



Bournemouth University

Open Space Strategy

January 2015

BDP.

P2006303 RPT 001 R01

Contents

1.0 Introduction

1.0	Why Prepare an Open Space Strategy	6
1.1	Previous Studies	7
1.2	The Current Situation and Analysis	8
1.3	Workshop and Consultation Findings	12
1.4	Analysis	14
1.5	What Makes a Good Campus	18

2.0 Vision and Strategies

2.0	Vision	22
2.1	Objectives	24
2.2	Achieving a Green Campus	26
2.3	Defining a Structure and Open Space Plan	30
2.4	Defining Movement Across the Campus	32
2.5	Defining a Hierarchy of Open Spaces	34
2.6	Defining a Good Circulation for Buses	36
2.7	Defining a Good Circulation for Emergency Vehicles	37
2.8	Bins and Compounds	38
2.9	2020: Key landscaping opportunities	39

3.0 Material Palettes

3.1	Roads, Footpaths and Paving	42
3.2	Paving Palette	44
3.3	Street Furniture	46
3.4	Street Furniture Palette	47

3.5	Lighting	48
3.6	Lighting Palette	49
3.7	Trees and Planting	50
3.8	Meadow Planting Palette	52
3.9	Ornamental Planting Palette	53
3.10	Street Tree Palette	54
3.11	Planting Buffer Palette	55
3.12	Signage	56
3.13	Public Art	57

4.0 Implementation and Moving Forward

4.1	Getting the Detail Right	60
4.2	Phasing and Implementation	61
4.4	The Next Steps	62

Appendix 1 - Workshop attendees	63
--	-----------

1.0 Introduction

1.0 Why Prepare an Open Space Strategy

Regenerate the open spaces of the Talbot Campus to the aspirations of students and the university estates through an enhanced, strategic and holistic approach which will create a unique character and promotes the campus as a safe, friendly and inviting place.

The Open Space Strategy is a strategic guide for the open spaces within the university campus. The guide intends to identify character, uses and components for all external areas and how these link to both existing, proposed and potential building and development projects.

The general principles of the document are:

- Identify the different character areas.
- Identify movement routes, key spaces, activity areas and functional areas.
- Build upon previous studies such as the Estates Development Framework.
- Define the use of materials, vegetation, furniture, art and lighting.
- Set out the approach for the redesign of the existing spaces and the design parameters of new spaces within the campus.
- Consider consistency and sustainability where appropriate.
- Consider maintenance and capital whole life costs of landscape components.

This strategy is of particular importance at the Talbot Campus as the reality is that redevelopment will occur in phases and over a number of years as funding becomes available. It is fundamental to ensure coordinated open spaces are implemented no matter who does it or when it is delivered.



1.1 Previous Studies

There are several previous studies and documents that have influenced the decision making process for this Open Space Strategy.

These include:

Documents and strategies from Dorset County Council and Bournemouth Council:

- Poole Core Strategy
- Poole Site Specific Allocations and Development Management Policies DPD
- The Dorset Heathlands Development Plan Document

Source: www.boroughofpoole.com/planning-and-buildings/planning/

Documents and Strategies from Bournemouth University:

- The BU Estates Development Framework (EDF)
- The Talbot Project Outline Masterplan
- BU Habitat Survey Report
- BU Tree Survey Report
- BU Environmental Policy
- BU Biodiversity Policy and Action Plan



The Talbot Project Outline Masterplan

1.2 The Current Situation and Analysis

Talbot Campus is currently dominated by car parking and hard surfaces which detracts from the user experience, however it is set in the context of meadows and surrounded by greenery.

The positives

Meadows, woods and the Dorset Heathlands are located within close proximity to the campus. The campus is also surrounded by a green buffer which adds ecological values to the site and gives an opportunity for the open spaces to link to these.

The Negatives

The vehicular presence within the site is strong with parking areas occupying the majority of the open spaces between buildings. Wayfinding is complicated with main pedestrian routes going through buildings and weaving around car parks.

