadium are two sites earmarked for commercial use. These sites better relate to the surrounding residential, sporting and commercial developments than to core university use. UWE consider that the larger of the two sites is appropriate for a new hotel. The site could accommodate approximately 200 beds, along with 220 car parking spaces access off the West Gate. The building would be 3-4 storeys tall, in keeping with the height of the neighbouring buildings in Cheswick Village.

The second of the commercial sites is significantly smaller and less flexible due to its long and narrow shape. The masterplan shows a single storey building of 600m² with an allocation of 30 car parking spaces.



Figure 48 Western District character area



- Commercial development opportunity with 30 car park spaces
- Commercial hotel development providing up to 200 beds over 3 and 4 storeys with 220 car parking spaces
- Vehicular access to hotel and stadium sites
- Service road
- Supporters club facilities (Level 1); UWE teaching facilities (Level 2)
- UWE Stadium dedicated staff car park (100 spaces)
- Service road linking the Stadium and the Heart Zone
- Pedestrian route across the embankment
- Players' facilities (Level -1); gym (Level 0); banqueting, social and admin (Level 1); corporate and media (Level 2)
- UWE Stadium (21,700 seat stadium)
- UWE Stadium car park (900 spaces)
- Existing hedgerows and trees retained
- Pedestrian route between the two car parks to Cheswick Village
- UWE stadium car park extension (285 spaces shown)
- Access to UWE stadium car park extension from South Gate via Cheswick link road (junction layout with the Long Mead bus corridor to be confirmed)
- Vehicular connection linking the two car parks together (barrier)
- Landscaped screening along the site boundary with the Cheswick Link
- Long Mead bus corridor for use by proposed rapid bus system only
- Cheswick Village (under construction)



Figure 49 Phasing strategy

- Primary projects zone
- Primary projects new build
- Secondary projects zone
- Secondary projects new build
- Tertiary projects zone
- Tertiary projects new build

8.10 phasing details...

The masterplan provides a long term strategy for future development on the campus. Whilst the end state strategy has been informed by detailed investigations within the University, it is impossible to accurately predict the exact requirements for future years. The purpose of the masterplan is to then help deliver whatever projects are brought forward in a strategically sound manner. This process has begun to identify the likely primary projects which will be delivered in the next 5 years (to 2017).

The first projects are shown on the Interim Phasing Plan opposite and include the following:

- Students Union Building
- Refectory Refurbishment
- The UWE Stadium and associated car park
- The Stadium extension car park in the Western District, along with the access works for the connection to the South Gate
- Relocation of the estates compound
- The delivery of 1,200 study bedrooms (in three or more sub-phases)
- The Heart Zone Infrastructure Project (including the Sustainable Transport Hub, the visitors car park and associated connecting roads and junctions)
- The MRI scanner
- The redevelopment of Felixstowe Court for academic accommodation.
- The phased commencement of the Academic Zone.

Longer term projects include the following:

- Additional central academic building north of the Heart Zone
- Academic and commercial accommodation adjacent to 'S' Block
- The completion of the Academic Zone in the heart of the campus.
- The Mallard House redevelopment (commercial project)
- Commercial development close to the North Gate
- Centre for Sports extension
- The hotel in the Western District (commercial project)

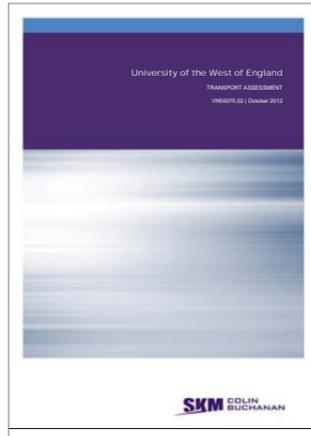
- Erection of the decked car park to the north west of Building 2
- Erection of the tiered southern car park and associated ancillary road alignments.

As the implementation of these phases progresses, it is possible for individual projects to be moved into different phases to suit the changing requirements of the University.



Figure 50 Indicative masterplan at the start of the 2017-18 academic year





9.1 transport assessment...

A detailed Transport Assessment has been undertaken by SKM Colin Buchanan in accordance with relevant planning policies and DfT guidance.

Existing (baseline) conditions have been established through a first principles approach which has determined specific trip rates and mode choice for UWE staff and students at the existing Frenchay Campus,

The baseline conditions in both the base year of 2011, and the assessment years for 2016 and 2026 have been agreed with both the Highways Agency (HA) and South Gloucestershire Council (SGC) through a series of Technical Notes, summarised in the Assessment.

The existing accessibility characteristics of the Frenchay Campus have been considered. The Campus is highly accessible by all modes of transport, and particularly by sustainable modes.

UWE has demonstrated that it is committed to reducing single occupancy car journeys through its well established Travel Plan and network of bus services operated by Wessex Connect (formally ULink). The University aims to continue this commitment through the setting of ambitious, but achievable, Travel Plan Targets which will be realised through the "TravelSmart" project. Full details are contained within the UWE Travel Plan submitted under separate cover and in support of the planning application.

Accident analysis of the surrounding highway network has been undertaken using data acquired from the HA, SGC and Bristol City Council (BCC). No trends reflecting highway safety issues have been identified.

The performance of the highway network with traffic generated by committed developments and the extant planning permissions for the site has been established as the future baseline against which UWE's proposal has been assessed. If developed, the extant

permissions would generate a significant volume of inbound traffic in the AM peak and outbound traffic in the PM peak. Together with other committed development in the Bristol North Fringe, this would put a high level of stress on the local highway network around the UWE site.

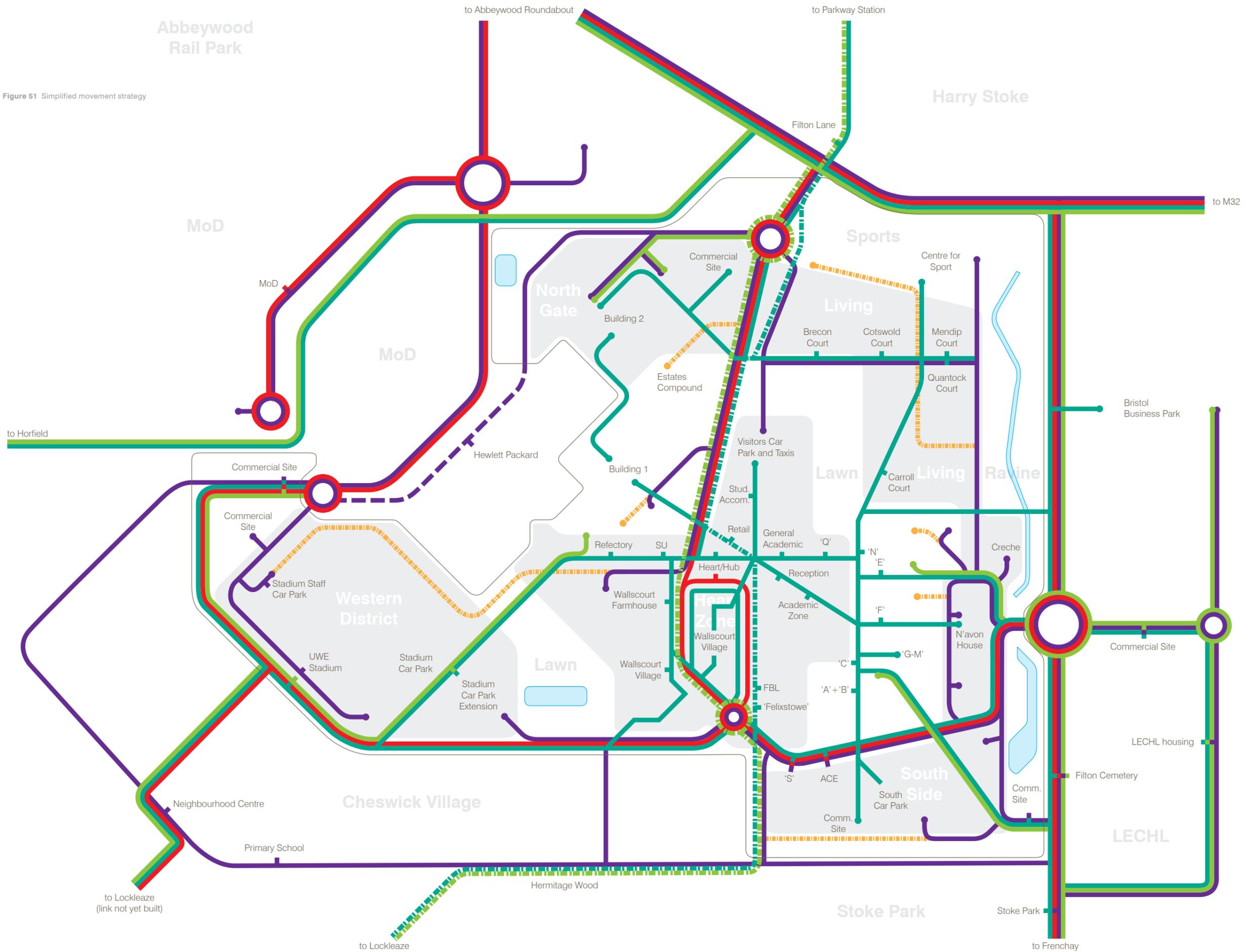
The trip generation and distribution for the proposed development has been based on the factors derived from the first principles approach. Appropriate highway improvements to the network have been considered as part of the assessment of the masterplan proposals. These have included network changes associated with the proposed Rapid Transit (RT) scheme, recent amendments as part of Greater Bristol Bus Network (GBBN) and Priority Vehicle Lane(s) (PVL) projects, and proposals that UWE would potentially deliver depending on the access / management option chosen. In all cases the methodology used and proposed designs have been developed through discussions with the Highway Authorities.

Three access options for the future UWE Frenchay Campus have been considered. In each instance it has been clearly demonstrated that the impact of the proposed development on the highway network will be significantly less than that which would occur if the extant permissions were implemented in full, in both the 2016 and 2026 assessment years.

In conclusion SKM CB considers that there is no transport or highway reason as to why the scale and mix of development projects incorporated within the UWE Masterplan should not be granted outline planning permission.



Figure 51 Simplified movement strategy



- Pedestrian —
- Public right of way - - -
- Cycling —
- Sustrans cycle route - - -
- Public transport —
- Private vehicle —
- Potential future link - - -
- Service - - -

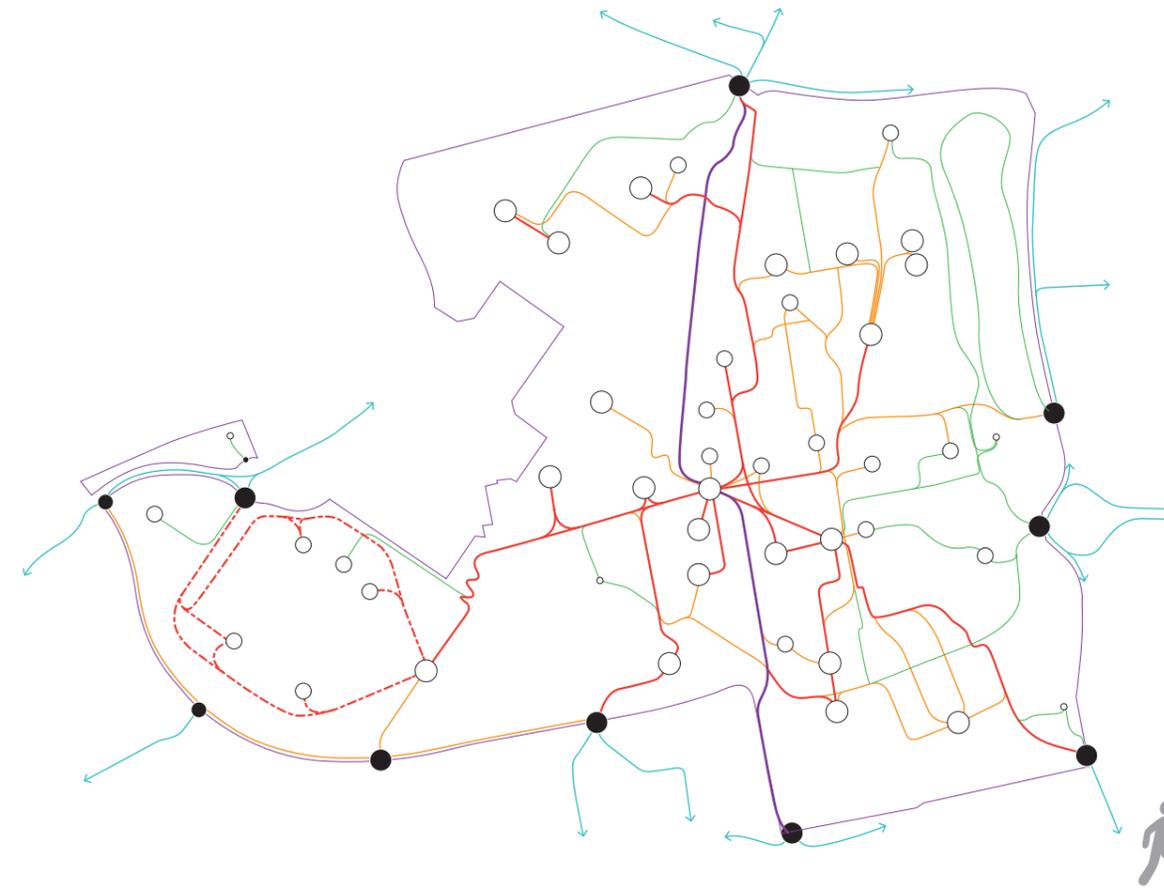


Figure 52 Simplified pedestrian strategy

- Public right of way — purple line
- Heavy flows/activity — red line
- Regular flows/activity — orange line
- Sporadic flows/activity — green line
- Pedestrian connections off-site — cyan line with arrows

9.2 access and movement...

The Masterplan adopts the principle of peripheral car parking. Other than the Stadium Car Park extension in the west, traffic is generally directed towards large surface and decked car parks close to their respective entrance junction. The access and movement strategy therefore supports a predominantly pedestrian central core. A new sustainable transport hub is proposed adjacent to Frenchay Square and its associated academic, halls of residence and Student Union developments.

Save for public transport vehicles, UWE service deliveries and to provide disabled and emergency access, only a small number of vehicles will be permitted within the centre of the site: the central heart space is designed to be a shared space, designed in a way to reduce traffic speeds and encourage pedestrian movement.

Following a detailed option appraisal, the preferred design for the general arrangement of a sustainable transport hub is proposed. This has been appropriately sized to accommodate the projected

increases in bus patronage and pedestrian movements that are expected as a result of the TravelSmart measures. The design also has the potential to accommodate Rapid Transit in the future if, as expected, a route is delivered through the Campus. Overall this will result in greater sustainable transport choices for UWE staff, students and visitors, and will help to achieve the objective of reducing single occupancy car trips. The arrangement brings passengers into the heart of the campus, whilst offering layover spaces and stops for private coaches and inter-city routes. Its location will self-advertise the attractiveness of using public transport as the mode of choice, bringing users to the Heart of the Campus.

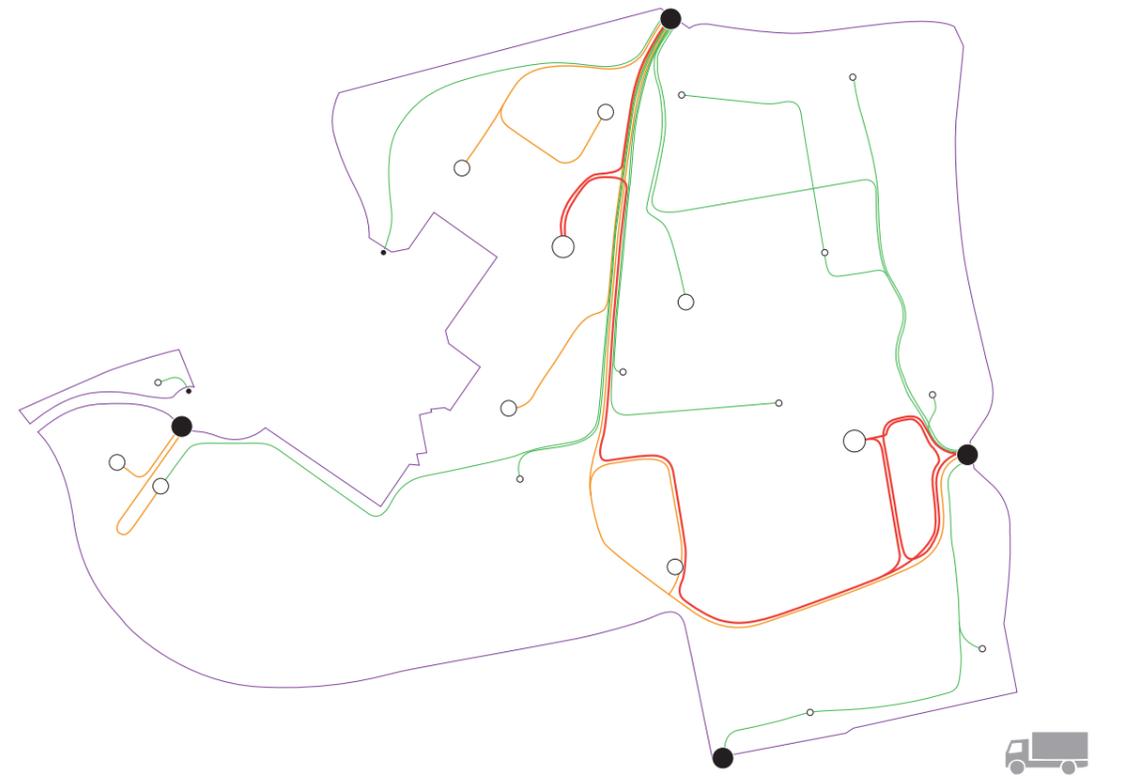
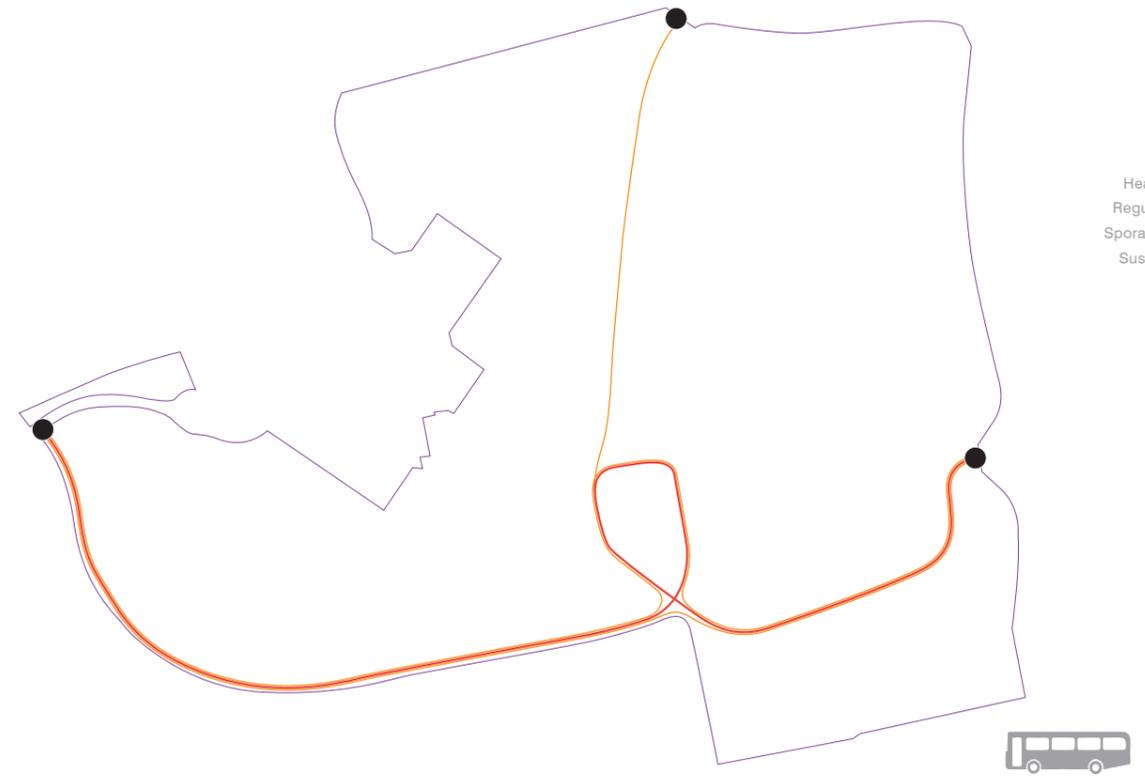
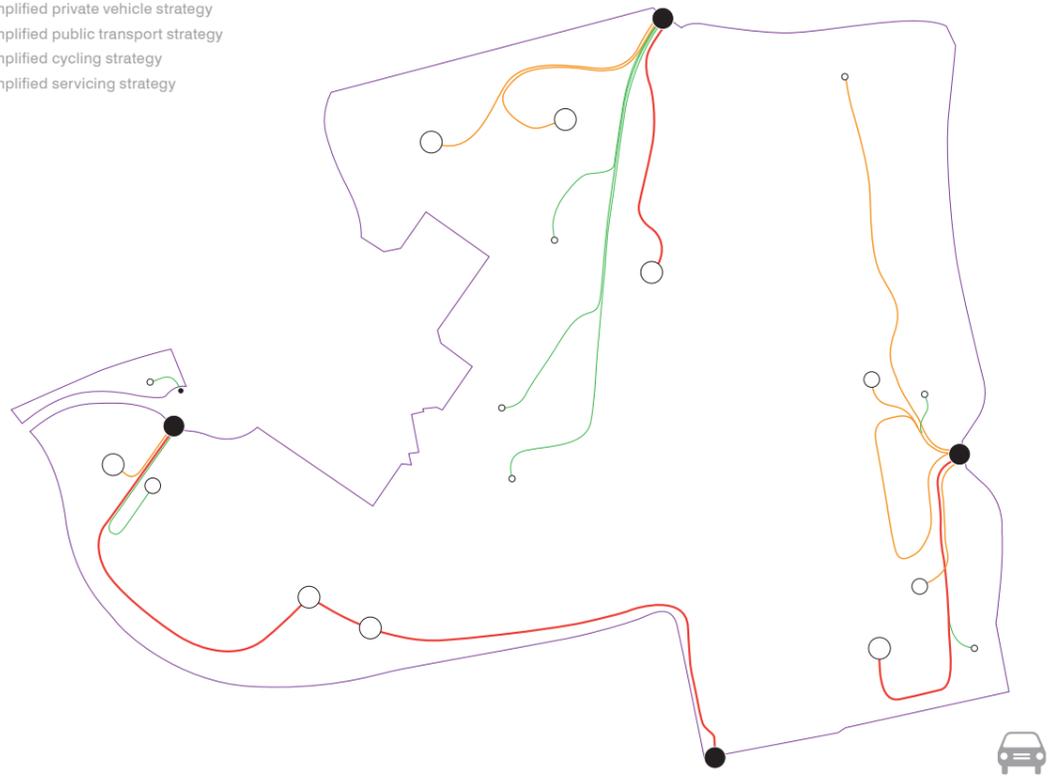
The "Arrival Experience"

