

## **Appendix F - 1 May Stakeholder Workshop - General Question & Answer Session:**

*The Questions and Answers from the general discussion session have been grouped under topic headings.*

### **Transport, access and parking:**

*Q What is the nature of the BRT system?*

A: The Bristol Rapid Transport system is where buses are segregated as far as possible from traffic so that they can run a frequent reliable service i.e like a bus-based metro system with some 20 buses every hour. South Glos. Council is at the very early stages in looking at route options.

*Q What about encouraging access to the heavy rail line. The MOD site is not as secure as in past and might there be scope to access through their site to Abbey Wood Station?*

A Would need to have discussions with MOD but highly unlikely they would want public access through their site. However, there is also scope to use Parkway Station.

*Q. If looking to close car park 20 what will happen to that element of parking and impact on neighbouring areas?*

A: UWE has undertaken recent traffic and parking surveys re. utilisation of spaces, turnover, proportion of student/staff use etc. Looking to make better use of the limited number of spaces through improved parking management. The former HP spaces are not currently in use – these could potentially accommodate a proportion of the parking displaced from car park 20.

Parking is part of UWE's ongoing travel planning with the aim of reducing car use by students/staff. Considering wide range of options to manage down the demand for car parking and happy to consider any practical suggestions. UWE accepts that there need to be credible alternatives in place in advance of losing existing car spaces.

### **Integration with wider community**

Comment (from BCC) Would have expected the masterplanning team to look at a bigger picture and consider the interrelation of sites both existing and proposed. To justify opening up UWE as a community facility – with great connectivity – need to start with the wider canvas.

(NB: the wider context is being looked at including the distribution of community facilities. This will be further addressed at the next round of consultation)

*Q. Redrow Homes is developing adjacent land also purchased from HP. The Redrow masterplan has been agreed with both South Glos and Bristol City Councils– some of the options and ideas being presented by UWE masterplanning team are different to assumptions that have been made e.g bus routes and stops. Need to discuss such matters especially issues affecting site boundaries.*

A: UWE masterplanning team would welcome early discussions. The purpose of presenting options was to highlight that alternatives are possible – the merits of each would need consideration. The masterplanning team is happy to work with approved solutions and will consider how these could serve the needs of UWE.

*Q. Crest also has an approved masterplan which includes a proposal for a Stoke Gifford transport link.*

A: All of this will be taken into consideration and discussed in a holistic manner. The masterplanning team is aware of this link and has made provision for onward connections as part of the proposals.

*Q. UWE need to look at this as an opportunity to really integrate with the wider area particularly at the edges of sites. Historically the land has been parcelled up into individual sites – is there any potential to review different uses for land or swapping uses between sites e.g in order to find best location for sports facilities?*

A: The masterplanning team is working up principles that can feed into adjacent sites e.g looking at potential benefits for occupiers of proposed Enterprise Park of being next to UWE, such as a landscape strategy across sites.

It is also important to understand that UWE does not own all of the land e.g land East of Coldharbour Lane is owned by the Wallscourt Foundation.

If the commercial hub was opened up to the wider community this could dilute the identity of UWE and also bring issues of safety and security.

There are also some environmental restraints governing what can go where on sites.

### **Access & Security**

*Q How will access & security be managed re. community access to Arts & Performance Centre as part of a community hub? And what are UWE's aspirations with regards to the proposed Centre?*

A: UWE is committed to building a sense of community and having more contact with the wider neighbourhood. Have learned from the experience of the student village where there were missed opportunities to focus on providing community facilities/amenities. Keen to develop something that will add value to the local community. E.g create an arts/performing arts centre for Bristol and UWE with multi-purpose use.

*Q The Police have worked closely with UWE to improve security and safety of staff and students on Frenchay Campus. Surprised that there was no reference to this area in the presentation.*

A: A significant amount of background work and studies have been undertaken and not all were highlighted in the presentation. Safety and security of all users of the campus is a key consideration. These issues will be developed as part of the preferred option.

### **Other**

*Q. Is there a projected increase in student numbers?*

A: UWE is looking to sustain current position with no overall increase in undergraduate numbers but possibly minimal increase in part time and international students.

*Q. Are there plans to increase student accommodation on site to reduce the daily influx*

A: Looking at a possible development of around 750 – 1,000 new build bed spaces on site especially assuming Carol Court is to go. UWE will continue to look at ways to discourage individuals from bringing cars on campus.

## Appendix G – 1 May Stakeholder Workshop - Topic Group Discussions

Attendees were divided into four discussion groups:

- transport and parking
- perceptions of UWE and its impact on the wider area
- integration with the wider community
- physical implications of consolidated campus

### 1.) Transport & Parking

To cover the whole range of transport issues relating to cars, public transport, cycling, walking, parking, road capacity, future plans for the area, etc.

Suggested questions:

- Q. What are the main transport constraints to the delivery of a consolidated campus?
- Q. What changes could facilitate more sustainable modes of transport to/from the campus and the surrounding area?
- Q. Should bus stops remain in their current location or be relocated elsewhere on/and around the campus?