The campus comprises a mixture of materials, furniture, signage and traffic management elements that create a high level of visual and physical clutter. There is excessive use of barriers, bollards and many redundant poles and signs within the campus.

The campus creates the impression of open spaces that have been added to overtime with few measures being taken to rationalise the spaces. They are reactive open spaces with mitigation measures overtaking and cluttering the streetscapes and spaces.



The green by the main pedestrian entrance is one of the few green spaces within the campus. It is however under used due to its poor connections with the university buildings.



There are a number of smaller open spaces with seating next to buildings but these are of a paved nature and predominantly hard in character.



A green buffer with mature trees and planting surrounds the campus which creates a green setting for the campus. This greenery and image generally does not enter into the campus itself.



The natural context with meadows, heathland and woodlands are unique and could be reinterpreted in the design of the spaces within the campus.



There is a strong vehicular presence within the campus with large hard paved areas dominating the identity and image.



Planting across the campus appears fragmented and the spaces have a predominantly hard appearance. Often planters have been placed in the middle of spaces blocking views and routes and dividing the spaces.



Stand alone essential cycle parking compounds are unattractive and detract from the overall image of the campus.



Way finding across the campus is complicated with main pedestrian routes going through buildings and weaving around car parks. Signage is also not consistent and adds to the clutter of the open spaces.



Uninviting and unloved pedestrian entrances with a mix of signs, bins and dated fences cluttering the space.



Pedestrian routes are cluttered with different types of signage and often surrounded by bland facades with no natural surveillance.

1.2 The Current Situation and Analysis

Street furniture

The street furniture across the campus is not coordinated nor consistent.

Through a coordinated approach these open space components offer an opportunity to raise the image and positive perception of the campus.



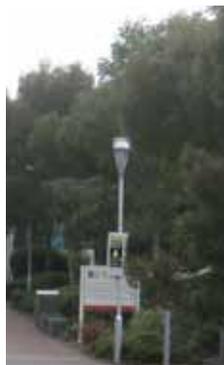
Benches and tables



Handrails



Litter bins and recycling bins



Lighting

1.2 The Current Situation and Analysis

Paving

There are many types of paving finishes, sizes and patterns spread across the campus creating spaces and routes with no clear hierarchy, further complicating pedestrian way finding across the campus.

The paving surface is generally tired and of poor quality, creating a 'patchwork' surface that contributes to the fractured nature and low aesthetics of the ground plane.



Gravel



Tarmac



Clay paviors - black and brown



Concrete slabs and dark clay pavers



Concrete - setts and slabs



Clay pavers - light red/brown



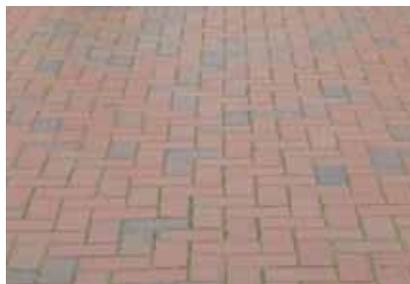
Conservation paving



Concrete slabs and dark red clay pavers



Clay pavers - red with lines in grey concrete



Clay pavers - mix of black and red

1.3 Workshop and Consultation Findings

An open space strategy must be the product of good design, innovation and engagement with those who will be using and maintaining the campus in the future.

The preparation of this open space strategy evolved through a series of interactive workshops with representatives from the Bournemouth University.

Those present included representatives from Bournemouth University's estates, management and technical departments as well as lecturers, the Student Union and other consultants working within the university. The aim was to assess the existing, gain views on the future of the spaces, comment on emerging ideas and agree a series of objectives.

These events were of particular significance and provided a clear direction and way forward for the aims and objectives of the open space strategy.