Given planned improvements to the public bus services in the wider area and investment by the University in a new sustainable transport hub, the majority of people arriving at UWE will be brought to the heart of the campus where they will be welcomed by a transformed environment represented by a high quality and active public square. Enhanced, legible routes, as part of a coherent way-finding strategy will take students, staff and visitors to their intended destination. The main University Reception will be positioned on the main north-south and east-west axis within the heart of the Campus and therefore be visible from the sustainable transport hub.

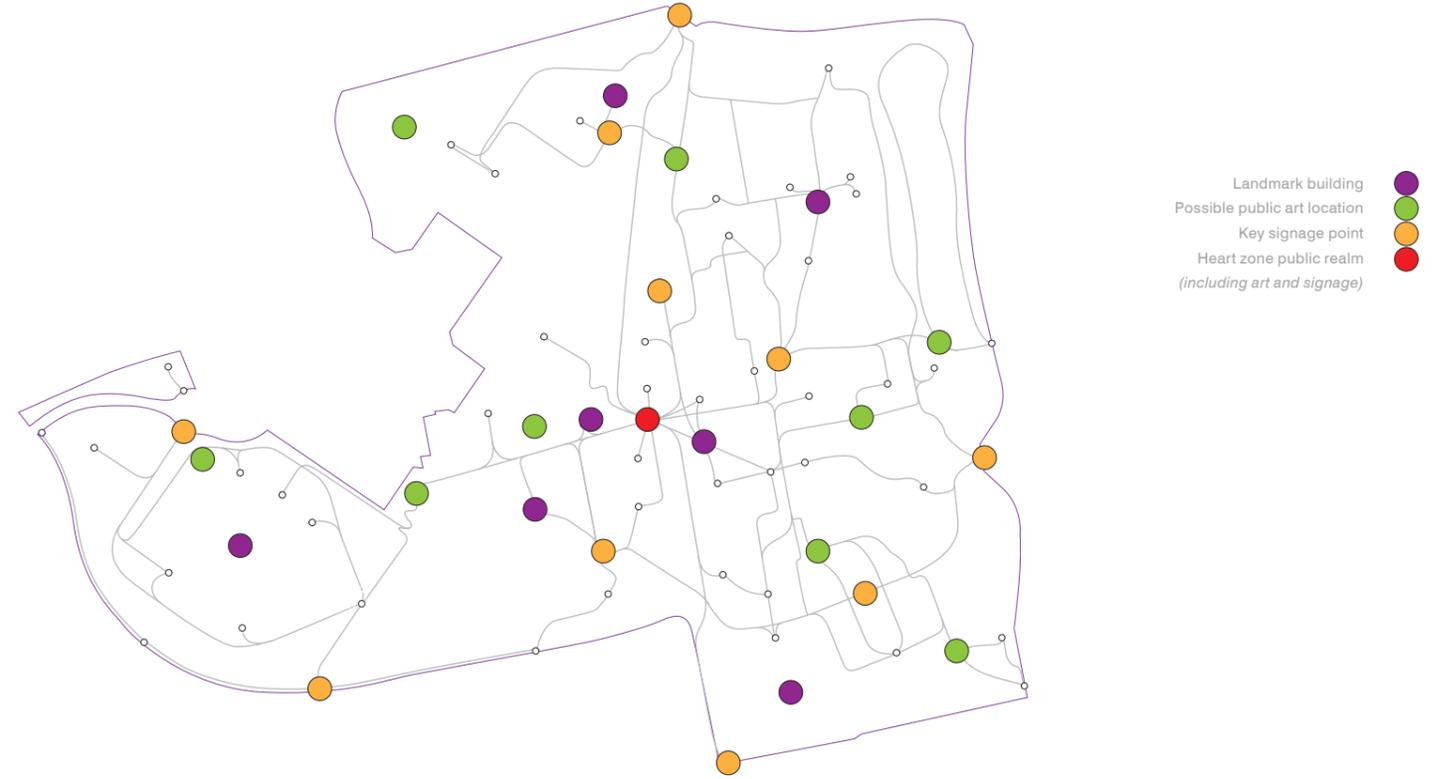
Visitors arriving at the campus by car will be directed in advance towards the North Gate. Vehicles will then be guided down a tree-lined boulevard to a dedicated visitor car park located close to the new heart of the campus. The new main University Reception will be in the line of sight of this car park.



Figure 53 Simplified private vehicle strategy
 Figure 54 Simplified public transport strategy
 Figure 55 Simplified cycling strategy
 Figure 56 Simplified servicing strategy



Heavy flows/activity ——— Red
 Regular flows/activity ——— Orange
 Sporadic flows/activity ——— Green
 Sustrans cycle route ——— Purple



- Landmark building
- Possible public art location
- Key signage point
- Heart zone public realm (including art and signage)

New and enhanced parking areas will be connected to the heart of the campus by a network of pathways.

A remodelled South Gate will provide an alternative road connection and access to the Stadium Car Park in the west. This will enable traffic flows to be dispersed across the local highway network.

Improving Legibility

The strategies outlined above result in a much more legible campus. The design and layout of the sustainable transport hub has been incorporated into the design of the heart zone.

The masterplan clearly demonstrates accessible connections radiating out from the heart zone to all areas of the campus and beyond into neighbouring areas. This in turn means that users of the campus, whether they are familiar with the campus layout or not, can easily navigate their way back to the sustainable transport

hub (or Visitor Car Park) with the assistance of suitable markers along the way. Furthermore, key routes will be provided to facilitate east-west and north-south movements into and through the campus.

To enhance the legibility of the campus, a strategy for public art will also be developed with sculptural focal points placed at key locations such as the northern roundabout, the sustainable transport hub and the heart zone. These do not have to be purely sculptural pieces and can be incorporated into structures, for example into the design of the public transport shelter structure. A secondary strategy of incorporating art work into paving, signage and street furniture will also be incorporated into the detailed design of these spaces to give a unique identity to the campus as a whole.

Pedestrian and Cycling

Figures 52-56 on the previous page demonstrate how the

masterplan proposals seek to clearly separate pedestrian movement and vehicular traffic. The pedestrian diagram (Fig. 52) shows how foot traffic is concentrated in the heart of the campus, while the vehicular diagrams (Figs. 53, 54 & 56) identify a key heavily-used east-west corridor in the southern half of the campus. The result is that there is minimal vehicular traffic crossing the heart of the campus, which will reduce potential conflict between pedestrians and vehicles.

Increasing the mode share of cycling at the University will have significant benefits. Increased physical activity through cycling has been shown to positively influence the individual's health, resulting in increased productivity and fewer days sickness absence. Cycling has a far lower environmental impact than other travel modes. Additional financial benefits come from reduced pressure on car parks and bus services, making a strong case for investing in improved cycle facilities and one-to-one support.

Additional cycle parking has been provided at all four Bristol campuses since 2009. Within this masterplan, secure cycle parking will be concentrated in several strategic locations around the heart of the Campus, close to supplementary facilities including changing rooms, showers and lockers. These facilities will be distributed across new and refurbished buildings. On-going cycling surveys, as part of the Annual Travel Survey, will inform the size of each facility and be modified as appropriate to reflect demand.

Figure 51 (page 53) is a conceptual model of movement across the campus. It seeks to distil what is a complex structure of movement patterns throughout the site, identifying the connections between destinations. This will inform the ongoing implementation of a legible way-finding and signage strategy across the site.



Figure 58 highlights the preferred new alignment (diversion) of the Public Right of Way / Sustrans Cycle Route throughout the Campus: the Right of Way being impacted by the creation of Frenchay Square and the associated infrastructure works. The preferred route limits the interface between vehicles and pedestrians and follows as direct a path as possible compared with the current alignment.

Secure cycle parking will be concentrated in several strategic locations around the heart of the Campus, close to supplementary facilities including changing rooms, showers and lockers. These facilities will be distributed across new and refurbished buildings. On-going cycling surveys, as part of the Annual Travel Survey, will inform the size of each facility and be modified as appropriate to reflect demand.



Figure 59 Public transport strategy

9.3 public transport...

The acquisition of the new land has enabled the University to re-evaluate how it wishes the campus to be better integrated into the wider North Fringe transport network.

The South Gloucestershire Local Plan has for many years safeguarded a strip of land running north-south through the middle of the campus, along with an east-west corridor bounding the Cheswick Village site for the delivery of public transport routes. This latter route has recently been delivered (September 2012) as the Long Mead Bus Link (formally Cheswick Link). This has created a bus only link from the western end of Long Down Avenue through the campus to connect with the East Gate via the existing bus station. The alignment will link into the new sustainable transport hub at the Heart of the Campus. The route is now operational, delivering greater journey time reliability for buses and reducing delays to buses entering/exiting the Campus from the west.

In the near future, a spur will be taken off the Long Mead Bus Link. This is commonly referred to as the Romney Avenue Bus Link as it will connect with Romney Avenue in neighbouring Lockleaze. Once delivered, it will further increase journey time reliability and reduce delays to buses, thus making this mode more attractive to users.

The north-south corridor through the campus has been embraced by the University as a means to encourage a “One Campus” masterplan solution. The convergence of these public bus routes at a point close to the centre of the campus makes it an ideal location for a sustainable transport hub and enables one of the two parallel north-south internal roads to be made available for other uses.

Placing the main arrival and departure point for students, staff and visitors to the campus at the physical and social heart of the campus dramatically improves the public transport experience

for users. In turn, this will improve the legibility of the campus for those users. This also significantly reduces the distance to all the facilities on the New Land from the main arrival point.

The University is working with SGC to consider a diversion of the proposed Rapid Transit (RT) route from Coldharbour Lane into the Campus. The route may run along the central north-south spine, through the centre of the Campus. The Sustainable Transport Hub has been designed to accommodate both northbound and southbound RT movements, with dedicated stops being possible.

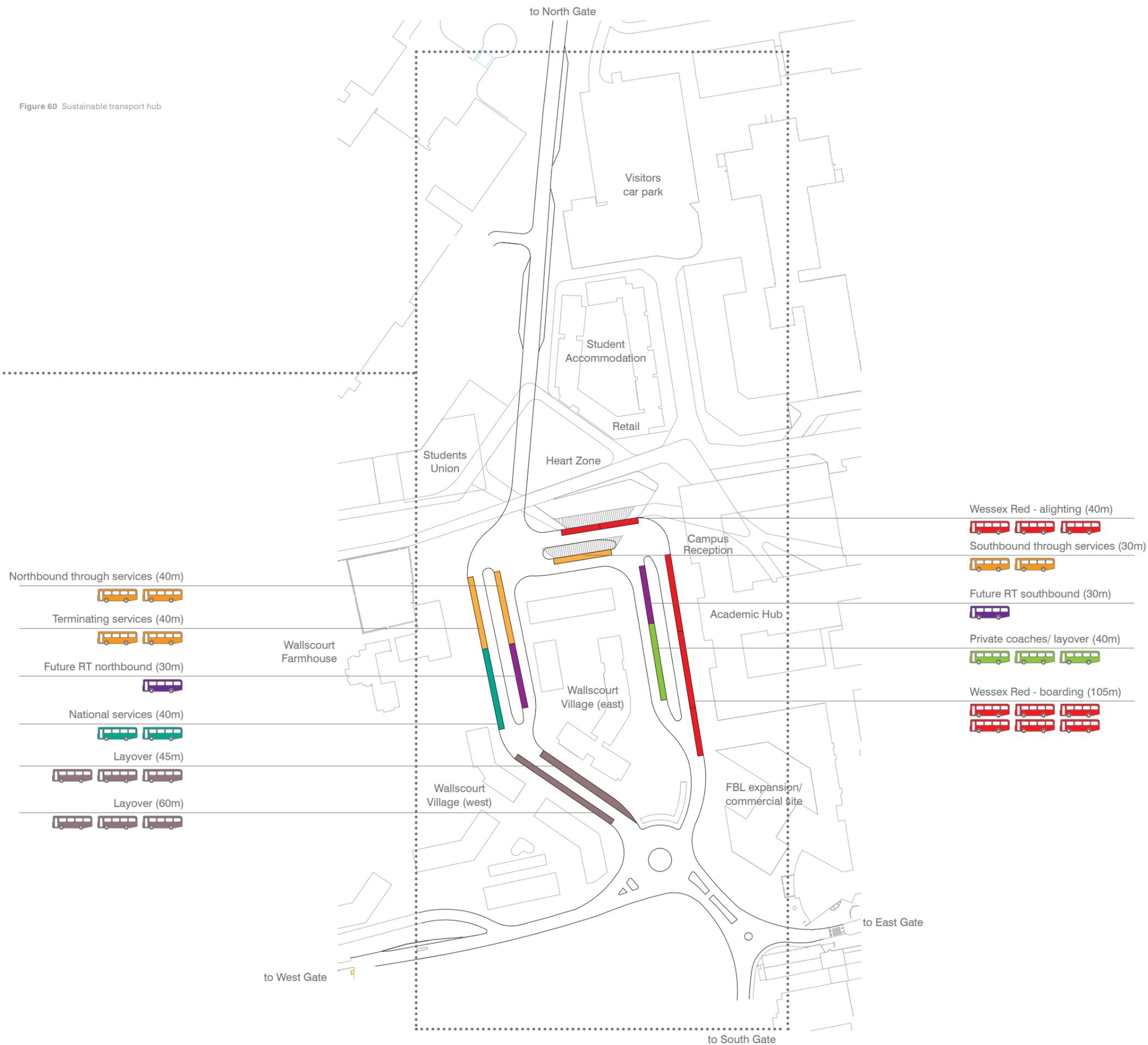
UWE will continue to lobby South Gloucestershire Council to have the RT run through the Campus. This will add vitality and viability to the Heart Zone and increase the attractiveness of the Sustainable Transport Hub as an important community facility and public transport interchange for the Bristol North Fringe. The Sustainable Transport Hub, and RT service would, in this context, meet UWE objectives to be more “open” within the North Fringe,

and supplement movements associated with the use of the Stadium within the wider Campus site.

The Sustainable Transport Hub will be amongst the first projects to be delivered as part of the Masterplan proposals. This will help to facilitate the delivery of the other projects on the campus in a coherent manner.



Figure 60 Sustainable transport hub



- Wessex Red 
- General 
- Future RT 
- National 
- Private coach 
- Layover 

These images give an idea of the type and feel of spaces around the transport interchange. For more details, refer to the Heart Zone Infrastructure design guide.

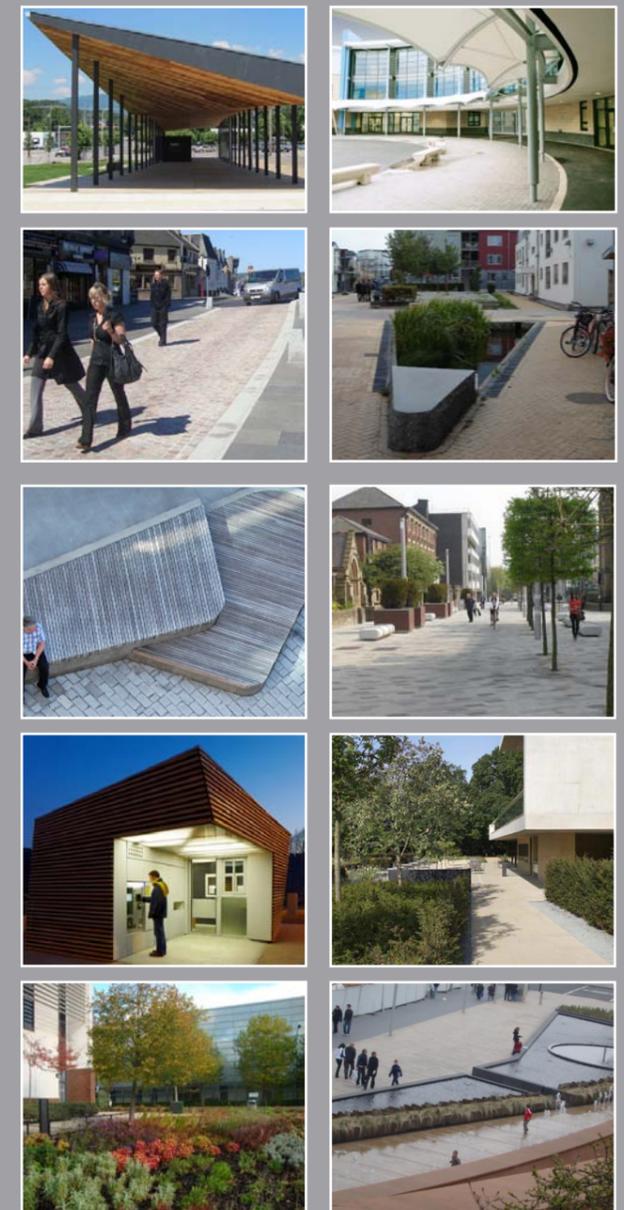
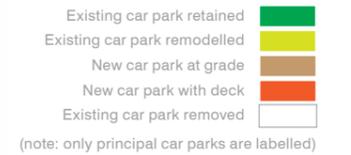




Figure 61 Car park works
Figure 62 Car park distribution (over)



9.4 car parking...