*Feedback/issues raised:*

- How do we make transit more efficient for students and residents?
- How do we raise the geometric issue point D?
- University term times are peaky – but post graduate use levels this out to some extent.
- Term time services only inconvenient for public use now but residential development will obviate this.
- S106 will provide some solutions but concern over falling lands values and viability to provide S106 monies in the recession
- Some U/link services not available before 9am or Saturday or Sunday
- UWE 'bus drop off' becomes taxi drop off in the evenings – why doesn't the plan seek to improve the bus service?
- Night buses only if demand
- BRT could meet off peak demand
- UWE bus stop is one of the busiest in S/Glos/possibly in the city?
- Bus station needs to be more efficient and higher profile. When deciding where to build consider whether this is for UWE or for the community – should it be at the heart of new campus?
- Does it link to BRT route?
- Consider concept of parking at fringes and only access to centre for pedestrians, cyclists or buses
- Proper car park management required.

### 2.) Perceptions of UWE and its impact on the wider area

To cover overall perceptions of UWE, whether local or regional; how students interact with the locality; positive and negative impacts

Suggested questions:

- Q. What are the positive perceptions of the Frenchay Campus?
- Q. What are the negative perceptions of the Frenchay Campus?
- Q. How could these perceptions be improved?

*Feedback/issues raised:*

Positive perceptions of the Frenchay Campus

- Contemporary design is a good thing
- Safe and secure
- Students – there is a good mix of students who also bring diversity to our population
- Seen as a learning hub
- Wealth generation and learning heart at the centre of South Glos
- UWE clearly wants to be a strong part of the area

#### Negative perceptions of the Frenchay Campus

- Negative affect in the wider community: parking, anti-social behaviour, multi occupancy homes
- UWE lacks presence and focus: You wouldn't know there was a University there
- Incremental growth has created an illegible environment
- There is a lack of movement or connectivity across the site and beyond
- The University looks in on itself physically and psychologically – wider links with the community are needed.

#### How could these be improved?

- Better gateway presence needed
- Consistent public realm
- Far greater transport connections are required, particularly across the ring road and to Redrow site and Lockleaze in the south: nearby development opportunities need to be acknowledged: Redrow, Harry Stoke, Cycle City route to Parkway etc.
- Need to create a better offer: pubs, arts, theatre etc.
- Better integration with Stoke Gifford is needed to reinforce this important, if underperforming centre
- Maintain self identity through consistent public realm design: this would ensure a strong identity as a University is balanced with the need to reach a wider customer base.

### 3.) Integration with the wider community

To cover ways in which the Frenchay Campus could be better integrated with/opened up to the wider community; UWE as a 'hub' in the North Fringe; shared facilities for community use; areas for co-operation/co-ordination

#### Suggested questions:

- Q. How could the University encourage wider community use of the Frenchay Campus?
- Q. What types of community facilities exist in the locality at present and which additional facilities on the campus would be of particular use to the local community?
- Q. To what extent would improved local facilities conflict/compete with other local centres (existing or planned) in the surrounding area?
- Q. What "strategic partnership" opportunities exist for the University/local community moving forward?

#### Feedback/issues raised

- Psychological leap needed to decide whether this is an open campus that invites the wider community on or not.
- The expanded campus site will be impossible to secure therefore good urban design principles need to be applied to create secure 'streets' and spaces.
- Opportunity to provide cultural, sport and evening uses not found on the north fringe to form basis of 'ambient places' that invite the wider community into the site 24/7 365 days a year.
- Secure routes and spaces to be used by all.

### 4.) Physical implications of consolidated campus

To cover the range of potential physical implications, such as impact on character of the area, design, visual considerations, landscape, ecology, drainage, etc.

Suggested questions:

- Q. What are the main physical constraints to the delivery of a consolidated campus?
- Q. How could these constraints be overcome/adapted to?
- Q. What are the primary areas for improvement of the campus?

*Feedback/issues raised:*

- The ecological constraints will need to be taken into account before a masterplan is finalised as wildlife corridors/green infrastructure need to be planned in at the outset. These corridors need to link with existing and planned corridors throughout the proposed development area.
- There are opportunities for access by the wider community – wildlife/open spaces/corridors should be planned in for public access/enjoyment.
- Sustainability design principles should be used to enhance the existing and planned development by, for example planning on green roofs, SUDS, SWALE/basin, wildlife areas, ponds, etc. This is critical re water run off and there may be certain areas to avoid building on.
- Would it be possible to reduce the building footprint and build higher instead?
- Quality of footpaths and particularly lighting need to be looked at.
- Strategic review for the whole site needed to look at links to wider area, species and habitat and bio-diversity corridors
- Foul drainage
- Existing residential quality of ridgeline H32.
- Look at building heights/maximum heights
- Opportunities for all
- Lighting quality/UWE light pollution
- Secure by design principles – the place can be very different between day and night
- Opportunities for strategic movement
- Ideas for location for Centre, but what is the role of the centre in this area of the north fringe?
- Further constraints, relating to development on adjacent sites, will emerge over time.