SUBU Student Survey

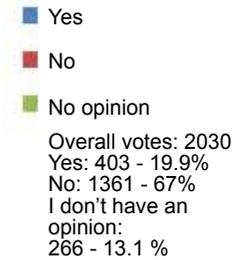
The Student Union at Bournemouth University also conducted a student survey in 2013 to find out the student opinions of the green areas of the campus.

The research was conducted to investigate student opinions on three their campus environment. Adjacent the responses to three open questions posed.

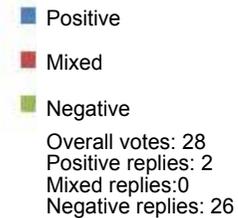
Whilst the number of replies was small on some questions, it was the qualitative data that was sought.



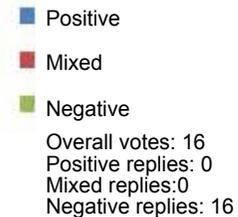
Do you think there are enough green spaces (grass/ trees/plants) around this campus?



How do you feel about the amount of green spaces on campus?



How do you feel about the rear entrance of Talbot Campus?



1.3 Workshop and Consultation Findings

Workshop 1 - 24th April 2014

The open space strategy team presented the project background, workshop intent and initial analysis to the group. A set of drawings were tabled for discussion in smaller groups involving:

- site boundary
- buildings to be approved/to be demolished
- existing and proposed green spaces
- existing and proposed tree plan
- existing and proposed pedestrian access network
- existing and proposed cycle access and parking
- existing and proposed bus routes
- existing and proposed car access and parking
- emergency access
- existing services
- existing and future buildings

Generally people were keen to see the open spaces being improved and having an open space strategy to guide future developments within the campus was welcome.

The main points that came out of the consultation were that people would like:

- a greener campus with a relaxed feel
- use native plant and tree species
- more trees and fruit trees
- new and existing open spaces with ecological values that encourage biodiversity
- traffic needs calming
- visual impact of car parking needs to be reduced
- rationalise emergency access routes
- rationalise and improve signage and wayfinding across the campus
- use stones from 'Geological Terrace' differently within the campus
- improve cycle and pedestrian routes

Workshop 2 - 23rd June 2014

The open space strategy team presented the last workshop conclusions and the proposed visions/objectives to the group. A set of drawings were tabled for discussion in smaller groups involving:

- concept/character areas
- proposed movement network
- proposed bus routes
- proposed emergency access network
- visions and objectives document

The main points that came out of the discussions were:

- strengthen the image and identity of the Campus
- spaces to be flexible and cater for different uses, gatherings and events
- balance between hard and soft
- balance of usable green space
- reduce amount of car parking on site, disperse disabled parking across the campus
- efficient interchange between the different buses
- minimise signage usage, create a coordinated palette of signs
- minimise variety of paving
- street furniture to be inviting and social, language consistency and coherence, maintenance and replacement strategy
- lighting to be standard energy efficient elements with LED technology
- entrances to the campus to be straight, direct and visibly permeable

1.4 Analysis

Vehicular access



Existing Bus Routes

The campus is served by various bus routes including public buses and BU buses. There is one busy bus stop by the western entrance and a second bus stop by the Boundary Roundabout to the east of the campus.

Key

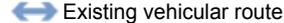
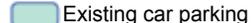
-  Existing bus stop
-  Existing bus route