A package of physical interventions and management measures are required to meet University TravelSmart targets which aim to reduce parking demand. Notwithstanding these management measures, UWE has undertaken a detailed appraisal of the car parking demand profile, over time.

The masterplan strategy is to locate main car parking areas in peripheral areas of the site, with strong pedestrian connections into the heart of the campus. Essential user spaces will be provided in these car parks, and other smaller car parks distributed close to key building entrances.

Across its four Greater Bristol based campuses, UWE currently provides approximately 4,500 car park spaces for university users. A 30% reduction in the number of University car parking spaces is proposed, though this ultimately increases the number of spaces at the Frenchay site. At its end state, the Masterplan provides circa 3,100 spaces for UWE use and 1,350 spaces for commercial uses.

Two commercial plots to the west of the campus are served by localised parking spaces within their plots: 220 for the hotel site and 30 for the site to the north. An allocation of 100 spaces has been assigned to the Stadium for day-to-day use and will not be used by UWE. Two decked car parks form part of the overall long term parking strategy for the campus: one in the south east (1,360 spaces), one to the north-west of Building 2 (c.930 spaces, including adjacent at-grade parking areas).

In a scenario where the Stadium extension car park (285 spaces) is solely accessed from the South Gate, the spaces would be accessed as follows:

- North Gate 1,333 spaces (30%)
- East Gate 1,581 spaces (36%)
- South Gate 285 spaces (6%)
- West Gate 1,250 spaces (28%)

In accordance with the Transport Assessment, in an alternative strategy whereby the South Gate facilitated access to 80% of the total Stadium car parking areas, this would change the South and West split of the total to the following, more balanced arrangement:

- South Gate 948 spaces (21%)
- West Gate 587 spaces (13%)

A road connection will be provided between the North and East Gates. However, this will not be used as a general circulation route, i.e. Other than buses, traffic that arrives from the North and East Gates will depart through the same gate which it arrives. This will be enforced by entry management barriers, operated by a combination of swipe cards (UWE maintenance, security and internal deliveries) and by the Gatehouse personnel (emergency vehicles or as required in the event of a major incident on the A4174).

The 5 larger peripheral car parking areas, including the Visitor Car Park, accommodate approximately 86% of the total spaces provided on site. This increases to almost 92% when the peripheral hotel car park is included.

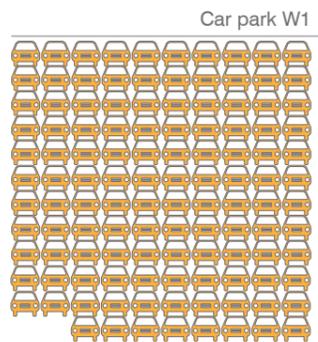
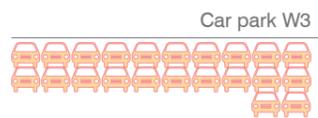
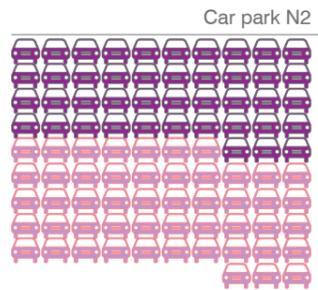
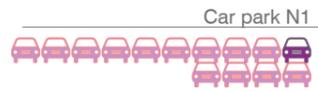
The south eastern car park will take advantage of the significant change in levels across the site and be a tiered decked car park including some 1,360 spaces.. An emergency access/egress point adjacent to Mallard House is shown in the event of a major incident at the East Gate roundabout.

The main stadium car park, hotel and commercial plot to the north will be accessed via the roundabout at the West Gate. The stadium car park extension will be accessed via a new connecting road linked to the South Gate. This arrangement provides added flexibility for the University to manage traffic flows at peak times within its estate prior to releasing vehicles onto the network.





North Gate car parks
1,333 spaces



West/South Gate car parks
1,535 spaces



Overall UWE car use
3,303 spaces

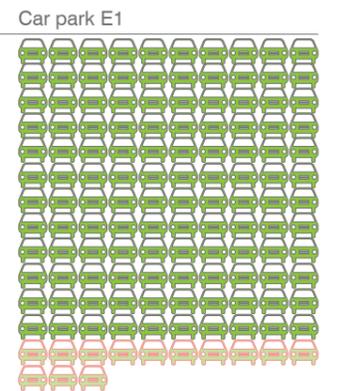
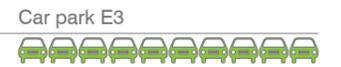


Overall non-UWE car use
1,146 spaces

- East Gate car parks
- North Gate car parks
- West Gate car parks
- Controlled access point

10 parking spaces for UWE use

10 parking spaces for non-UWE use



East Gate car parks
1,581 spaces



9.5 access and inclusion...

A successful way-finding system is intuitive: it goes unnoticed until it's needed. Without knowing where to go and how to get there, a visitor can become late, angry and frustrated. The UWE masterplanning process identifies and makes provision to remedy the existing issues that currently compromise way-finding and accessibility on site.

The Design Guide accompanying the UWE masterplan will be used by future design teams to ensure an appropriate level of accessibility and consistency of approach at both strategic and detail design level throughout the future projects across the campus. The Guide will set out the way-finding, access and landscape principles, typical design solutions and recommendations for hard and soft materials, furniture and fittings. This, in association with the masterplan aspirations for the public realm, will facilitate development of effective and stimulating way-finding solutions. Whilst minimising clutter and enhancing the quality of space throughout the Frenchay Campus, easy

orientation and effective accessible circulation routes for both pedestrians and vehicles will be assured.

The successful orientation and navigation of a Campus environment relies on well designed and integrated landscape elements. These can be both formal and informal elements such as bespoke features, variation in surface treatments, signage and landmarks which act as both conscious and subconscious references guiding the visitor through the campus without being prescriptive. A vital part of the campus environment, these design features contribute to the character of space and work in conjunction with the built form to create distinctive and memorable "places". The masterplan provides the framework for the detailed delivery of these design features.

The masterplan preparation process identified a number of key inclusive design observations. These include:

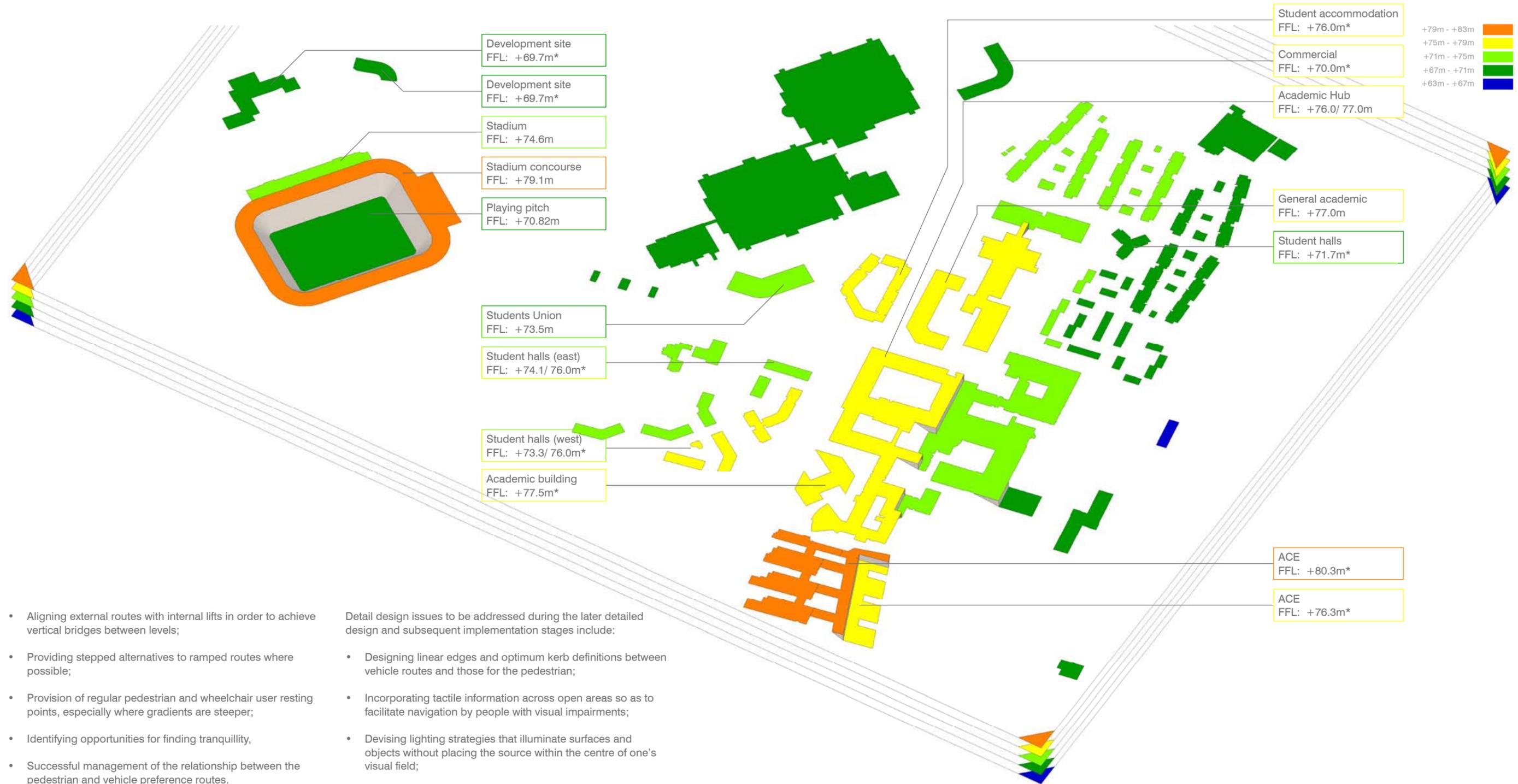
- The challenging topography and associated absence of resting places and accessible tranquil areas
- Inherent conflicts between pedestrians and vehicles due to the road hierarchy across the site.
- The multitude of vehicle barriers and excessive road signage/ clutter hindering lines of sight.
- The absence of continuous physical, tactile and visual way-finding clues

The masterplan addresses these issues within the Internal access and movement strategy, Landscape strategy and Heart Zone Landscape Concept. The masterplan has at its heart the desire to transform the campus through the creation of attractive, functional and fully inclusive design solutions. This informs the distribution of buildings, the emphasis on corridors of activity and the various interventions and thoughtful design approaches required at the detailed design stages. Amongst the range of approaches that the masterplan enables include:

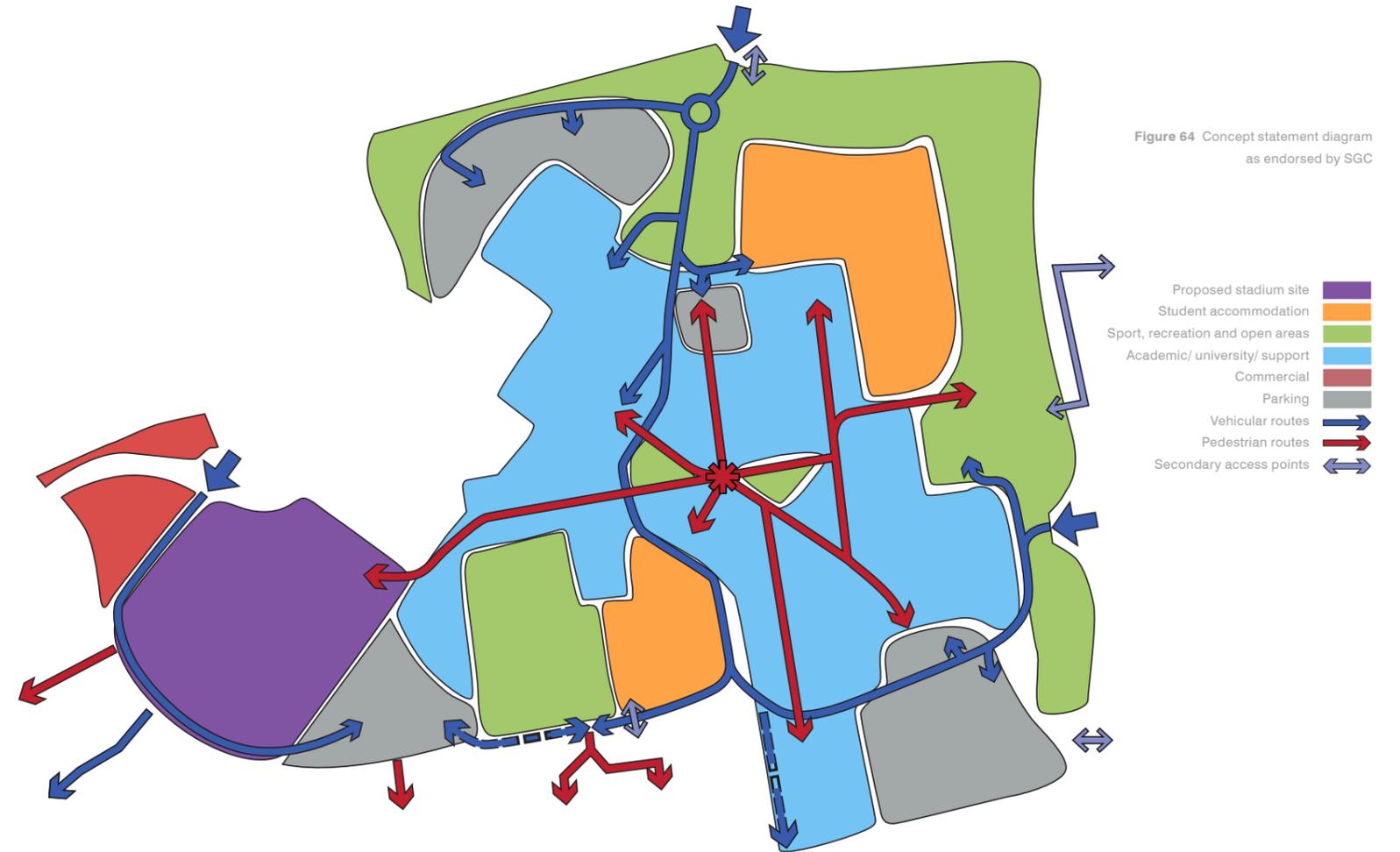
- Creating mental links with an identifiable network of routes, nodes, levels, principle site (and floor level) datum etc;
- Locating essential dedicated accessible car parking areas points close to buildings;
- Securing connections between level routes using well graded connections;



Figure 63 Proposed building levels



* Marked FFLs are indicative only and are subject to detailed investigation.



10.1 planning overview...

Principle of Development

The principle of the proposed masterplan development can essentially be considered on the basis of the two main components of the New Campus – the historic Frenchay Campus and the acquired land from Hewlett Packard (HP).

Looking first at the historic Frenchay Campus, it has been developed in an ad-hoc manner since its original construction in the 1970s. Given the age of the historic Campus core and the relatively inefficient use of the site, the University's desire to refashion it into a Campus fit for the 21st Century is entirely reasonable and founded on sound planning and urban design principles. South Gloucestershire Council is keen to help UWE, as a major employer and educator in the North Fringe, to facilitate the improvement and modernisation of its Campus.

With respect to the former HP land and buildings, this part of the integrated Campus benefits from extant planning permissions for

office (B1) developments relating to prior planning applications sought for the site by HP. The planning history for the wider site is extensive but is summarised in brief in Section 5. The most relevant planning applications are refs: N3510/4, N3510/4AP, P8500552 and P85/0055/4, which all permitted the use of the site for B1 Research and Development use in the 1980's.

Between these planning permissions, the wider HP site, (land acquired by UWE and land retained by HP), benefits from planning permissions allowing up to 1 million ft² of B1 developments (or 1.2 million ft² if Buildings 1 and 2 are redeveloped). As part of the purchase agreement with UWE, HP retained the potential to extend up to 200,000 ft² on their retained site, thus allowing UWE potential developments of 800,000 or 1 million ft² on the acquired land. The total extent of development on land acquired from HP is 333,243ft², thus the 'un-built allowance' would be 466,757ft² or 666,757ft² (if Buildings 1 and 2 are redeveloped or the opportunity foregone). These figures equate to 43,363m² and 61,943m²

respectively. As such, there is a clear planning baseline against which the masterplan proposals can be assessed.

Under the recently introduced National Planning Policy Framework, there is potential to change land use allocations from one version of the development plan to the next, providing there is no evidence for a new form of development and reasonable prospect of it being taken up in the planned period. Moreover, the site is identified in SGC Draft Core Strategy Policy CS28, which identifies the area as expansion space for the University and provides for the University's plans and aspirations for the New Campus. On this basis, it is considered the principle of constructing University related buildings on the former HP land is acceptable.

The overall total floorspace of new development proposed is 90,045m², which will be in part off-set by proposed demolitions of 7,330m², thus resulting in a net increase in floorspace of

82,715m². This would exceed the overall floorspace allowed by extant permissions by approximately 39,352m². However, of the proposed floorspace, the proposed uses would be split as:

1. Academic and supporting accommodation – 44,055m²
2. Student accommodation – 30,790m²
3. Commercial (non-academic) accommodation – 15,200m²

Given the proposed mix of uses and the relatively small proportion and wide distribution of proposed commercial floorspace, it is considered that the masterplan would result in less of an overall cumulative impact than would have been the case with a wholly commercial development. The impact of the balance, particularly the student accommodation, would largely be felt on campus, as opposed to the surrounding community.

Loss of Employment Land

The former HP land is within a safeguarded employment area under Policy E4 of the SGC Local Plan. Policy E4 does allow for the grant of planning permission for non-employment purposes (B1, B2 or B8) where the following can be demonstrated:

- The proposal would support or would not prejudice the creation or retention of employment uses elsewhere within the defined employment area; and
- No suitable alternative provision for the proposal has been made elsewhere in the plan; and
- It can be clearly demonstrated that the site is no longer capable of offering accommodation for employment uses; or
- It can be clearly demonstrated that it would contribute to a more sustainable pattern of development; or
- The proposal would provide a significant improvement in the amenities of existing neighbouring residential occupiers.

The safeguarded land was acquired for the expansion of HP in the 1980's but was subsequently deemed surplus to their operational requirements and sold to UWE in 2008. Whilst the safeguarded land was part of the developed HP Estate, it consisted largely of undeveloped land and its incorporation into the New Campus does not prejudice the provision of employment uses elsewhere in the defined employment area. The site could clearly be utilised for employment purposes, however this must be balanced with the unique nature of the University and the lack of other suitable sites that are contiguous with the historic Frenchay Campus.

SGC are currently in the process of promoting new employment land for the plan period up to 2027. Within the emerging Core Strategy, economic development land has been identified and set out in Policies CS11 and CS12 (specifically Tables 1 and 2). These sites have been deemed appropriate for new employment growth having regard to their location and relationship with the primary transport network and the existing communities. Within close proximity of the Campus there are a number of areas planned for new employment growth over the plan period, most notably:

- Emersons Green
- Filton Airfield / Cribbs and Patchway New Neighbourhood
- Land East and West of the A38

Given the substantial evidence base supporting the Core Strategy, the number of existing and proposed employment sites and the 'windfall' employment opportunity presented by the proposed closure of Filton Airfield, it is not considered that the proposed masterplan developments would in any way prejudice the amount of employment land in South Gloucestershire.

Looking again at Policy CS12, the UWE campus / former Hewlett Packard site are identified as Interim Safeguarded Areas in Table 2. Supporting text of the policy states that alternative uses on these areas may be more appropriate, such as residential or mixed use. Furthermore, these sites will be safeguarded until

their long-term future is determined through Concept Statements, masterplans and detailed SPDs. The masterplan proposals are based on the UWE New Campus Concept Statement which was prepared in conjunction with the Council and subsequently endorsed in December 2011. On this basis, it is concluded that the Council is broadly in agreement with UWE's proposals and that they are acceptable in principle.