Vehicular Access

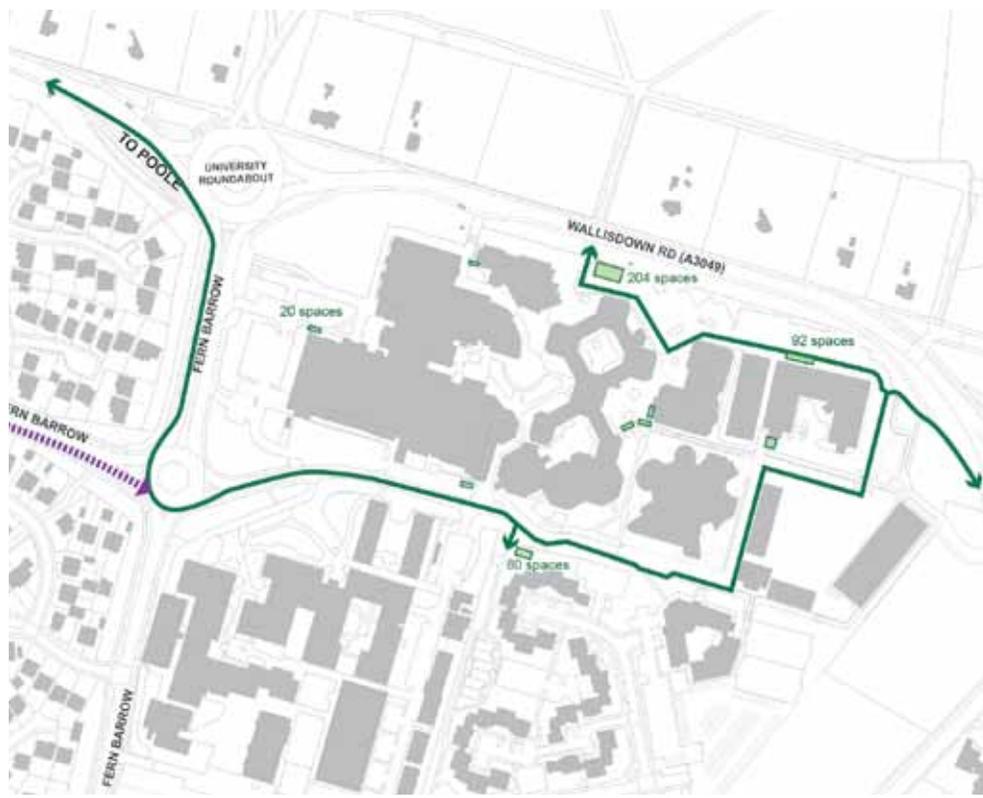
The campus is today dominated by vehicular traffic with large areas of car parking occupying most of the open spaces between the buildings.

Key

-  Existing vehicular route
-  Existing car parking

1.4 Analysis

Cyclists and pedestrians



Cycle Routes and Parking

The designated cycle routes are shared with the vehicular traffic and do not follow the shortest routes, this can sometimes create situations where shortcuts are taken through pedestrian and vehicular routes.

- Key**
- Cycle access route
 - Quiet roads recommended by cyclists
 - Cycle parking facility



Pedestrian Routes and Open Spaces

Wayfinding through the campus is complicated as pedestrian routes are interrupted by buildings and internal courtyards. The strong vehicular presence and broken sightlines also makes it hard to navigate between the spaces.

- Key**
- Pedestrian access route
 - Open space

The existing open spaces are fragmented and there is no clear hierarchy and definition of use between them.

1.4 Analysis

Green infrastructure



Existing Green Infrastructure

The planted areas across the campus are of varying quality, mostly low maintenance planting. The northern edge of the site consists of a shrub and tree buffer whilst the open spaces mainly have fragmented planting with little decorative value. There is little or no distinction between types of planting between the spaces, routes, parking and streets.

Key

- Existing green area



Existing Trees

The campus has many mature trees of good quality towards the northern edge. Tree planting between the building is fragmented and of varying quality.

Key

- Category A trees
- Category B trees
- Category C trees
- Root protection zone
- Special protection zone
- Existing tree belt

1.4 Analysis

Services and emergency access



Litter bins and compounds

Litter and recycling bins are sporadically placed across the campus. There are two refuse and recycling compounds and two locations for storage containers.

Key

- Storage containers
- Recycling bins
- Litter bins
- Refuse and recycling compound



Emergency access

Currently the emergency access responds to the existing arrangement of buildings and paths. It is considered to be over complicated and in need of reorganisation. Future developments may also cut through some of the existing routes.

Key

- Existing fire alarm panel and information box
- Existing fire hydrant position
- Fire tender access route
- - - Fire tender access route from January 2015

1.5 What Makes a Good Campus

The campus needs a strong image and identity which must be portrayed through the design of the open spaces.

Entrances, performance spaces, cafe spillouts, seating areas and meeting points add life, activity and colour. Furniture, lighting, signage and sculpture provide interest and function.

Successful places are where people want to be. This can be the result of a happy coincidence but is more often the result of careful planning, imaginative thinking and good design. A good campus must support the important functions of studying, work and leisure but also need to be inviting, attractive and support a range of activities, be they planned or spontaneous.

A good starting point when considering the open spaces is to define the hierarchy of roads, paths and spaces, placing the pedestrians first and considering the potential of the spaces and the roles they will play in creating a successful, functional, and attractive campus.

Design should take into consideration the way in which spaces are used, and provide flexibility to allow for future and unforeseen uses and functions. Design also needs to consider a place's character and context, to create an attractive and distinctive campus in which streets and spaces are seen as places in their own right.

Consideration also needs to be given to safety and the incorporation of necessary safety measures into the fabric of landscape without being obtrusive or obstructive to movement and permeability.

When investing in the campus the aim should be to create long term quality spaces through good

workmanship and quality materials, rather than short term expedients. This will help the campus reinforce its status and identity, and create a place that gains people's respect.

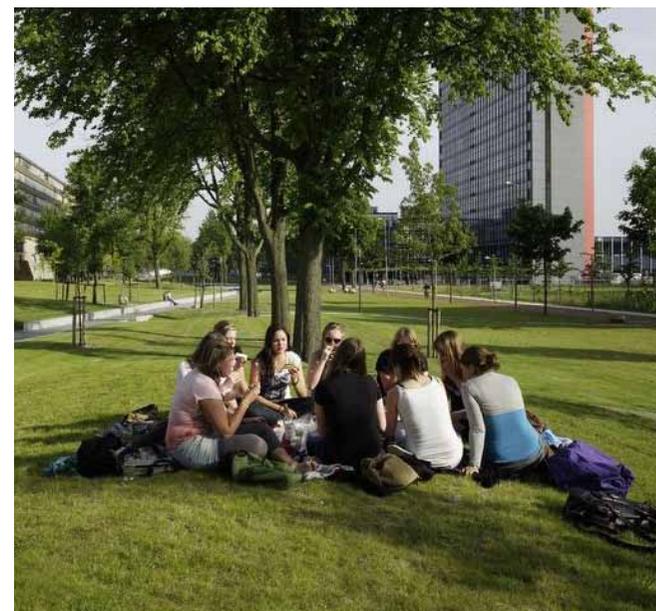
From an implementation point of view the fundamental considerations for each area is design, quality of materials and workmanship, maintenance and management. When these elements are considered and combined together they create the fabric of successful open spaces that cater for people, functions and activities.

This open space strategy for the Talbot Campus takes into consideration the following issues:

- **Character:** Creating a place with its own identity. The open spaces should improve and refine a place's unique identity, and contribute to an enhanced sense of place drawing inspiration from the campus setting.
- **Movement and accessibility:** A place that is easy to get to and move through. Successful open spaces should enhance pedestrian movement. Physical barriers, and those that force people to deviate from their natural desire lines, should be minimised or eliminated where possible.
- **Legibility and way finding:** People should be able to navigate clearly from one place to another. Activity nodes promote a more varied network of usable spaces for the students and the university working community.
- **Co-ordination and cohesion:** These are essential on two levels; firstly, between the agencies responsible for designing, implementing and maintaining the Campus and, secondly; functionally and aesthetically, between all the different spaces and elements of the open space itself.



Spaces for seating, relaxing and meeting.



Flexible spaces for gathering and events.