Notwithstanding the impact of the proposals on the supply of specific employment land, the University is a major local employer, which will see further expansion as part of the co-location of its satellite campuses onto the New Campus. The University is classed as a D1 use (Non-Residential Institution) under the Use Classes Order 1987 but significant elements of the University are essentially B1 in nature, including both Office and Research and Development (i.e. Robotics). In addition, the masterplan proposes an element of commercial (non-academic) floorspace, which could feature office, hotel and restaurant uses, thus providing a wider employment base. Coupled with this is the potential option of utilising the balance of Building 1 not utilised by Robotics for B1 use, as well as Building 2, which benefits from a flexible B1 / D1 planning permission.

In summary, it is considered that the masterplan proposals are consistent with criteria set out in Policy E4 of the Local Plan and Policy CS12 of the Core Strategy and reflect the Government's intentions to secure and stimulate flexible economic growth as set out in the NPPF.

UWE Concept Statement

Following a four stage consultation process and detailed site assessment in 2009, a Concept Statement was produced in accordance with SGC's guidelines and submitted to the Council in August 2011. The purpose of the Concept Statement was to set out the vision and broad principles for the redevelopment of the UWE Frenchay Campus and provide an analysis of current site constraints and opportunities. The statement comprised the following sections:

- Driving Principles
- Additional Development principles
- Academic Drivers
- Site Context
- Site Character, Urban Structure and Connections
- Evolution of the campus
- Transport
- Community Integration
- Sustainability
- Implementation
- Summary of Issues and Opportunities

The Statement included a Concept Diagram which set out the key spatial framework around which the New Campus will be modelled. The Diagram did not identify specific building locations, but noted broad areas of use as well as strategic site infrastructure and opportunities for better integrating the Campus with the surrounding areas (see Figure 64 above).

The Concept Statement was subsequently endorsed by South

Gloucestershire Council in December 2011 and is a material consideration in the determination of subsequent applications on the UWE campus. As part of the endorsement, a report was presented to the South Gloucestershire Council Executive which included a comprehensive review of the Concept Statement including the Concept Diagram. The report concluded that:

"The draft Concept Statement for the enlarged UWE Campus has been prepared with extensive consultation and joint working. It sets out the University's ambitions both for academic development and for an enhanced campus whilst also addressing the principles of potential impacts – most notably traffic and parking pressure. The late inclusion of the proposed stadium raises new issues but is generally consistent with planning policy and the University's aims to provide a more active role in the North Fringe and for students and local communities. The Concept Statement tends to focus on strategic objectives for the site infrastructure to make the campus more attractive but also providing flexibility for delivery to respond to changing academic, student and community challenges. Overall officers consider that it presents a firm base for the development of more detailed proposals and for the consideration of subsequent planning applications."

South Gloucestershire Council endorsed the Concept Statement on the basis that the University's proposals for the campus were broadly in line with existing Local Plan policy and the emerging Core Strategy. Endorsement was subject to a number of detailed issues which are listed below, along with a summary response from the University:

1. That the University of the West of England and its partners be thanked for the preparation of the draft Concept Statement for the enlarged Frenchay Campus and for the support given to date to the delivery of the Cheswick Link (Long Mead) and allied public transport improvements.

Response: Noted and reciprocated.

2. That the Council considers that the proposals for the Campus are broadly in line with existing Local Plan policy and the emerging vision and policies of the South Gloucestershire Core Strategy. The Concept Statement for the Campus is therefore endorsed subject to detailed issues below, and in the Officer report, being addressed in the development of detailed proposals.

Response: Noted and appreciated.

3. That the Concept Statement and this report will be treated as material considerations in shaping more detailed proposals for the campus and in the determination of relevant planning applications.

Response: Noted and supported. The Concept Statement represents the culmination of substantial background work undertaken by the masterplanning team since appointment in 2009 and a significant investment on the University's part. The University remains committed to the principles set out in the document.

4. That the Council expects the early delivery of the key site

infrastructure including the public transport corridors and proposed car parks (including the release of Car Park 20 at LECHL by July 2013).

Response: Noted – the delivery of the proposed transport hub is envisaged during the first phase of the masterplan (prior to 2017). The release of Car Park 20 on the LECHL site will be assisted by the recent resolution to approve the stadium application, which will provide 900 parking spaces for daily use by UWE.

5. The Council is supportive of relocating the UWE Bus station to a more central location within the enlarged campus but the finite location should relate to the intersection of key routes.

Response: The location of the proposed UWE transport hub has been carefully considered and is positioned to facilitate access from both the proposed East-West (i.e. Cheswick Link) and North – South public transport routes through the Campus. It also offers the opportunity to accommodate future Rapid Transit services, as may be required.

6. The Council will expect proposals to be supported by a green travel plan which minimises car based travel and which seeks to minimise and control student and stadium related parking in neighbouring residential areas.

Response: UWE has been working on the production of a revised green Travel Plan as part of the masterplanning process. The Travel Plan proposes a number of measures that will reduce single-occupancy car travel to the Campus, including limiting new students from bringing cars to campus from September 2013, and a net increase in 1,200 study bedrooms on site over the masterplan period. The Transport Assessment submitted with the application has been based on agreed UWE travel planning measures. The University has been supportive of measures to address spill-over parking in neighbouring residential areas, agreeing to fund a Traffic Regulation Order for Stoke Park and working with SGC to ensure early adoption of individual phases of Cheswick Village.

7. The narrow strip of land west of Longdown Avenue is of potential ecological interest and could also provide for enhanced bus access within the area. The Council has some concerns with the indicated commercial use of this area.

Response: Detailed proposals for the narrow strip of land to the east of Longdown Avenue (Plot 5) have yet to be developed. As such, there is potential to retain a substantial amount of landscaping to assist with the creation of habitat links between Splatts Abbey Wood and Hermitage Wood. The site could provide enhanced bus links by the addition of a link between the two roundabouts, capacity for which is notionally shown on the masterplan. However, this requires additional detailed discussions with the Council.

8. The Concept Statement indicates use of the Cheswick Link as a possible means of managing peak hour egress from the proposed car park at Area 4. This has potential impact on landscape and wider traffic management and the Council will expect a full analysis of issues and evaluation of alternative options.

Response: The Council's concerns about the provision of an access from the western car parks to Long Down Avenue via the Cheswick Link are understood. This proposal is included with the application on the basis of detailed transport analysis which seeks to maximise an efficient use of existing transport infrastructure, coupled with the provision of additional improvements as required. The creation of this link has also been included within the scope of the submitted Landscape and Visual Impact Assessment.

The provision of this route is proposed effectively in lieu of the existing access that UWE inherited from HP, which provides access into the southern part of the campus via Cheswick Village and across the Cheswick Link. UWE acknowledges that this is not the most appropriate means of accessing the Campus and is thus proposing an alternative.

9. The proposed Stadium project has generated uncertainty for the wider Campus Concept Statement. The Council expects that if a stadium proposal is pursued it will be subject of a free standing application for the development of Area 4 and that will include the University car park and stadium development. It will aid clarity and certainty if this application is brought forward in advance of an application for the main campus.

Response: The Stadium application has been brought forward in advance of an application for the main Campus and was recommended for approval by SGC Officers and the Planning Committee, subject to a Section 106 Agreement. Approval of redevelopment proposal of BRFC's existing site at the Memorial Ground is required before the stadium project can be progressed.

10. Management of potential student and sports stadium parking in neighbouring residential areas will be a key concern and should be addressed from the outset and within detailed proposals.

Response: The management of over-spill parking in the surrounding neighbouring areas remains a key concern for UWE as well. UWE is mindful of previous problems experienced in Stoke Park, which have largely been resolved through the introduction of a Traffic Regulation Order (TRO), including additional double yellow lines. With Cheswick Village, UWE is in close liaison with SGC to ensure that this issue is considered with each phase of the development and that roads within each phase are adopted as soon as possible after completion to enable early enforcement. UWE is, however, not willing to fund an additional TRO as the potential for spill-over parking problems has been widely known to SGC for some time and should thus have been addressed as part of the initial TRO for Cheswick Village. The stadium Transport Assessment sets out a proposed TRO that would limit parking in local residential streets during stadium events.

11. The Council expects that if an outline or hybrid (outline and part fully detailed) application is submitted for the main Campus it would be supported by a masterplan setting out proposed infrastructure and key buildings together with a phasing plan.

Response: The masterplan submitted with this application provides substantial detail regarding proposed infrastructure and the range of proposed buildings. Insofar as is possible, details

of proposed phasing are included but are of course subject to change given the indicative nature of the masterplan.

The Concept Statement is a substantial document which sets out a wide range of aims and objectives for the campus. These aims and objectives have guided the development of the masterplan through its various iterations. It is considered that the masterplan submitted as part of this application is in accordance with the vast majority of aims and objectives as set out in the Statement.

Proposed Uses

Academic (Class D1)

The majority of space proposed as part of the masterplan will be academic and supporting accommodation, with ancillary facilities as appropriate. This floorspace will amount to 44,055m², or 44% of the net floorspace proposed. The masterplan shows the broad distribution of the proposed academic floorspace across the campus, primarily at or near the centre of the campus.

Subject to detailed considerations, it is considered that the academic elements of the masterplan are in accordance with Policy CS28 of the Core Strategy.

Student Accommodation

The masterplan proposes a substantial element of additional student accommodation, amounting to 30,790m² or 37% of net proposed floorspace. The accommodation is proposed to be clustered in three locations – Wallscourt Village (adjacent to the Wallscourt Farmhouse), to the north of the Heart Zone and to the north of Carroll Court, adjacent to the more recently constructed student accommodation blocks.

Policy CS28 specifically supports the provision of Student Housing in principle. The proposed developments to the north of the Heart Zone and Carroll Court are considered to be acceptable in outline terms, subject to the findings of the Landscape and Visual Impact Assessment. Likewise, the proposed student accommodation at Wallscourt Village is considered to be acceptable in outline terms. The massing and location of development has been informed by the LVIA, Heritage Assessment and respond to potential amenity implications in respect of Cheswick Village.

Commercial

A range of commercial space is proposed as part of the masterplan, which is provided to give UWE a degree of flexibility in the longer term. Floorspace will amount to 15,200m², or 18% of the net floorspace proposed. To be clear, end users are currently unidentified for these elements of the masterplan so these elements of the proposal are effectively speculative.

Retail (Class A1)

Retail floorspace is not specifically mentioned in the description of development but will be proposed as ancillary floorspace. However, this space will primarily be relocated from existing

Student Union facilities in 'F' Block. The current brief for the Student Union identifies a need for a circa 245m² shop and 550m² retail space is identified within the ground floor of the student accommodation block proposed to the north of the Heart Zone. As this is will be replacement floor space, it has not been included within the 15,200m² commercial floorspace figure. Furthermore, as it will be replacement space, it will not trigger the requirement for a sequential test or an impact assessment

Restaurant / Public House / Hot Food Take-away (Classes A3, A4, A5)

A flexible mix of uses is proposed on Area 5, which is located at the far western extreme of the campus, and on the site for Mallard House, located in the SE corner of the campus. Such uses are considered acceptable for Area 5, given its proximity to a main route and its adjacency to the stadium, which could potentially benefit from such a facility. The site of Mallard House has been identified as a potential opportunity for a public-facing facility given its location adjacent to existing and proposed residential areas and Bristol Business Park. Such a facility on this site would help to encourage the wider public to venture onto the campus and could be utilised in tandem with other proposed facilities (transport hub, stadium etc.).

Given the individual size of the proposed buildings (600m² each), it is considered that their appropriateness should be assessed against Local Plan Policy RT8 (Small Scale Retail Uses within the Urban Areas and the Boundaries of Settlements). In response to each of the criteria of Policy RT8, the following is noted:

- It is not envisaged that the proposed uses would give rise to unacceptable levels of vehicular traffic or on-street parking as the majority of customers are likely to be in the vicinity already (i.e. linked trips with UWE, etc.)
- The proposals would not prejudice existing residential amenity given the proposed separation distances from existing residences
- It is considered that the character of the area would not be adversely affected as it already features a mix of uses.
- The proposals would improve the range of services within the local community (which is largely devoid of such uses) and would not harm the vitality and viability of existing local centres (see below).

Whilst A3, A4 and A5 are considered to be 'town centre' uses, it is not considered that a sequential test is required on the basis that the campus, whilst not formally identified as a local centre in the Local Plan / emerging Core Strategy, effectively functions similar to one and that the majority of customers likely to utilise such facilities would already be in the local area or visiting the campus. As such, it is considered that the proposed uses would have a negligible impact on the vitality and viability of existing and proposed centres within South Gloucestershire.

As each site is only 600m² individually, it is not considered that the threshold for the requirement for an impact assessment as set out in Core Strategy policy CS14 applies in this instance.

Hotel (Class C1)

200-bed hotel (6,000m²) is proposed on land to the west of the stadium, which was badged as 'Development Plot 1' as part of the Stadium application. A specific operator has yet to be identified, but UWE consider there to be significant justification for a hotel in this location for two primary reasons:

1. UWE operates the Exhibition and Conference Centre from Building 2, which is a substantially-sized facility capable of hosting large conferences and events. It is common for exhibition facilities to either be located in close proximity, or in indeed within, major hotels. Whilst not immediately adjacent to Building 2, the proposed hotel would be close enough for them to effectively function together.
2. The proposed stadium will generate demand from travelling fans for local accommodation and could be utilised as part of other, wider uses of the stadium.

Given the size of the proposed hotel (6000m²), it is understood that a Sequential Test is required as per the requirements of Local Plan Policy RT5, Core Strategy Policy CS14 and section 2 of the NPPF (Ensuring the vitality of town centres). A sequential test will be prepared as a separate standalone document to support the Outline application.

Office/Research and Development (Classes B1a and B1b)

The masterplan proposes 2 no. B1 new buildings – one adjacent to the North Gate and another as part of an extension to S Block. Each would be 4,000m², thus a total of 8,000m². This B1 space is included in the Masterplan to afford UWE flexibility in the long-term and there are no specific occupiers identified for either building at this stage. However, it is suggested that the North Gate building could potentially be utilised as standalone accommodation or in conjunction with a future B1 use of Building 2. Likewise, the B1 portion of the S Block extension could be utilised for partnership businesses wishing to benefit from a close proximity to the University.

Local Plan Policy E3 is directly relevant for this aspect of the masterplan. In response to each of the criteria of Policy E3, the following is noted:

- There would be no unacceptable environmental effects.
- Adequate provision will be made for servicing and delivery requirements and it is not considered that the proposal would result in unacceptable levels of vehicular traffic or on street parking given proposed infrastructure provision.
- The proposed buildings would not prejudice existing residential amenities given their proposed locations on the campus.
- The character of the area would not be adversely affected.
- The floorspace proposed fits well within the masterplan and is acceptable in the context of the planning history of the site.

Figure 65 University components



- Core academic campus
- University building clusters
- University open spaces
- University car parking
- Stadium site
- Stadium footprint
- Commercial opportunity sites
- Commercial building footprint
- Main road connections

- The campus is and will be well served by Public transport, and will be improved by the construction of the proposed transport hub.

Furthermore, clarity is offered regarding the proposed uses of Buildings 1 and 2, which both benefit from B1 office use inherited from Hewlett Packard.

Building 1 is currently part-utilised by UWE robotics as per planning permission ref PT11/1193/F. The balance of the building (9,313m²) was recently handed back to UWE following a lease agreement with HP. The building will be utilised by UWE, although it could feature a commercial use in the short to medium term if there is demand.

Building 2 currently benefits from a flexible B1/D1 consent (ref PT09/1142/F), which allows UWE to effectively change the use of the building for a 10 year period from the grant of consent under the provisions of the General Permitted Development Order. As part of broad UWE phasing proposals, it is proposed that the current Class D1 exhibition/conference use will continue up to 2017, at which point it could be leased to a B1 occupier subject to UWE space requirements.

Community Infrastructure

Arising from discussions with SGC and consultation with the wider public, the following Driving Principles were identified in the New Campus Concept Statement:

- The campus will be open to and attract the public;
- The University will seek greater integration and connectivity with its surroundings;
- The University will welcome and encourage shared use of appropriate cultural, leisure, sport and recreational facilities by adjacent communities and the general public.

Bearing these intentions in mind, UWE has sought to ensure that the campus masterplan provides suitable links into and through the site, coupled with a range of facilities that could be utilised by the wider public in addition to the primary University use. The masterplan sets out a range of facilities accessible to the public, some of which are located nearer to the Heart of the campus and others closer to the periphery of the campus.

Related to these Driving Principles is Core Strategy Policy CS23, which sets out SGC's intention to work with partners to provide additional, extended or enhanced community infrastructure. As consistently stated, UWE is willing to work with SGC toward this aim, on the basis that proposals do not prejudice the primary educational function of the University and, where appropriate, are delivered on a partnership basis.

To provide greater clarity regarding existing facilities, proposed facilities with an established business case and potential future facilities, the list below has been compiled:

Existing Facilities

The Centre for Sport is available for general public use. Details regarding use and membership can be found on the UWE website.

The library is available for general public use. Details regarding access and lending arrangements can be found on the UWE website.

The former HP refectory is available for general public use. This facility is still heavily used by HP staff in their retained Building 3.

The current student union facility features a bank, post box, cash point and small retail unit which are available for general public use.

The existing bus hub adjacent to the Coldharbour Lane entrance to the campus is available for general public use. However, the hub operates significantly beyond its design capacity and is thus not currently an efficient facility.

The Halley Nursery site adjacent to the Coldharbour Lane entrance is available for general public use. The nursery has a maximum capacity of 62 children, although preference is given to the UWE staff/students. Details regarding the facility are available on the UWE website.

UWE offers a significant number of Professional and Short Courses, the details of which are available on the UWE website.

The UWE Exhibition and Conference Centre (located in Building 2) is available for general public use at all times. The facility features a number of meeting rooms in a range of sizes and is suitable for exhibitions, conferences, meetings and general venue hire.

Much of the space on the main campus is not utilised out of normal university hours. As such, it could be made available as meeting space to the wider public, subject to the formalisation of a booking mechanism and promotion on the website.

There is a right of way across the main campus and the landscape green spaces are open access to the public. However, this is not particularly evident at present. Access and inclusion proposals set out in Section 9.5 are intended to change this perception, thus conveying the message that public access is welcomed and that routes across the campus are available for use by all to help facilitate accessibility throughout the North Fringe.

Facilities with an Established Business Case

Retail units are proposed in the replacement Student Union and in the student accommodation building to the north of the Heart Zone, which would be open for general public use. As the facilities would be located adjacent to the proposed transport hub, they would be convenient for people utilising the bus services passing through the campus. The Student Union will also include a bar/venue but it is expected that this will be a student-only facility.

The proposed sustainable transport hub located in the heart will provide a replacement facility for the existing overcapacity bus station. The bus hub has been designed to provide approximately 14 bus bays which would provide capacity for First and Wessex Connect (Red) services as well as private coaches and Mega Bus services. The bus hub has also been designed to accommodate the potential RT service which could pass through the campus.

The proposed stadium on Plot 4 would be accessible to the general public. Users of the stadium will park in the 900 space UWE/BRFC shared car park and it is proposed that stadium users will be able to park in UWE car parks on the main campus. Beyond the main football use, there is potential for the venue to host concerts and other social events as may be proposed. Furthermore, the stadium would include a gym and retail unit which would be open to the general public.

Potential Future Facilities

UWE are considering the installation of an MRI scanner, which would be utilised by a commercial provider for public use during the day and for Health and Life Sciences training in the evenings.

The former Estates Office (Mallard House) situated in the southeast corner of the campus adjacent to Coldharbour Lane, is proposed for A3/A4/A5 use. It is well placed to provide a facility open to the general public given its close proximity to the existing residential development at Stoke Park and the housing allocation on the LECHL site.

A hotel is proposed as part of the masterplan on land to the west of the stadium. An end-user is yet to be identified but the provision of a hotel on the UWE campus is a long-term aspiration.

A potential roadside use (A3/A4/A5 use) is proposed on land to the west of the stadium. This plot could provide a commercial facility open to the public given its prominent location on Long Down Avenue.