- **Adaptability:** The open spaces must support the important functions of work and leisure but must also be inviting and attractive while supporting and facilitating a variety of planned and or spontaneous activities.
- **Art and Culture:** Needs to be integrated into the open spaces. This can be achieved either through a process led enterprise or as the preparation of integrated works, and applies equally to temporary events and festivals as to permanent installations.
- **Safety and passive surveillance:** A successful public realm creates an environment with an atmosphere that naturally instils confidence and safety and complements physical measures such as CCTV equipment.
- **Sustainability:** A place that promotes the conservation of natural resources and biodiversity. The provision of durable robust materials and equipment that will remain in operation and in good condition for a reasonable length of time. Sustainable Drainage Systems (SUDS) should be implemented to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity values of the environment. Staff and students can learn about plants and the environment through actively being involved in growing allotments and the maintenance of the open spaces.
- **Value:** Is an important element of any project. Identifying what the aspirations are and agree priorities and benchmarks of quality. Generally we believe where resources are limited the key will be to do less to a better standard and to be consistent over time.
- **Management and maintenance:** Understand maintenance issues and current practice. The management and orchestration of activities is of equal importance.



Swales and rain gardens along paths .



Incorporating public art into the public spaces.



Enhancing pedestrian routes and spaces.



Accessibility for cyclists.

2.0 VISION AND STRATEGIES

2.0 Vision

'A green campus with a natural landscape that creates a sense of relaxed spaces and areas injected with energy, and create a coherent design language.'





2.1 Objectives



1.

The University Street as the spine of BU community life with focal spaces/event spaces/character areas along the route directly opening up into green spaces.



2.

Create a natural parkland feel and image to the campus with predominantly soft landscape spaces, linking to the heathland.



3.

Incorporate hard landscape areas only where needed to assist movement and function.



4.

Create enhanced pedestrian and cycle access routes through the campus supported by cycle parking and relocated bus stop facilities.



5.

Minimise and rationalise car parking on campus – consider provision of only priority parking within the core.



6.

Rationalise and provide clear utilities and infrastructure access routes and facilities provision on campus.

2.1 Objectives



7.

Encourage the use more natural and local materials and include native species for planting on campus.



8.

Enhance legibility of access routes by minimising and prioritising signage and incorporate campus ecological areas.



9.

Introduce energy efficient external lighting where necessary on the campus with minimal feature lighting.



10.

Introduce art throughout the campus at key strategic points, integrated into functional elements where possible.



11.

Develop a clear maintenance strategy integrated with education opportunities and student participation. Consider external funding and sponsorship mechanisms.

2.2 Achieving a Green Campus

There are some fundamental layout principles which must be adhered to when considering the design of new or existing areas within the campus.

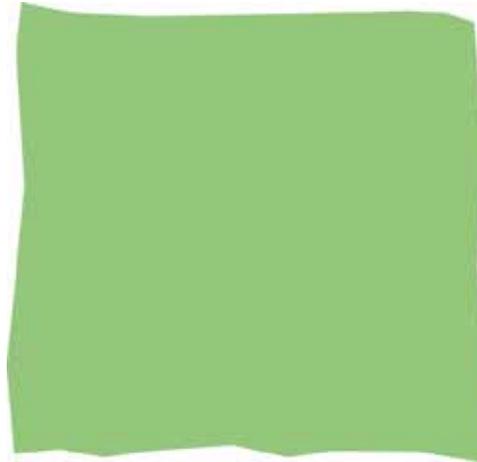
The vision of the Open Space Strategy is to create a green campus, with a natural and relaxed feel. To achieve the desired effect the following approach should be always adhered to:

1. Consider the starting point of the space as a green canvas.
2. Buildings are then carefully placed responding to their context, inter-distance, entrance points and relation to each other. They are essentially cut out of the green base creating a defined series of spaces.
3. Carefully considered necessary roads are added creating a logical network of spaces and routes across the campus.
4. Connecting footpaths and paving are added to connect to the entrances of the building.

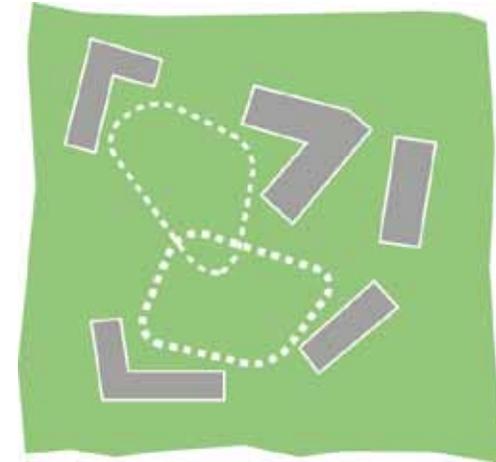
In all of the above hard paved areas are minimised. A key consideration on achieving a green campus, both through physical arrangement and perception, is ensuring an appropriate amount of space is created between buildings. Most of the current distances between buildings are not wide or big enough to achieve the aspirations of the vision for the campus. To create a natural character the distances between the buildings would have to increase.

The Open Space Strategy identifies an approach to:

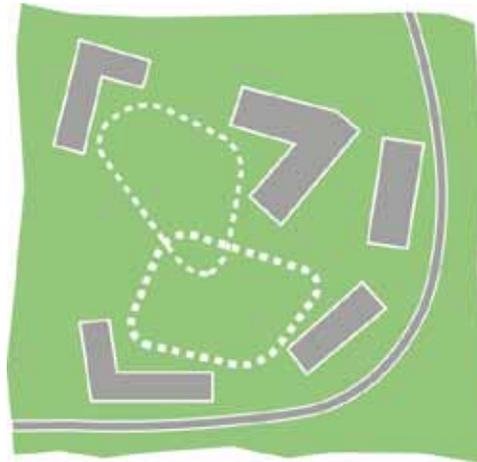
- **linear paths and routes** between buildings.
- **open spaces** for natural areas and activities structured by buildings and vegetation.



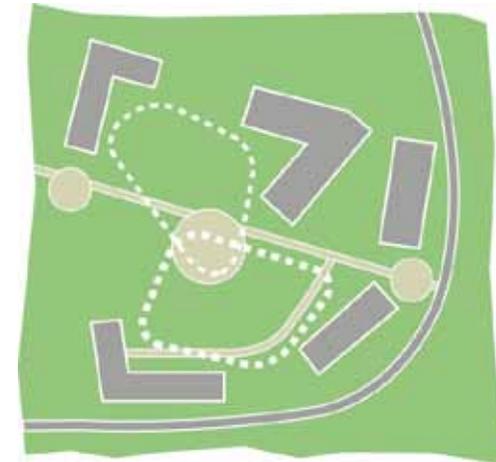
1. A green canvas.



2. Areas designated for buildings are cut out of the green base to help define and structure spaces.



3. Access roads are carefully designed and located to create a logical network across the campus



4. Pedestrian and cyclist routes are added to connect the entrances of the buildings

2.2 Achieving a Green Campus

Ensuring the appropriate distance between buildings to achieve the vision

Linear paths and routes

The aspiration of the vision is to create a green campus which can only be realised by ensuring a series of principles when planning future work and the positions of buildings across the campus.

In a campus, setting the spaces between buildings will almost always have to respond to emergency access, pedestrian flows, seating, sight lines and other functional requirements of the working campus.
Requirement: minimum 5m

In addition to this, to achieve the vision there must be enough room for vegetation to be placed in an organic arrangement (not a linear line of trees or hedges)
Requirement: approximately 10m

The two diagrams to the right start (12m and 18m) to demonstrate how paths and routes between buildings can be designed. As the distance widens the space between the buildings starts to feel more green and natural.

By 12m (diagram 1) width a narrow strip of green can be achieved with opportunities for seating near the edges.