UWE is aware that staff/students and the local community have previously made representations that a swimming pool would be a welcome facility on campus. UWE is not necessarily opposed to the provision of a pool, subject to business case and/or third party involvement / funding.

Bearing in mind the above range of facilities already available and planned as part of the masterplan, it is considered that UWE already contributes significantly to the provision of Community Infrastructure in the North Fringe. This offer will be increased through greater public accessibility, the implementation of the UWE masterplan, which provides a flexible framework in which a range of proposals could come forward in the future, either promoted solely by UWE or in partnership with SGC or other organisations.

Amenity Considerations

Given the extent of the campus and the relative concentration of proposed new buildings within or adjacent to the core of the enlarged site, it is considered that the majority of development

proposed would have a minimal impact on wider amenity considerations. However, where specific concerns have been raised, they will be the subject of separate studies, the results of which are summarised later in the document. For example:

- Visual impact considerations will be specifically covered at Section 11.8 and in the accompanying Landscape and Visual Impact Assessment. This will include the potential impact of the taller buildings proposed on the site, namely around the academic zone and proposed student residential accommodation in the Heart Zone and to the north of Carroll Court (the latter being shielded in large part by the existing Student Village).
- Noise impact will be specifically covered at Section 11.10 and in the accompanying Noise Assessment. This will include the potential impact of the proposed transport hub and the provision of the South Gate access link to the car park in the Western District.
- Lighting considerations will be covered at Section 11.3 and in the accompanying Lighting Assessment. This will assess the potential for spill-over lighting and excess glare arising from additional public realm lighting.

Notwithstanding the above, the general impact on established and developing residential areas to the south requires consideration.

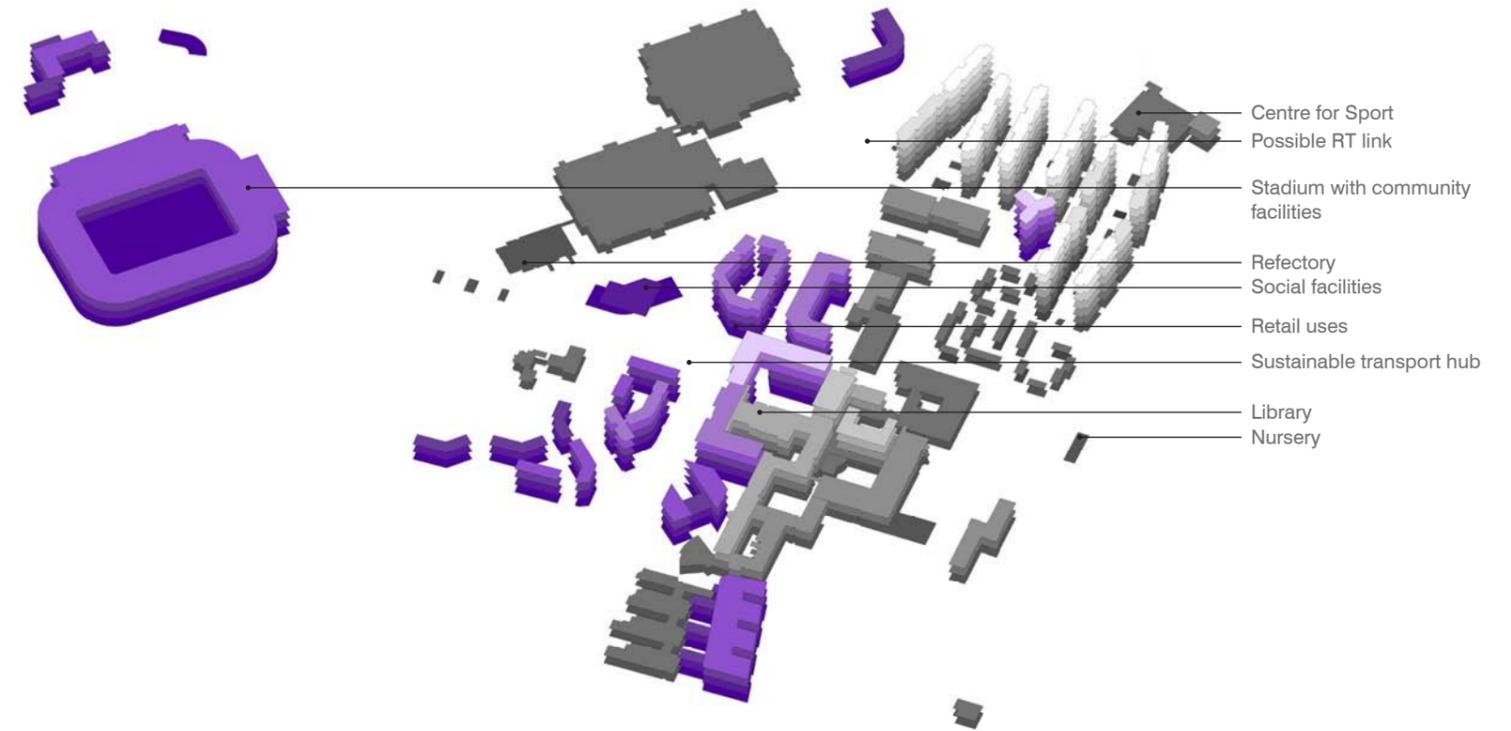
Looking firstly at Stoke Park, there is a considerable separation distance between the existing dwellings and proposed development in the form of the tiered, decked car park and the extension to S Block. The existing vegetative screening and Long Down Avenue provide a reasonable buffer to the Campus, and it is not considered that the masterplan proposal would have any perceptible impact by way of visual intrusion or privacy.

With respect to Cheswick Village, the development has been built close to the southern and western boundaries of UWE and will thus rely on additional screening on the UWE side of the boundary to minimise impact. Proposed landscaping is set out in more detail in Section 8 and in the Heritage Statement.

Looking at the eastern boundary of Cheswick Village, an upgraded road is proposed at the back of S Block to provide access primarily to the Western District car parks. The impact of noise generated from this link will be evaluated in the accompanying Noise Assessment. It is not considered that the link would have a significant impact on the adjacent residential area.

The north-eastern boundary of Cheswick Village will face toward the proposed student accommodation at Wallscourt Village. At its closest point, there would be a circa 19m separation distance, subject to the design of a detailed scheme. This is considered to be a sufficient separation distance, and a buffer would be provided by the existing Long Mead Bus Link and additional landscape screening. Accordingly, it is not considered that the proposed student accommodation would significantly affect the amenity of the residences to the south by way of visual intrusion, overbearing impact or overlooking.

Figure 66 Provision of community facilities on campus



An additional link road is proposed from the Long Mead Bus link up to the stadium 'extension' car park. The noise impact is covered elsewhere and the potential visual impact of the link and the car park is considered in the accompanying Landscape and Visual Impact Assessment. Subject to detailed landscaping along the link and to the south of the car park, it is not considered that these proposals would have a significant impact on the Cheswick Village residences.

The stadium and associated 1,000 parking spaces have an acknowledged degree of impact on Cheswick Village but this has been carefully assessed as part of the stadium application and is considered to be acceptable by SGC.

The remaining facility of interest to the west is the proposed hotel on land to the west of the stadium. Given that the southern element of the hotel is proposed at only three storeys and a reasonable separation distance will be provided by landscaping and the Long Mead Bus Link (circa 16m), it is not considered that it would significantly affect the adjacent residences by way of visual intrusion, overbearing impact or overlooking. Privacy can be further addressed at the detailed application stage through careful design.

It is not considered that the proposed A3/A4/A5 use on Plot 5 would have a significant impact given its proposed location to the north of the plot, away from Cheswick Village.

Infrastructure and Developer Contributions
Policy CS6 identifies the Council's expectation that new development will provide site specific measures to directly mitigate the impact of the development, as well as infrastructure, services and community facilities as necessary to mitigate its impacts on existing communities and to provide for the needs arising from the development.

The SGC Infrastructure Delivery Plan (Feb 2011) sets out the Council's expectations for infrastructure delivery requirements as part of allocated sites.

Of the items listed, the majority can/will be provided on campus in kind. Other points worth noting include:

1. Contribution to North Fringe – Hengrove RT: the UWE masterplan makes allowance for the service to pass through the campus, subject to further routing discussions with SGC.
2. The Centre for Performing Arts has been removed from the masterplan due to the weak business case. It could be reintroduced as a proposal in the future subject to greater certainty regarding the business case/delivery.
3. A multi-use games area is not currently part of the masterplan proposals but could be introduced at a subsequent stage.
4. The overall number of student study bedrooms has been increased to 1,200 (net increase)
5. UWE have contributed toward an energy study assessing the potential for district heating solutions in the North Fringe. This

work is on-going, although a centralised energy centre is not currently part of the masterplan.

Of the remaining items, they effectively form part of current masterplan proposals or could easily be accommodated in the future.

The starting basis for considering whether contributions toward infrastructure in general are required is the fall-back position provided by the extant consents on the former HP land as outlined in the Planning History section previously.

The existing baseline (existing UWE development + existing development on the acquired HP site [176,712m²] + further development allowable under the extant B1 consents) sets out the level of potential impact against the 'fallback scenario'. With reference to the Officer's Report for PT04/0686/RVC, the extant consents allow for a total of 1,000,000ft² (92,903m²) or 1,200,000ft² (111,483m²), if Buildings 1 and 2 are redeveloped. This arrangement was agreed as part of a legal agreement signed in conjunction with the Cheswick Village outline consent (PT04/0684/O). By our calculations, approximately 43,363m² or 61,943m² (if Buildings 1 and 2 are redeveloped) of additional floorspace is still implementable on land owned by UWE. On this basis, the net proposed floorspace of 82,715m², minus the remaining development potential under the B1 consent of 43,363m², would result in 39,352m² additional floorspace, which would result in an increase of 17.8% beyond existing floorspace (or 9% assuming Buildings 1 and 2 are redeveloped/the opportunity is foregone by UWE).

Including the floorspace proposed as part of the stadium (6,347m²) increases the additional floor space figure to 45,699m² and the percentage increase to 20.7% (above existing).

In conjunction with the above, it is also worth reiterating the proposed net percentage increase by use:

| | |
|--------------------------------------|-----|
| • Academic / support floorspace - | 45% |
| • Student accommodation floorspace - | 37% |
| • Commercial / flexible floorspace - | 18% |

Looking at these figures, it is obvious that the commercial element of the masterplan is a small portion of overall development. Furthermore, the figures highlight that the student accommodation is a material element to the overall increase in floor area, which would reduce movements to and from the campus that would otherwise occur if they were located off-site. On this basis, it can be further argued that the impacts of the proposed additional floorspace will be significantly less than the baseline position. Commercial/flexible floorspace represents only a relatively small proportion of the total, of which student accommodation will largely be catered for by existing and proposed facilities on the UWE Campus. As such, the off-site 'social' impact generated by the masterplan is expected to be minimal. On this basis, it is not considered that additional Section 106 contributions are justified.

The potential for transport-related infrastructure contributions is assessed in more detail in the accompanying Transport Assessment.

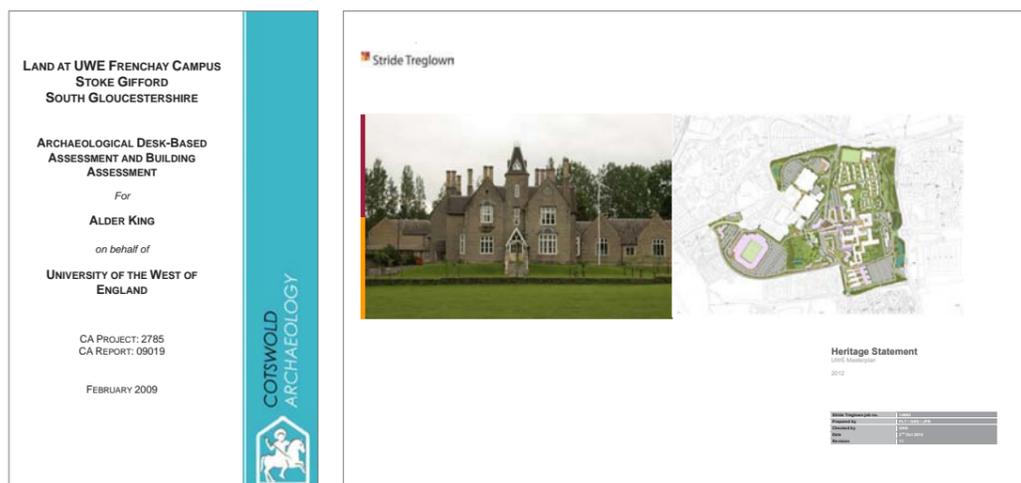


Figure 67 Historic context

- Existing trees
- Proposed trees
- Managed tree belt with semi-mature trees for instant effect
- SU terrace
- Student Village
- Allotments

10.2 historic context...

The outline planning application is supported by a comprehensive Heritage Statement, prepared to acknowledge and ascertain if the significance of the heritage assets, including the setting, would be adversely affected by further development of the Frenchay Campus. The most significant asset on the site is Wallscourt Farmhouse and its outbuildings, a model farm built in 1854. Off-site consideration is given to Stoke Park and its associated collection of listed buildings.

An analysis has been carried out in conformity with English Heritage guidance relating to the assessment of impact of development proposals on the setting of heritage assets. The analysis has shown that the only heritage asset that could be materially affected by the proposals in the Masterplan is the grade II listed Wallscourt Farmhouse and its setting. Due to the lack of inter-visibility between Stoke Park and the campus the setting of the park has not been further compromised.

The analysis has shown that Wallscourt Farmhouse, together with its raised garden, walled garden, and the remains of the associated model farm buildings, retain high significance as a fine example of a picturesque farmhouse. It was designed by a distinguished Victorian architect for an eminent local philanthropist and agricultural businessman, developed in the High Farming period. It is also demonstrated that the significance of the group of associated model farm buildings has been seriously compromised by a late twentieth-century development that resulted in demolition of much of the group and the intrusion of a large volume building onto its original footprint.

Despite being surrounded by much larger scale buildings and development of an urban grain, the space afforded by the open parkland and the residual elements of the former agricultural landscape that surround Wallscourt Farmhouse mean that it retains its dominance and prominence in this context. This is undoubtedly the key contribution of the setting to the significance

of the heritage asset. However, the recently developed Cheswick Village intrudes into and degrades the setting of the heritage asset.

The proposed developments in the Masterplan are carefully sited to avoid causing harm to the setting of Wallscourt Farmhouse. New buildings are located to avoid unsatisfactory juxtapositions with the listed building. Furthermore, the Masterplan proposals include provision of structural planting proposals that will both enhance the setting of the listed building and screen proposed development. Proposed landscaping includes a substantial tree belt that will reinforce the enclosure and quality of the existing parkland setting.

The Masterplan proposals indicate a reversion of the walled garden to a productive garden or alternative open amenity space which will constitute a further enhancement of the setting of Wallscourt Farmhouse.

The landscape proposals, together with the carefully arranged student accommodation blocks, will screen the intrusive Cheswick Village development from the setting of Wallscourt Farmhouse, and as a result will significantly enhance the setting of the listed building. Furthermore controlled views of Wallscourt Farmhouse will be provided through the proposed tree belt, to enrich the environmental quality of the surroundings. The overall outcome will be that the open area around the heritage asset will be slightly smaller but it will be a much better enclosed and more attractive parkland setting, free of intrusive modern development.

The masterplan has been informed by an Archaeological Desk-Based Assessment undertaken in 2009 by Cotswold Archaeology, which incorporates the findings of a previous assessment compiled in 2003 as well as the results of archaeological trial trench evaluations undertaken on the site in 2007 and adjacent to the site in 2005.

Figure 68 Illustrative view of Wallscourt Farmhouse after completion of Wallscourt Village
Figure 69 Illustrative view of Wallscourt Farmhouse after 30 years



Archaeological evaluation in the western area of the site, not previously subject to development, found no significant archaeological features. The evaluation trenches represented a 2.5% sample of this area (as agreed with Mr David Haigh, SGC Archaeological Advisor) and was considered to provide an adequate evaluation of the below ground archaeological resource. The potential for significant archaeological remains within this area, not identified by the evaluation trenching, is therefore low.

The large majority of the remainder of the site area has been developed in the late 20th century for the UWE Frenchay Campus and Hewlett Packard Industrial Estate. This is likely to have greatly impacted upon any previously unrecorded archaeological remains in these areas. The assessment therefore indicates a low potential for archaeological remains in these areas.

Figure 70 Illustrative view of Wallscourt Farmhouse after completion of Wallscourt Village

Figure 71 Illustrative view of Wallscourt Farmhouse after 30 years



Figure 72 Existing view of Wallscourt Farmhouse

Figure 73 Illustrative view of Wallscourt Farmhouse after completion of Students Union



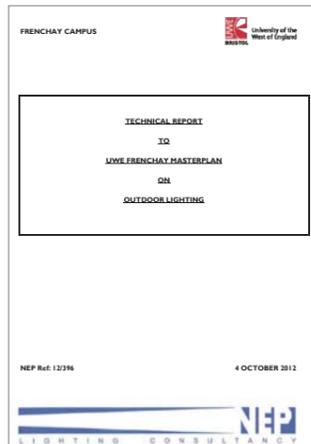


Figure 74 Examples of lighting currently utilised on campus (Philips 'Citysprint', 'Speedstar' and 'Streetsaver')



10.3 lighting...

A Lighting Report has been provided by NEP Lighting Consultancy. This contains a Lighting Strategy to inform the refinement of the Masterplan and to assist with the implementation of detailed building/public realm proposals, and a Lighting Assessment to assess the impact of the aforementioned lighting strategy.

The Lighting Strategy is based on first identifying the positive needs of security, safety and attractiveness and balancing them against potential adverse impacts in terms of sustainability, energy use and obtrusive light. The report assesses existing lighting provision on the site and identifies areas for improvement. The overall Lighting Strategy for the New Campus Masterplan will be low energy, sustainable and keep night-time visual impact to a minimum, while meeting the required standards in line with established UWE documents, including the UWE Facilities Design Guide for Buildings. The strategy identifies that those areas of the campus that are of a rural nature should be purposely

devoid of artificial light and that "dark corridors" should be safeguarded between such areas to help ensure wildlife habitats are maintained. The strategy concludes by setting out acceptable luminaires for access roads, parking areas, walkways and congregation / conflict areas / special areas.

The Lighting Assessment utilises standard methodology to assess impact in terms of sky glow, light intrusion, glare/source intensity and brightness of surfaces. The UWE Campus is situated in north Bristol within an urban environment surrounded by a fair degree of lighting, which has been identified as an Environmental Zone E (Medium District Brightness) with standard lighting design limits (set out in the report). With respect to the aforementioned areas of assessment, the report concludes as follows:

Sky glow

The overall direct Upward Light Ratio for the Campus as a whole under the new Masterplan (using the luminaires identified in the Lighting Strategy) would be well within the 5% allowed for in an E3 zone.

Light intrusion

The most sensitive receptors to light intrusion from the Campus lighting will be the Student Housing and the listed Wallscourt Farmhouse. For both these situations, care will be taken to limit the amount of stray light falling on the buildings, much of which will be limited by the use of luminaires with low or zero upward light as identified in the Strategy. The Farmhouse already has a discrete low level lighting installation for its walkways while its rather obtrusive car park lighting can be replaced with one more suitable to its situation.

Glare/source intensity

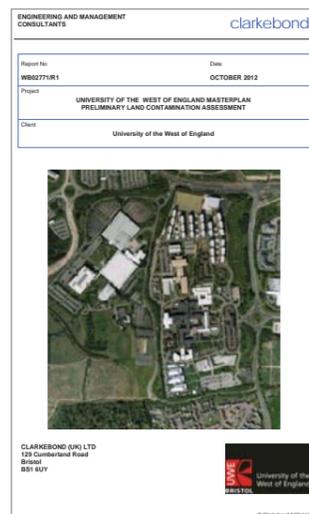
Source intensity will be limited by luminaires proposed in the Strategy but where any individual luminaires are found to be causing undue concern to anyone (residents, students, other users or vehicle drivers) they could be fitted with some form of additional shield to screen out the light.

Brightness of surfaces

Buildings with some degree of architectural and/or decorative lighting together with illuminate signage (i.e. Heart Zone buildings) should be suitably designed and brightness levels kept within identified guidelines. Potential impact on the setting of the listed Farmhouse should be limited through careful lighting design and the use of screening.

Table 01 Potential sources of contamination and mitigation

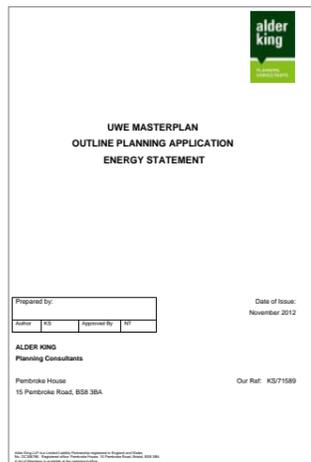
| Source | Contaminant | Mitigation |
|--------------------------------|--|---|
| Buried Topsoil | Methane Carbon Dioxide | Site specific monitoring or gas protective measures |
| Past Coal Mining and Quarrying | Methane Carbon Dioxide | Site specific monitoring |
| Natural Ground | Radon | No radon protective measures required |
| Made Ground | Metals, semi metals, inorganic chemicals | Site specific chemical testing, removal/remediation of soils as appropriate. Cover or barrier systems if required |
| Current Site Usage | Metals, semi metals, inorganic and organic chemicals, asbestos | Site specific chemical testing, removal/remediation of soils as appropriate |



10.4 land contamination...

A Land Contamination Assessment has been prepared by Clarke Bond to support the Outline application. The assessment is informed by previous investigations of the site, including an original assessment of the eastern part of the site prior to construction of the original complex, an assessment of the former HP site and an assessment submitted as part of the Stadium application Environmental Impact Assessment. The summary findings of the report are set out below:

- The site consists of a mix of geological types, with areas of made ground within the main campus, along the swale on the eastern boundary and on the northwest and west edges within the former HP land. The latter area is identified as a local authority recorded landfill.
- Coal mining was a previous activity in this part of South Gloucestershire and the Harry Stoke Drift Mine is known to have crossed the northern boundary of the site, leading down to the east. A borehole is located on the site, in the area of the swale on the eastern side of the site adjacent to Coldharbour Lane. It is understood that the original construction of the campus was informed by information provided by the Coal Authority about likely extent of mines underneath the site.
- The hydrology of the site is split east-west with the east half of the site draining into the swale on the eastern edge which drains to the northeast towards Hambrook; and the west half draining via the public and private sewers to the Filton Brook beyond the MOD site. The bedrock underlying the former HP site is classified as a secondary A aquifer and the site of the stadium and the historic UWE campus are classified as secondary B aquifers.
- The site was open farmland prior to being developed for educational purposes, and the Hewlett Packard complex.
- Potential sources of contamination and mitigation are identified in the table above.
- Based on the current site usage, the risk to future development of the site in terms of contamination from current site uses is deemed to be low. However two particular areas to be considered include asbestos surveys prior to building demolition and sufficient management of maintenance compounds and storage buildings to ensure any spills are minimised and adequately cleaned-up to avoid contamination.
- Site specific investigations and analysis to confirm the absence or otherwise of made ground should be undertaken where relevant. Also, gas monitoring should be completed for all development to confirm the risk and appropriate mitigation measures required.
- The overall Environmental Risk for the site is considered to be Low.



10.5 energy + sustainability...

Energy Generation and Networks

UWE has developed an energy management policy and corresponding energy strategy for the existing campus which dates back to 2006, at which time UWE developed a carbon management plan in association with the Carbon Trust. The energy management plan was updated in 2010, at which point a revised CO2 reduction target was identified as 22.5% from 2005/6 to 2020/21. It is difficult to assess CO2 emissions arising from the UWE masterplan, given its proposed implementation over a 25 year timeframe and the potential for considerable changes in the nature of higher education delivery and technological advances. As new proposals are developed on the UWE campus, UWE will be mindful to design them such that they do not contribute significantly to the overall level of CO2 emissions generated by the campus.

In accordance with Core Strategy Policy CS4, opportunities to incorporate a district energy network on the site have been

considered. The 2009 masterplan included an energy centre to the rear of the library and B Block but it was eventually removed on cost efficiency and practicality grounds. More recently, UWE, in partnership with South Gloucestershire Council, agreed to part-fund a district energy study covering the UWE Campus as well as other areas in the North Fringe. A draft of the report was published in June 2012. The report identified that a considerable amount of interconnecting heating pipes would be required to thermally integrate the entire site, given the multiple boiler plant rooms located within the various teaching and accommodation blocks. The report proposed a potential CHP system, effectively interconnecting the three main boiler rooms within Building 1, E Block and G/M Blocks. It was concluded that delivery would not be viable at this stage based on UWE's historic energy costs. However, subject to further increases in fuel costs, CO2 cost realisation and alternative scheme design options, a CHP system may prove viable in the future.

Notwithstanding this, UWE is already undertaking significant measures to reduce energy consumption, including:

- Installation of lighting controls and sensors that reduce excess lighting (i.e. in rooms that are not occupied)
- Installation of high efficiency and LED lighting fixtures across the campus
- Wholesale boiler replacement within the past 4-5 years
- Retrofitting additional insulation in older buildings
- Installation of circa 130kw of solar PV
- Provision of solar PV and solar thermal collectors on new or refurbished roofs
- Installation of 134 no. meters for monitoring energy use. This helps the Estates team to target excessive energy use in individual buildings and spaces.

Sustainable Construction Methods / Measures

At the project brief stage, proposals will be required to consider the following sustainability measures:

- Opportunities for flagship sustainable buildings to meet and demonstrate environmental excellence e.g. BREEAM Outstanding / Passivhaus certification / zero-carbon status
- Targeting a BREEAM 'Very Good' as a minimum for all buildings, with an aspiration to achieve "excellent" in selected instances.
- Adoption of a 'fabric-first' strategy, to encourage high levels of thermal efficiency as a means of meeting energy performance targets prior to the adoption of renewables
- Promotion of on-site renewables and low carbon technologies (such as solar thermal) when targets for thermal efficiency have been met
- Adoption of south-facing roofs where possible to provide the opportunity for solar collection at implementation stage or at a later date
- Re-use of existing buildings and structures where practical
- Avoidance of import or export of site materials where practical e.g. reuse of demolition materials, strategy to achieve neutral cut and fill
- Use of reclaimed, recycled and recyclable materials and products where practical
- Use of local materials and skills where possible
- Use of natural products where possible and avoidance of materials which contribute to 'sick building' syndrome
- Design buildings to minimise waste during their construction
- Adoption of measures to promote biodiversity e.g. wildlife planting, wildlife corridors, nest boxes
- Protection and enhancement of areas and features of ecological value
- Promotion of tree planting, green roofs and general soft landscaping for biodiversity, summer shading, reduction in stormwater run-off, reduction of urban heat-island effect
- Provision of well-designed recycling areas
- Promotion of cycle use by providing well designed facilities for cyclists
- Design of outside spaces to promote a pedestrian-friendly and safe environment
- Opportunities for food growing e.g. fruit trees, mini allotments
- Adoption of SUDS
- Encouragement of public engagement and participation in design process where appropriate

Figure 75 Existing trees by Mallard House

Figure 76 Existing trees by Wallscourt Farmhouse



10.6 arboriculture...

A report including a Tree Survey, Arboricultural Impact Assessment and Tree Constraints Plan has been prepared by The Landmark Practice. The masterplan was based on a tree survey originally undertaken in 2009, which has effectively been updated by the Landmark report.

The report provides an assessment of trees growing within and adjacent to the masterplan area. It identifies trees that could be removed and trees that could be retained and hence require protection during any site clearance, demolition and construction phases of the proposed masterplan. The report also identifies root protection areas for trees worthy of retention to inform how close new buildings can be constructed, as well as standard recommendations about tree protection measures.

It has been confirmed that the site does not contain any trees subject to Tree Protection Orders nor is any part of the site within a Conservation Area (which affords protection for existing trees).

The report makes the following observations about trees/areas of note on the site:

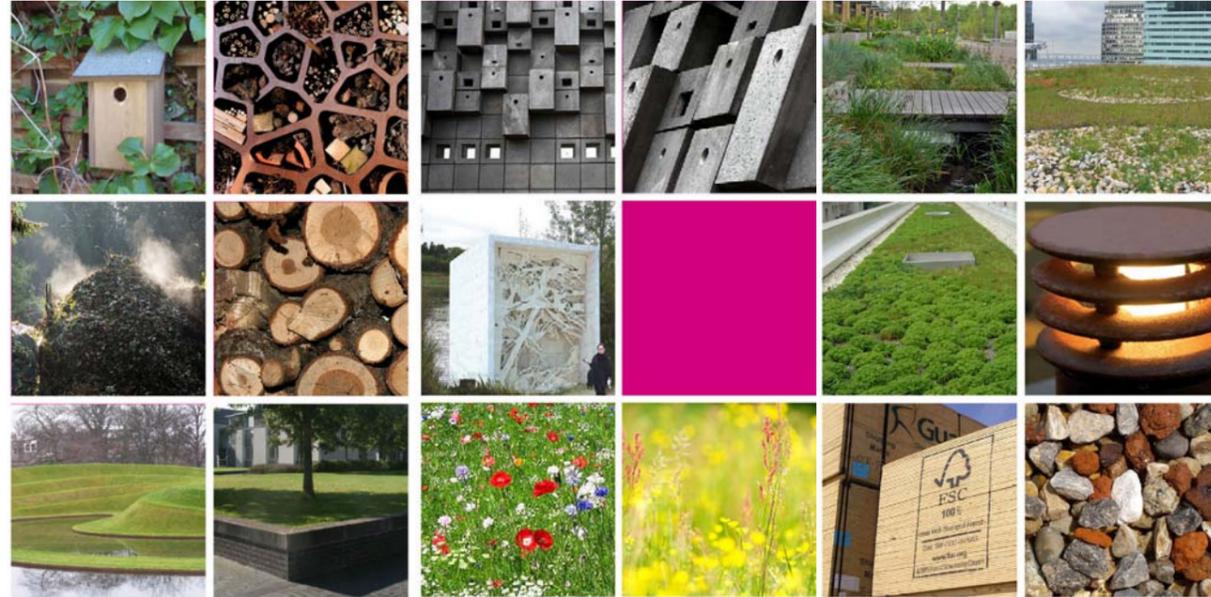
- Within the former HP complex there few mature trees of note, with the exception of 2 no. mature Horse Chestnuts
- There are 2 no. mature oak trees within the site proposed for the stadium development (replacement of which is covered by the Stadium Landscaping scheme).
- A few notable young trees near the Wallscourt Farm complex have the potential to develop into fine specimens, particularly the Wellingtonia species.
- Within most car parks of the former HP complex the specimen landscape trees are not thriving with many displaying poor growth and vigour.

- Trees within the existing UWE campus are predominantly young mature specimens but there are a few fine mature oak trees that pre-date buildings, probably being remnant field or hedgerow specimens.
- A number of trees close to buildings, particularly willow and poplars, have out-grown their locations and their role in the wider future landscape should be considered.
- There are significant groups of woodland blocks close to the boundaries of the existing UWE Campus, particularly on the prominent slopes adjacent to Coldharbour Lane. These blocks of woodland (Oak, Sycamore, Lime, etc.) would benefit from a thinning regime to create areas that would permit planting of small trees and shrubs to create species and structural diversity.

In setting out the results of the tree survey and implication assessment, the report identifies that 1no. category A tree (as part of the stadium application) and 22no. category B trees would have to be removed (whole or in part), versus 8no. category A trees and 136no. Category B trees that would be retained.

The report will be utilised to assist with the preparation of detailed landscape and grounds maintenance schemes when they are devised and refined in the future, the implementation of the masterplan and as a means to test the implications of potential future deviations from the masterplan.

Figure 77 Samples of potential ecological measures



10.7 ecology...

An Ecology Statement has been prepared by Ecosulis to support the Outline application. The report provides a review of information on the existing ecological conditions at the site and surrounding area, by detailing the results of the desktop study and site walkover. It also reviews and incorporates the findings of previous assessments of the site, undertaken between 2007 and 2011. The report provides an overview of the ecological considerations that have been taken into account within the Masterplan framework, as well as identifying the broad ecological strategy that will ensure that ecology is fully considered within future detailed planning applications for the site, and that the ecological potential of the site is maximised in the long-term.

The existing UWE campus is largely dominated by built landscapes, including buildings, car parks and roads, and is subject to high levels of disturbance, lowering its potential ecological value. Patches of more valuable habitat in the form of amenity grassland, trees, scrub and ponds are present within the

site, but the boundary features provide the majority of ecological interest in this area, including broad-leaved planting, standard trees and water bodies.

The former HP site presents more ecological interest, although large areas of this site are also dominated by built structures and hard standing, and are of limited ecological value. Boundaries to the north provide some more valuable habitat, but the majority of the ecological interest is concentrated within the more semi-natural habitats to the south-west of the site, surrounding Wallscourt Farm and the adjacent grassland fields. Habitats within this area include hedgerows, mature trees, young woodland, a pond and an old orchard.

No extensive areas of BAP habitats have been recorded, although some features, notably the young woodland by Wallscourt Farmhouse, hedgerows within areas of boundary planting and landscaping on the campus site, and ponds across the site, are

examples of priority habitats. Small areas of grassland have some species characteristic of BAP habitats, but none is diverse enough to qualify as a priority habitat. None of the habitats or species on the site are considered at this stage to be of high ecological value, but there are several features of some ecological value, and habitats are present with potential to support BAP priority species, including hedgehogs and bat species.

Bearing the above in mind, the masterplan intends to open up the existing heavily urbanised campus and provide more accessible and usable greenspace, which will be designed and managed to enhance biodiversity on the site.

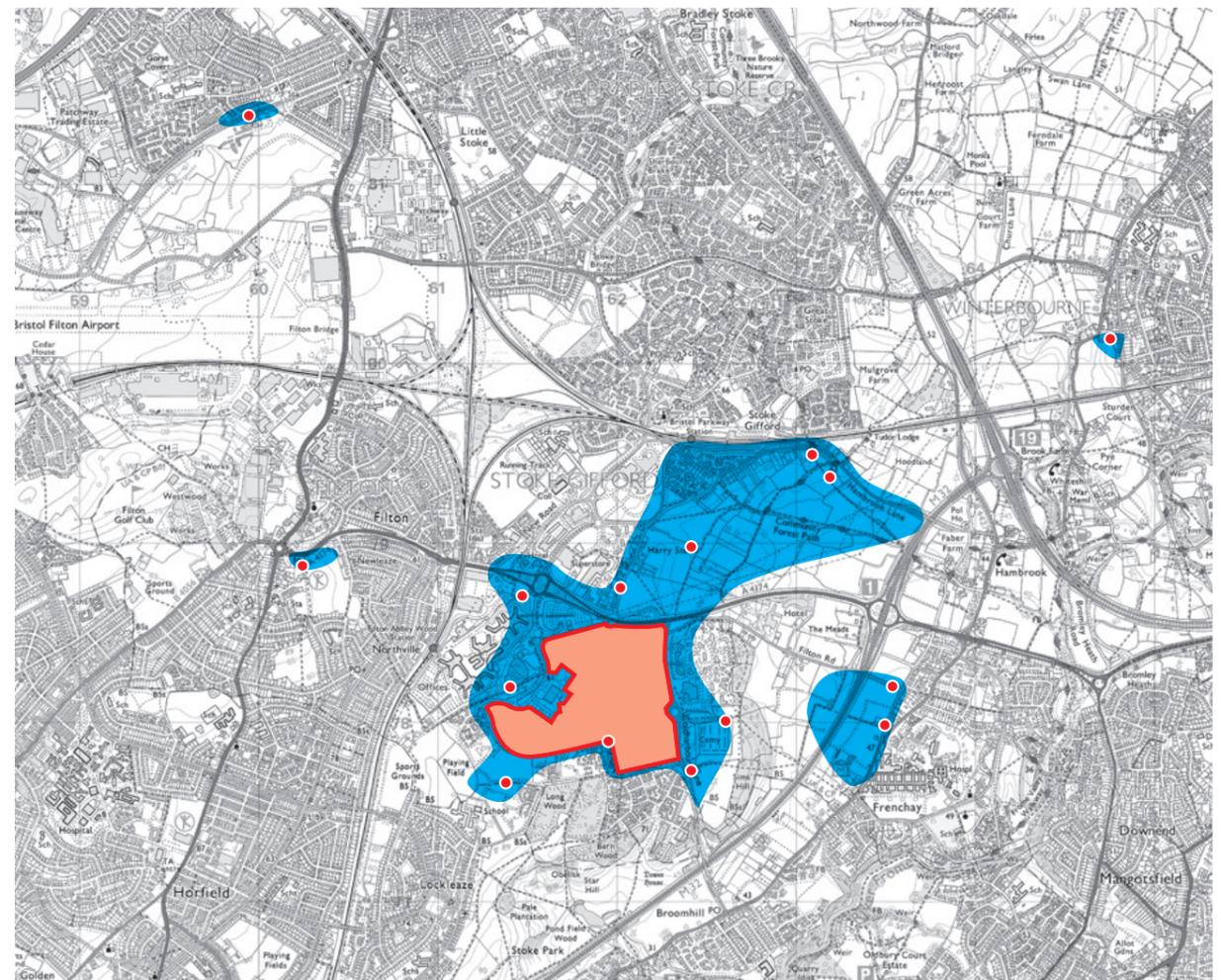
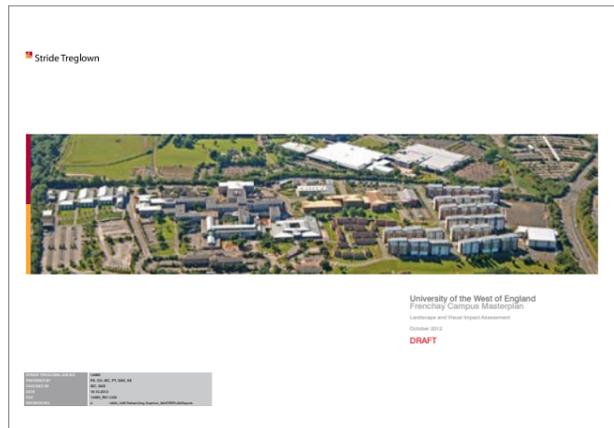
Overall the report finds that habitat retention, protection and creation outlined within the Masterplan will provide biodiversity gain across the campus, and will mitigate for the small scale loss of habitats. Potential direct impacts on habitats of primary ecological value, most notably the woodland, linear planting

belts, majority of areas of species rich grassland and the majority of waterbodies, have been avoided (with enhancements in the east).

The long-term management of the open spaces and retained / created habitats will ensure that the site retains features suitable for a range of local wildlife identified on or near the site, including badgers, bats, small mammals, amphibians, reptiles and birds. Targeted planting, habitat creation and sensitive management would work towards objectives outlined within the UWE Biodiversity Objectives plan, and the provision of interpretation boards within the area would aim to engage all campus users with the biodiversity aims and features present on the campus.

The recommendations of this report will be taken forward in the next iteration of the UWE Landscape and Biodiversity Management Plan. Furthermore, future detailed planning applications will be informed by additional ecological works, to ensure that site specific impacts (such as those involving the loss of trees, ponds, or vegetation) are avoided and mitigated where possible.

Figure 78 Indicative zone of visual influence



Site boundary
Indicative Zone of Visual Influence (ZVI)
Viewpoint locations

10.8 landscape + visual impact...

The Landscape and Visual Impact Assessment has been carried out by Stride Treglown in support of the outline planning application.

The assessment seeks to demonstrate the likely impacts and overall appropriateness of the proposals by identifying the following:

- The existing landscape and visual features of the site and the opportunities and constraints that they present;
- The visibility of the site and existing contribution that it makes to the character of the surrounding area;
- How the proposals respond to the opportunities and constraints presented by the site.

The assessment of existing conditions and impacts were carried

out through desk top studies and site visits during June & July 2012. The assessment document includes a review of existing baseline conditions of the site within its physical and planning policy context.

The assessment of the landscape impacts considers the existing topography, vegetation, waterbodies, land use, character and landscape features of the site. The assessment of visual impacts considers the existing visibility of the site, the contribution that it makes to the character of the surrounding area and the degree of change to the composition to views from public viewpoints. The assessment was reviewed following design development of the Masterplan in October 2012.

Key landscape elements of the site include the setting of Wallscourt Farm, the boundary vegetation and waterbodies, a number of Category A Trees and groupings of Category B trees, a Public Right of Way and Cycleway, and grassland to the west of

the site.

The most sensitive visual receptors include the adjacent residences at Cheswick Village and the Public Right of Way and Cycleway through the site.

The landscape assessment concludes that the potential landscape impacts of the proposed development are not significant.

The most sensitive receptors, including existing A grade trees and Wallscourt Farm, are not likely to be significantly affected by the proposed masterplan development. Proposed mitigation includes landscape proposals for the enhancement of the setting of Wallscourt Farm and this will help to integrate the historic and proposed developments.

There will be a loss of existing vegetation but it is proposed that new tree planting within the masterplan area will provide a

replacement for these and a new legacy for the University in the longer term. It is proposed that the design of the heart space will help to form a new and cohesive landscape character to the centre of the campus.

The visual assessment concludes that the potential impacts of the proposed development are not significant. The most significant visual impact is upon the residences at Cheswick Village, adjacent to the southern boundary and tree planting is proposed here to help mitigate against these impacts. The detail of the proposed landscape boundary treatments will be key in ensuring integration of the proposals into their context.

The landscape treatments to the re-aligned Public Right of Way and Cycleway through the site have the potential to create a positive impact upon the visual amenity of users of these routeways.



10.9 flood risk + drainage...

A Flood Risk Assessment has been prepared by Clive Onions to address the flood, surface and foul water drainage matters associated with UWE masterplan. The findings of the report are summarised according to topic below.

Hydrology

The site can be divided into three catchments, as shown on the image overleaf:

1. Western district - A natural watercourse follows along the western edge and flows in a 450mm pipe to the MoD site.
2. Former HP estate - The northern portion of this area is drained by a conventional gravity surface water system, which discharges to the attenuation pond to the northwest of Building 2. The southern portion of this area drains via the existing pond into a pipe 800mm, which passes beneath the retained HP site and into the MOD site.

3. Existing UWE site - This part of the site all drains to the east, and discharges into the watercourse which flows the full length of the eastern boundary from south to north. This then leads northwards and creates the head of the Hambrook, just to the north of the Ring Road.

Flood risk

The site lies within Flood Zone 1, thus at a low risk of flooding. There is no flood risk to the site from upstream areas, due to its elevation. There is also no flood risk to people moving within the site due to the topography and the absence of ponding. Flood routing will direct excess flows to ponds or areas for retention on site up to the 1 in 100 year flood event. There is no flood risk to the land downstream, due to the proposal to restrict flow rates to a green field runoff rate when discharged to the watercourse. Outflow rates from the existing ponds will be maintained by increasing storage within the ponds. There is safe, dry access to primary infrastructure, e.g. A4174, in times of extreme rainfall.

Surface water drainage

The primary surface water drainage infrastructure has been designed to accommodate unattenuated flows from the individual plots identified on the masterplan. The changes to the plots and the small increase in permeable areas can be accommodated, especially as redeveloped and new plots will incorporate sustainable drainage features (SUDs) which will reduce flow rates. Inspection shows that the existing surface water drainage system can accommodate the proposed masterplan developments, subject to some localised adjustments to suit the individual plot layouts and connection points. The use of SUDs features will further reduce the rate of flow in the sewerage systems. Maintenance recommendations are made in the report to ensure that the proposed SUDs features work effectively and that the outflows for the site do not vary from what is set out in the report.

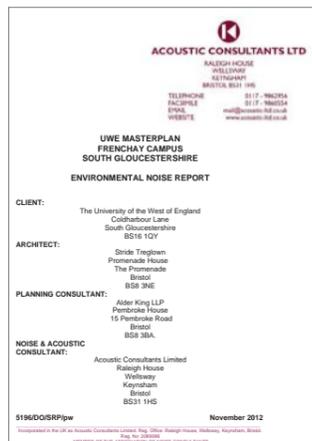
Water quality

Using SUDs on plot as suggested will serve to improve water

quality and further attenuate flows. Features such as planters, permeable paving and green infrastructure will be incorporated to aid water quality improvements. Most water discharged from the site will be treated by the retention ponds, further improving water quality. Wessex Water has confirmed that the existing petrol interceptors serving parking areas and the 'first flush' arrangement (directing initial runoff which is likely to contain higher concentrations of pollutants) to the foul sewer should be retained.

Foul Water Drainage

The former HP area was designed with very high foul flows in mind, thus there is ample capacity for the proposed development affecting the HP infrastructure. The existing UWE area features a small increase in development, mainly comprising student accommodation. This discharge is pumped so rates will not increase. UWE is engaged with Bristol Water at senior level on a trial to reduce water consumption, which will have a positive effect by reducing existing foul flows.



10.10 noise...

An Environmental Noise Report has been prepared by Acoustic Consultants Limited in support of the outline planning application. The report provides an assessment of the environmental effects in relation to the proposed masterplan development.

The purpose of the assessment is to quantify and assess the noise impact of the proposed development with reference to current legislation and guidance. Specifically this relates to noise from University traffic on the site and access roads as well as providing noise criteria for associated plant as it affects the existing and proposed residential properties on and surrounding the site. The assessment does not address in detail noise from entertainment (i.e. performance venue/bar) associated with the proposed Student Union building although criteria are set out for subsequent teams to work to at a detailed design stage.

Road traffic noise assessments have been undertaken to determine the likely change in noise levels due to the masterplan

proposals. This includes changes in traffic flows along Long Down Avenue and the proposed link road to the extended stadium car park, as well as the proposed transport hub, altered bus routes on the site and the existing ambient noise levels.

There is no impact on the residential properties on campus or adjacent to the campus (i.e. Stoke Park and Cheswick Village) by way of noise due to the change in traffic movements in the Option 1 or 1A scenarios (as set out in detail in the accompanying Transport Assessment).

With mitigation measures there is no impact on the residential properties by way of noise due to the change in traffic movements associated with Option 2 at the majority of residential properties. Residential properties facing the shared bus lane and link road section will experience a perceivable increase in noise. However, this noise will normally occur during normal working hours, outside these hours the increase will be less.

Mitigation measures have been proposed incorporating sections of acoustic fencing between the altered roads and the nearby residential properties for the Option 2 scenario. It is expected that the exact extent and routing of fencing will be determined at the detailed design stage.

The impact of road traffic on the existing and proposed residential student accommodation has been assessed using the Noise Exposure Categories of Planning Policy Guidance Document 24 (PPG 24). PPG 24 has technically been replaced by the National Planning Policy Framework document, but is referred to in the report in the absence of suitable replacement guidance. The proposed accommodation falls into Noise Exposure Categories A and B, which state:

- NEC A: Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a

desirable level.

- NEC B: Noise should be taken into account when determining planning applications and where appropriate, conditions imposed to ensure an adequate level of protection against noise.

Acceptable noise levels within the habitable rooms of the proposed student accommodation can be achieved using standard building construction and acoustic trickle vents. These measures can be considered at the detailed design stage.

Noise limits have been proposed for plant operation and entertainment noise likely to be generated by the proposed Student Union.



Figure 81 University of Salford,
Figure 82 Royal Holloway University of London
Figure 83 Goldsmiths University

11.1 conclusion...

The University of the West of England (UWE) New Campus Masterplan has been prepared following a detailed analysis of the site, its surroundings and operations. The Plan will underpin and legitimise a significant planned capital construction programme over the next 25 years.

The Masterplan provides a framework for not only future university investment decisions, but also a series of planning proposals that accord with Local Planning Authority policies. It represents a coherent framework and set of objectives that is being submitted in the form of an outline planning application seeking to establish the principle of development. The Masterplan will therefore guide the preparation of individual reserved matters submissions (or fresh planning applications as may be required) that will, over time, implement the key components of the Plan.

The Masterplan seeks to address many of the transport impact and other issues expressed by local residents in recent years,

and by students and staff during the Masterplan preparation process. It responds to the long term ambitions of the University and represents the physical embodiment of the transformational change that the University is seeking to achieve.

UWE will embrace a new and innovative learning environment for staff and students and be open to the local community, some of whom will be attracted to the Campus for its specialist academic needs, cultural and sporting facilities, professional services (such as conferences or master classes) and small scale convenience retail or restaurant outlets. Increased permeability will also be achieved by the delivery of a sustainable transport hub in the centre of the campus which will play a vital role in the future provision of public and Bristol Rapid Transit services in the Greater Bristol sub-region.

An internal and access movement strategy embedded within the masterplan proposals ensures that the Campus is highly accessible and easily navigable for staff, students and visitors.

The Masterplan proposals are designed to deliver high quality, flexible, sustainable buildings and attractive, vibrant spaces. It has regard to both the natural assets of the site and the considerable opportunities to refurbish the existing building stock necessary to accommodate the wide ranging space requirements of the University over the life of the Plan. The centre-piece of the masterplan is the delivery of a new heart zone with a range of academic, accommodation and welfare (Students Union) buildings abutting. This heart zone includes provision of a new sustainable transport interchange for UWE and South Gloucestershire.

Development proposals respond to emerging Urban Design, Landscape and Access and Movement strategies for the Campus

that have evolved through the Masterplanning process. These strategies have been informed by the representations received during internal and external consultation events and workshops. A collaborative strategy was developed in close liaison with each member of the consultant team, allowing each discipline the opportunity to inform the evolution of the core design elements.

A key factor during the design development of the UWE Masterplan has been the approach to sustainable design, construction and operation. The Masterplan puts into place various sustainability aims and objectives for future design teams to address at the detailed design and construction stages. Proposals will require a high degree of integration, ranging from the location and layout of the buildings, through the building envelope design to the selection and integration of building services systems and includes all issues relating to the selection of materials, recycling and landscaping.





Figure 84 Indicative end state masterplan in context

Whilst the plan is a framework for the next 25 years, there will inevitably be a number of uncertainties about funding and timescales. Projects also have to prove that they are feasible and that they have a commercial business case. The University would like to implement the masterplan as soon as possible, but the availability of planned funding has been identified as the primary constraint to the amount of work that can be undertaken over time. The Masterplan acknowledges this and puts into a place a structure for the campus that can be delivered in phases. The Masterplan identifies proposals with a strong and emerging business case and which will be delivered within the first 5 years, and those delivered thereafter.

Flexibility is important to the University in order to be able to respond to both external and internal pressures over the life of the plan. UWE wish to deliver both a programme of academic refurbishment and new build as well as a net increase of 1,200 new build student end study bedrooms within the Campus. In

addition, a limited number of commercial opportunities have been identified. These include complementary uses such as office accommodation for partnership businesses wishing to benefit from a strong physical proximity to the University and a new hotel which would meet increased demand for overnight accommodation in the area and to supplement the on-site offer instigated by the University's Exhibition and Conference Centre. Other, smaller scale opportunities exist in the form of restaurant/retail facilities to the benefit of the distribution of community facilities and which would benefit from the proximity of the University, football stadium and major employment centres in the area.

The masterplan therefore presents a phased implementation plan that will be used to bring forward early development proposals that meet core academic needs, whilst ensuring long term flexibility so that the university can use its estate in the best way to meet the various pressures placed upon it. It is presented as a visionary "statement of intent" and demonstrates that UWE

wishes to embrace not only physical change across its estate, but also a desire and need to adapt in a changing world, where new ways of learning will be adopted over time.

A.1 planning policy...

National Planning Policy

In broad terms, parts of the Framework considered relevant to this application are identified in brief below.

Achieving sustainable development

Paragraph 7 highlights the three dimensions to sustainable development, in relation to which the planning system should perform a number of roles:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth;
- A social role – supporting strong, vibrant and healthy communities, by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

1. Building a strong, competitive economy

Paragraph 19 confirms that the Government is committed to ensuring the planning system does everything it can to support sustainable economic growth. It also states that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 21 states that investment in business should not be over-burdened by the combined requirements of planning policy expectations and that Local Planning Authorities should support existing business sectors and plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.

Paragraph 22 goes on to state that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

2. Ensuring the vitality of town centres

Section 2 states that planning policies should be positive and promote competitive town centres in support of their growth. It confirms that Local Authorities should, where appropriate, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre.

Paragraph 24 states that Local Authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up

to date development plan.

4. Promoting Sustainable Transport

Paragraph 29 states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

Paragraph 32 confirms that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 34 states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

The NPPF is silent on university development but it is worth noting that Paragraph 37 states that "Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."

7. Requiring Good Design

Paragraph 57 states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Paragraph 58 states that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the life of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; and

- Are visually attractive as a result of good architecture and appropriate landscaping.

8. Promoting Healthy Communities

Paragraph 70 states that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

10. Meeting the challenge of climate change, flooding and coastal change

Section 10 highlights the key role planning has in helping shape places to secure radical reductions in greenhouse gas emissions and supporting the delivery of renewable and low carbon energy and associated infrastructure.

Paragraph 96 states that local planning authorities, in determining planning applications, should expect new development to:

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

11. Conserving and enhancing the natural environment

Paragraph 111 states that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed, provided that it is not of high environmental value.

Paragraph 118 states that local planning authorities, when determining planning applications, should aim to conserve and enhance biodiversity by encouraging opportunities to incorporate biodiversity in and around developments.

Paragraph 123 states that planning policies and decisions should aim to

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions; and
- recognise that development will often create some noise and

existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

12. Conserving and enhancing the historic environment

A standalone Heritage Assessment has been submitted, which considers this section of the NPPF in detail.

Current Development Plan Policy

Sub-regional Policy

The Joint Replacement Structure Plan remains extant. Relevant Policies include:

| | |
|----|---|
| 1 | Sustainable development |
| 2 | Locational Strategy |
| 4 | Integrated Transport Strategy |
| 12 | Bristol North Fringe |
| 23 | Water Resources |
| 30 | Safeguarding Employment Sites |
| 31 | New Greenfield Sites for Employment |
| 33 | New Housing Provision |
| 43 | New Recreation and Leisure Development |
| 44 | Major Sports Stadiums |
| 46 | Tourism – (including conference facilities) |
| 48 | Bus Transport |
| 49 | Light Rail and Heavy Rail |
| 54 | Car Parking |

Local Policy – South Gloucestershire Local Plan (adopted January 2006)

Relevant policies for the Campus and its setting are listed below, with summaries of particularly relevant policies thereafter:

| | |
|-----|--|
| D1 | Achieving Good Quality Design In New Development |
| L1 | Landscape Protection |
| L4 | Forest Of Avon |
| L5 | Open Areas Within Settlements |
| L13 | Listed Buildings |
| L17 | The Water Environment |
| L18 | Sustainable Drainage Systems |
| EP2 | Flood Risk |
| EP5 | Renewable Energy Installations |
| T3 | Public Transport Route |
| T4 | Bus Priority Measures |
| T5 | Multi Modal Interchange Strategy |
| T6 | Cycle Routes And Pedestrian Routes |
| T7 | Cycle Parking |
| T8 | Parking Standards |
| T9 | Car Parking Standards For People With Disabilities |
| T12 | Transportation Development Control Policy For New |

| | |
|-------|--|
| | Development |
| E3 | Criteria For Assessing Proposals For Employment Development In Settlements |
| E4 | Safeguarding Employment Areas |
| E5 | Filton Airfield Safeguarding |
| H1 | New Residential Development |
| H1.9 | Wallscourt Farm |
| H1.10 | Land East Of Coldharbour Lane |
| H1.13 | Land At Harry Stoke |
| LC1 | Provision For Built Sports, Leisure And Community Facilities |
| LC2 | Provision For Educational Facilities |
| LC3 | Proposals For Sports And Leisure Facilities Within Settlements |
| LC4 | Proposals For Educational And Community Facilities Within Settlements |
| LC6 | Major Sports Stadia |
| LC12 | Recreational Routes |
| LC13 | Public Art |
| S1 | Service Infrastructure In New Development |
| S2 | Proposals For Health Provision |
| S3 | Proposals For Social Services Provision |

Policy D1 - Achieving Good Quality Design

Policy D1 seeks to maintain that good design should be the aim of all those involved in the development process and should be encouraged everywhere. The Council asserts that good design can help promote sustainable development, improve the quality of the existing environment, attract business and investment and reinforce civic pride and a sense of place. Furthermore, in line with the newly published National Planning Policy Framework, it can help to secure continued public acceptance of necessary new development where good standards of site planning and design are achieved.

Policy E3 - Employment Development within Urban Areas and defined Settlement Boundaries

Policy E3 has regard to employment proposals within the existing urban areas and states that development will be permitted provided that:

- There would be no unacceptable environmental effects;
- Adequate provision is made for servicing and delivery requirements and that the proposal would not give rise to unacceptable levels of vehicular traffic or on street parking, to the detriment of the amenities of surrounding areas and highway safety;
- Development would not prejudice existing residential amenities;
- The character of the area or settlement is not adversely affected;
- The maximum density compatible with the site's location, its accessibility and its surrounding is achieved; and
- The location is well served by public transport.

The Council state that locating businesses within urban areas will improve the potential to minimise the length of journeys' to work while locations on bus routes may encourage use of public transport.

Policy E4 – Safeguarded Employment Areas

The former HP land acquired by UWE is allocated as a Safeguarded Employment Area, on which planning permission will be granted for employment generating uses. Planning permission would only be granted for non-employment purposes subject to:

- The proposal would support or would not prejudice the creation or retention of employment uses elsewhere within the defined employment area; and
- No suitable alternative provision for the proposal has been made elsewhere in the plan; and
- It can be clearly demonstrated that the site is no longer capable or offering accommodation for employment uses; or
- It can be clearly demonstrated that it would contribute to a more sustainable pattern of development; or
- The proposal would provide a significant improvement in the amenities of existing neighbouring residential occupiers.

Policy RT5 - Proposals for Out of Centre and Edge of Centre Retail Development

Retail, Leisure and other key uses appropriate to a town centre will not be permitted outside of identified town centres unless it can be demonstrated that (among other things):

- There is a need for the development which could not reasonably be accommodated within a town centre; and,
- It is no greater in scale than is required to meet the need identified; and
- It is in proportion to the role and function of the proposed location; and
- There are not more central, or sequentially preferable sites available or likely to be available within five years, to meet the need identified; and
- It would be accessible to public transport users, pedestrians and cyclists; and
- Development would not have unacceptable environmental or transportation effects and would not prejudice residential amenity.

Policy L13 - Development affecting the setting of Listed Building – Wallscourt Farm

Wallscourt Farmhouse, located to the south west of the main university campus, is a Grade II Listed Building. The Local Plan states that development that might affect the setting of a Listed

Building will not be permitted unless the building and its setting are preserved. The effect of development on the setting of a listed building is a material consideration and so the Council is concerned to ensure that the setting of listed buildings is preserved and will resist inappropriate development in this regard.

This policy is covered in more detail in the accompanying Heritage Assessment.

Policy T12 - Transportation Development Control Policy for New Development

Policy T12 states that new development will be permitted provided that in terms of transportation the proposal (among other things):

- Provides adequate safe, convenient, attractive and secure access and facilities for pedestrians;
- Provides safe access capable of accommodating the motorised traffic generated by the proposal;
- Would not create or unacceptably exacerbate traffic congestion, or have an unacceptable effect on road, pedestrian and cyclist safety;
- Would not generate traffic which would unacceptably affect residential amenity or other environmentally sensitive areas in terms of noise, vibration and air quality;
- Provides for or contributes to public transport and pedestrian and cycle links. The extent of provision or contribution will be determined by the need arising from the development and will be related in scale and kind to the development;

When determining proposals for new development the Council will require the above criteria to be satisfied. This is to ensure that new development makes adequate, safe and appropriate provision for the transportation demands which it will create, in accordance with the objectives of the Local Plan, and minimises the adverse impact of motorised traffic.

Other relevant transport policies are covered in more detail in the submitted Transport Assessment.

Emerging Local Development Framework

Relevant policies are listed below, with summaries of particularly relevant policies thereafter:

| | |
|-----|--|
| CS1 | High Quality Design |
| CS2 | Green Infrastructure |
| CS3 | Renewable And Low Energy Carbon Generation |
| CS4 | Renewable Or Low Carbon District Heat Networks |
| CS5 | Location Of Development |
| CS6 | Infrastructure And Developer Contributions |
| CS7 | Strategic Transport Infrastructure |
| CS8 | Improving Accessibility |
| CS9 | Environmental Resources And Built Heritage |

| | |
|------|---|
| CS11 | Distribution Of Economic Development Land |
| CS12 | Safeguarded Areas For Economic Development ((See Table 2) |
| CS13 | Non-Safeguarded Economic Development Sites |
| CS14 | Town Centres And Retail |
| CS15 | Distribution Of Housing |
| CS16 | Housing Density |
| CS17 | Housing Diversity |
| CS18 | Affordable Housing |
| CS23 | Community Buildings And Cultural Activity |
| CS24 | Communities Of The North Fringe Of Bristol Urban Area |
| CS27 | East Of Harry Stoke – New Neighbourhood |
| CS28 | The University Of The West Of England |

Policy CS1 – High Quality Design

Policy CS 1 states that development will only be permitted where the highest possible standards of design and site planning are achieved. Information submitted with an application should be proportionate to the scale, significance and impact of the proposal.

Policy CS2 – Green Infrastructure

Policy CS2 states that the Council and its partners will ensure that existing and new Green Infrastructure is planned, delivered and managed as an integral part of creating sustainable communities and enhancing quality of life. Specifically, the policy focuses on high-quality multi-functional and connected opens spaces, improving recreational opportunities, protecting and enhancing species and habitats and enhancing landscape character.

Policies CS3 - Renewable and Low Carbon Energy Generation and CS4 – Renewable or Low Carbon District Heat Networks

These policies set out the Council's support for renewable energy and district heat networks. The latter requires major development proposals (non-residential floor space in excess of 10,000m2) to give serious consideration to the installation of or linking up to district networks.

Policy CS6 – Infrastructure and Developer Contributions

This policy identifies the Council's expectation that new development will provide site specific measures to directly mitigate the impact of the development, as well as infrastructure, services and community facilities as necessary to mitigate its impacts on existing communities and to provide for the needs arising from the development.

Transport Policies CS7 – Strategic Transport Infrastructure and CS8 - Improving Accessibility are covered in more detail in the accompanying Transport Assessment.

Policy CS9 – Managing the Environment and Heritage, insofar as it refers to heritage assets (i.e. the Grade II Listed Wallscourt Farmhouse) is covered in more detail in the accompanying Heritage Assessment.

Figure 85 Area covered by SGC Policy CS28

Policy CS12 – Safeguarded Areas for Economic Development

Under Policy CS12, the University of the West of England and the adjoining former Hewlett Packard site are allocated within the emerging Core Strategy as an 'interim safeguarded area for economic development'. Interim safeguarded areas will be safeguarded until their future use is resolved through endorsed concept statements, masterplan and detailed SPD's. The Council states that UWE as an existing employment area will be subject to review as in the long term, alternative uses on sites like this may be more appropriate for mixed use.

Policy CS14 – Town Centres and Retail

Policy CS14 sets out the Council's approach for protecting and enhancing the vitality and viability of existing centres. It states that new investment in main town centre uses will be directed into the town, district and emergent centres consistent with the scale and function of the centre. It also states that the Council will apply the sequential approach when considering proposals for new town centre uses.

Policy CS23 – Community Infrastructure and Cultural Activity

This policy sets out the Council's intention to work with partners to provide additional, extended or enhanced community infrastructure and encourage participation in cultural activity. Developers of schemes that will attract a large number of users will be required to demonstrate how their proposals will contribute to the objectives of the South Gloucestershire Cultural, Heritage and Arts Strategies through the provision of additional or enhanced facilities.

Policy CS24 – Green Infrastructure, Sport and Recreation Standards

Policy CS24 identifies that Green Infrastructure assets are integral to sustainable communities and should be an integral part of new employment areas, and should meet local objectives to be agreed as part of the planning application process.

Policy CS25 – Communities of the North Fringe of Bristol

Policy CS25 sets out policy objectives for implementing the Council's vision for the North Fringe. As an overarching policy,

it refers to the development of housing, strategic transport infrastructure, major existing / brownfield sites (Rolls Royce, Cribbs Causeway, Abbey Wood Retail Park, UWE, Frenchay Hospital) and retrofitting existing sites to provide a more efficient use of land and the creation of a district centre (Sainsbury's / B&Q site).

The Council is wholly supportive of the University's plans and aspirations where they include proposals that meet wider objectives of the Bristol North Fringe as set out in the vision, Policy CS25 and 'Partnership Priorities' of the Core Strategy to improve the connectivity, sustainability and health and wellbeing of the wider community:

1. Vision:

'The North Fringe of Bristol urban area will continue to be a major economic driver in the South West Region...and to make sure that it 'continues to maintain its role as a major focus for...retail activity, education and learning'

2. Emerging Core Strategy Policy CS25:

'Provide high quality public realm and spaces and new local amenities at existing local centres like UWE....'

3. Partnership Priorities:

'...the needs of other key economic drivers in the locality, including UWE...will continue to be safeguarded and supported'

Policy CS28 – The University of the West of England

The Draft Core Strategy outlines several aspirations over the plan period for the North Fringe of Bristol Urban Area. Policy CS28 is solely devoted to development of Frenchay Campus for further academic research purposes, including the provision of student housing, and as a focal point for wider community, exhibition and conference, sporting and cultural facilities. In order to provide for satisfactory integration with surrounding areas, development will be planned on a comprehensive basis in accordance with the vision, Policy CS25 and 'Partnership Priorities' for the communities of the North Fringe of Bristol, high quality design principles as

set out in Policy CS1 and an agreed Concept Statement for the Campus.

Policy CS28 states that the Council will support development proposals that provide for

- The creation of a vibrant creative learning and research environment;
- The consolidation of satellite campuses onto the Frenchay site and the creation of a focal public space within the new campus;
- Improved public transport connections to and through the site and stopping points, including the provision of the Cheswick bus link, a potential rapid transit route (as part of the Bristol North Fringe to Hengrove Rapid Transit route), and an improved bus interchange;
- Additional foot and cycle routes through the site, to facilitate access to neighbouring residential, commercial and retail areas, including Southmead Hospital;
- Enhanced community access to existing and proposed social, cultural, sporting and recreational facilities on site, including a proposed Centre for the Performing Arts;
- High Quality public realm;
- An enhanced and well integrated Green Infrastructure and surface water drainage network; and
- Substantial reductions in carbon dioxide emissions across the estate. This could include a renewable or low carbon Energy Centre and distribution network that would provide heat and power to the site and potentially neighbouring land-uses.

Supporting text of the policy states that the Council is wholly supportive of the University's plans and aspirations where they include proposals that meet wider objectives of the Bristol North Fringe as set out in the vision, Policy CS25 and partnership priorities to improve the connectivity, sustainability and health and wellbeing of the wider community.

The area covered by Policy CS28 is shown on the image adjacent.

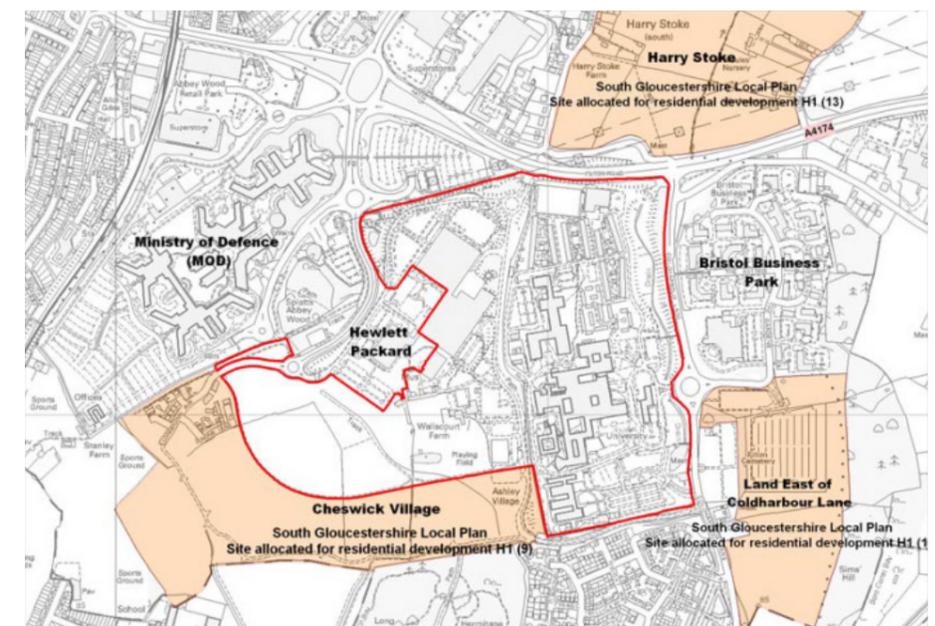


Table 02 Summary new build schedule

| Summary Table | New Build Floor area (m2) | Proposed demolitions in period (m2) | Net change at end of period (m2) | % change in net floor area (by date) | NOTES |
|---|---------------------------|-------------------------------------|----------------------------------|--------------------------------------|---|
| Projects to be delivered by July 2017 | 42,190 | 2,566 | 39,624 | 48% | An initial 2,000m2 northern extension to the Bolland Library (Academic Zone) is included in this phase. Exact design and timing to be determined. |
| Projects to be delivered between August 2017 and July 2022 | 17,555 | 4,032 | 13,523 | 16% | |
| Projects to be delivered beyond August 2022 | 30,300 | 732 | 29,568 | 36% | This phase includes the residual 12,200m2 of the New Build Academic Zone. |
| Sub-Total (All new building projects) | 90,045 | 7,330 | 82,715 | 100% | |
| Alternative Sub-Division | | | | | |
| Academic and ancillary University accommodation | 44,055 | 7,330 | 36,725 | | |
| Student Accommodation (Study bedrooms) | 30,790 | 0 | 30,790 | | A net increase of c1,200 study bedrooms. |
| Commercial (3rd party) floor area | 15,200 | 0 | 15,200 | | |
| Sub-Total | 90,045 | 7,330 | 82,715 | | |
| Potential demolition schedule | | | | | |
| | Floor area (m2) | | | | |
| Felixstowe Court | 2,264 | | | | Planned demolition 2016 |
| P Block | 3,262 | | | | Planned demolition 2020 |
| Estates Compound | 302 | | | | Planned demolition 2013 |
| Existing CPA Buildings | 732 | | | | Planned demolition 2026 |
| Octagon | 281 | | | | Planned demolition 2022 |
| Mallard House | 489 | | | | Planned demolition 2017-2020 |
| Sub-Total (All Demolitions) | 7,330 | | | | |
| Estimated net increase in academic / support floor space | 36,725 | 44% | | | |
| Estimated net increase (Student Accommodation) floor space | 30,790 | 37% | c1200 | 82% | 82% of net increase in floor area devoted to University use / operation / control. Target delivery in conjunction with outline planning application proposal is 1,200 study bedrooms across the Campus. |
| Estimated net increase (commercial development) floor space | 15,200 | 18% | | | Commercial development projects include: a. The hotel (6,000m2) b. Mallard House redevelopment (600m2) c. West Gate Plot 5 (600m2) d. Commercial new build at North Gate (4,000m2) e. 4,000m2 of a larger mixed use building adjacent to S block |
| Estimated net increase in floor space (all uses) | 82,715 | 100% | | | |
| Parking provision (net increase by end of masterplan period) | 4,449 | | | | Distributed through the 4 junctions in line with Car Park Plan. |

A.2 schedule of new buildings...

Table 03 Full new build schedule

| UWE Outline Planning Application | | | | | | 14963_a01_121016_Accommodation Schedule for PDAS 16th October 2012 |
|---|---|------------------|----------------|-----------------------------|-------|---|
| Schedule of new buildings for inclusion within the application | | | | | | |
| New Build Elements and/or Engineering Operations | New Build Floor area m2 | Storeys (levels) | Study Bedrooms | Anticipated Completion Date | Notes | |
| All measurements are estimates at this stage, drawn from Outline Business Cases, 2009 / 2012 Masterplan drawings and estimates enabling long term flexibility for new facilities (e.g. Hotel) | | | | | | |
| A Projects to be delivered by July 2017 | | | | | | |
| New Building Projects | | | | | | |
| 1 | Students Union | 3,000 | 2 | - | 2014 | Building to accommodate UWESU Shop, Bar/Venue and Administration functions, locating to the west of Frenchay Square. An external terrace is envisaged to the west of the building enabling amenity space overlooking the parkland and a strong relationship with the adjacent refectory. |
| 2 | Refectory | 100 | 1 | - | 2014 | A new build food store is proposed off the service yard of the Refectory in order to increase operational capacity. The majority of the wider project works involve conversion of the main operational areas. |
| 3 | Replacement Estates Compound facilities | 200 | 1 | - | 2014 | Replacement facility to be located in the former HP yard adjacent to Building 1) |
| 4 | MRI Scanner | 0 | - | - | 2014 | This has reverted to a refurbishment project within Building 1 (T Block) and is therefore omitted from the new build schedule. |
| 5 | Student Accommodation (Phase 1 Wallscourt Village: The "Parkland" site) | 9,090 | 3 and 4 | c340 | 2015 | A town house arrangement is proposed to the south and west of Wallscourt Farmhouse. The distribution and massing of buildings (at 3 and 4 storeys) has been informed by a detailed Heritage Assessment (including Visual Impact Assessment and visualisations) and in discussions with the Council. Phasing to be confirmed. Different accommodation styles and mix of accommodation will have the capacity to influence bedroom capacity. |
| 6 | Student Accommodation (Phase 2 Wallscourt Village: the "Island" Site) | 8,650 | 3, 4 and 5 | c340 | 2016 | A mix of 4 storey town houses and a 5 storey cluster flat arrangement has been provided within the masterplan. This meets the UWE brief of providing a variety of accommodation styles within the campus. The distribution and massing has been informed by the Heritage Assessment and the preparation of visualisations. Provision has been made for 600m2 of floor area to be used as student services / facilities / social hub as part of the ground floor of the cluster flats and designed to meet the needs of those residing in the Village. Different accommodation styles and mix of accommodation will influence bedroom capacity. The Island site is located within the sustainable transport hub. |
| 7 | Ground Floor retail as part of mixed use cluster flats | 550 | 1 | - | 2016 | Ground floor double height space for relocated existing facilities. Commercial floor space is intended to be erected as a first phase of the student accommodation scheme, occupied in the following year. See item 8 below. |
| 8 | New cluster flats north of Heart Zone | 9,430 | 5 | c400 | 2017 | A mixed use development, comprising student study bedrooms and ground floor retail facing Frenchay Square and the boulevard to the east (see item 7 above). Flexibility exists to redistribute the uses within the massing provided. It is possible that this block could be developed in phases. Massing of building has been informed by Heritage Assessment and accompanying visualisations. |
| 9 | Student Accommodation (North of Carroll Court) | 3,620 | 6 | 170 | 2017 | This 10 bed cluster flat development over 6 floors would be shielded by, and seen as a natural extension of the existing student village without affecting future redevelopment opportunities within Carroll Court. |
| 10 | Redevelopment of Felixstowe Court | 6,000 | 3 and 4 | - | 2017 | Academic new build over 3 and 4 floors. |
| Engineering / Infrastructure / Landscaping Works | | | | | | |
| 11 | Access Works for connection towards Plot 4 (from Long Down Drive) | 0 | - | - | 2015 | Enhanced junction design at the South Gate and new road proposal to secure access to the Stadium Car Park extension in the west. Arrangement has the potential to better manage traffic flows in future. |
| 12 | Western Car Park extension (Extension to Stadium Car Park) | 0 | - | - | 2015 | Design studies has shown the potential capacity of this plot to accommodate 285 car parking spaces as a natural extension to the Stadium Car Park. |
| 13 | Heart Zone Infrastructure Project | 100 | 1 | - | 2016 | Project to include delivery of: a. Landscaping to supplement the SU development b. Sustainable Transport Hub Facility c. Southern roundabout d. Road connection between North Gate roundabout and e. Visitor Car Park f. UWE Boulevard between Visitor Car Park and Heart g. Pedestrian Footbridge between side of Q into E Block h. Potential first phase of earthworks to heart zone Scope to be informed by Landscape Strategy and UWE Landscape Output Specification. The Outline Brief identifies a 100m2 single storey new build element (potential kiosk etc), currently omitted from the masterplan (as de minimis). |

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|---|---|--------|---------|---|-----------|--|
| B Projects to be delivered between August 2017 and July 2022 | | | | | | |
| New Building Projects | | | | | | |
| 14 | Hotel (Commercial project) | 6,000 | 3 and 4 | - | 2019 | Located on the western part of Plot 4, accessed from the West Gate. Capacity of up to 220 bedrooms, served by 220 car parking spaces and set in landscaped grounds. |
| 15 | Mallard House Redevelopment (Commercial project) | 600 | 2 | - | c2020 | Flexible end use opportunities (A3-A5 uses) resulting from redevelopment of this waterside / roadside site. Car parking available in adjacent Car Park 1, with a small number of spaces immediately adjacent to the building. |
| 16 | Sports Centre extension | 1,125 | 3 | - | c2020 | The extension of the Sports centre gives the University flexibility for enhanced sports facilities / research etc in the masterplan period. |
| 17 | General Academic Building north of Frenchay Square | 9,830 | 4 and 5 | - | 2021 | General academic space developed in a 4 and 5 storey scheme. |
| Engineering / Infrastructure / Landscaping Works | | | | | | |
| 18 | Erection of Car Parking Deck around Building 2 | 0 | Deck | - | 2020 | Total parking provision over three levels (two decks) and surrounding ground floor (open) parking is estimated at c900 |
| C Projects to be delivered beyond August 2022 | | | | | | |
| New Building Projects | | | | | | |
| 19 | West Gate Plot 5 | 600 | 1 | - | c2022 | Potential opportunity for roadside uses - (A3/A4/A5 uses), served by 30 car parking spaces. |
| 20 | General Academic Building adjacent to S Block | 9,500 | 3 and 4 | - | 2025 | Located to the east of S Block on the upper level plaza. Service bay to rear (south). Located so not as to affect existing at grade car park or future decked car park solution. Additional floor heights towards north as required to minimise visual and/or amenity impact upon residential properties in Stoke Park. This has the potential to be occupied by ACE in future. |
| 21 | Commercial Development Opportunity (within Academic Building) | 4,000 | 3 | - | 2025 | Business (Office) accommodation within academic new build as part of S Block extension. (See Item 20) |
| 22 | Commercial Development Opportunity (at North Gate) | 4,000 | 4 | - | 2025 | New build business (office) opportunity to offer entrance statement and long term disposal opportunity, with dedicated car parking. (See Item 19). |
| 23 | Academic Zone Building (North and South Wings) | 14,200 | 5 and 6 | - | 2015-2026 | Located in the centre of the campus, east of the main Frenchay Square. Massing design informed by HZI (sustainable bus interchange arrangement) and to streamline / enable a phased construction programme. 7,700m2 proposed as northern extension, 6,500m2 to south: exact areas will depend upon the extent of the "cut away" promoted as a design concept in the masterplan. An initial northern extension to the Bolland Library is envisaged. |
| Engineering / Infrastructure / Landscaping Works | | | | | | |
| 24 | Erection of South East Tiered Car Park | 0 | - | - | 2025 | Structure to be erected concurrent with the extension to S Block, to offer dual use academic and business opportunities. Capacity of tiered car park assessed at 1,360 spaces. Detailed design and configuration has the potential to influence parking provision. |

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