By 18m (diagram 2) you can fit a good size piece of landscape with a natural character, with tree groupings amenity spaces and opportunities for ponds.

Recommendation: Always plan for a 15-18m wide linear space between buildings



Diagram 1

12m wide open space accommodates:

- Strip of irregular trees and planting
- Pedestrian and cyclist routes, access to buildings
- Small spaces for amenity
- Space for emergency circulation

Diagram 2

18m wide open space accommodates:

- Strip of irregular trees and planting including grass
- Pedestrian and cyclist routes, access to buildings
- Medium sized green spaces for amenity
- Space for emergency circulation

2.2 Achieving a Green Campus

Ensuring the appropriate scale of open space

Open Spaces

Within urban areas a general rule of human scale spaces is a distance of up to 40m wall to wall where eye contact can be achieved.

The vision here is to create a green campus, the opposite to an urban environment. Taking into consideration the functional requirements of any space within the campus it is considered appropriate to ensure that spaces have a vista between buildings of greater than 50m.

The adjacent diagram shows a typical arrangement within a space 60m across - paths adjacent to the buildings to connect doorways, generous planted areas, a hard node for events and gathering and connecting footpaths.

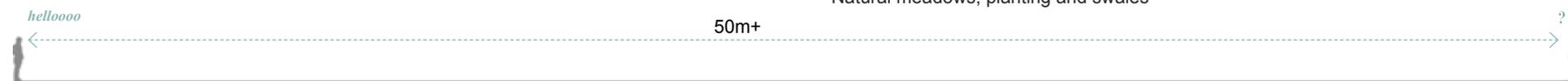
The hard spaces and routes can be stencilled out from the green areas and more informal soft spaces can be mowed into the meadows and the natural landscape. There is space for groups of large mature trees, swales and natural water features.

Recommendation: Always plan for a 50m+ wide open space between buildings

Views play an important role in achieving the natural character of the campus



Up to 40 m distance allows a person to see and recognise another person



When you get to 50m distance the vision of a green campus with generous green areas will be achieved

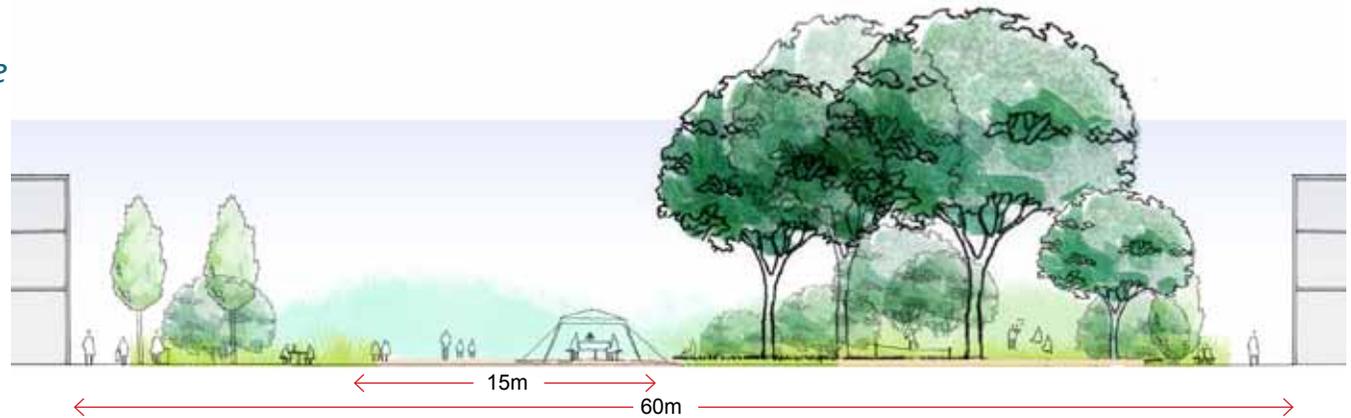


Diagram 3

60m wide open space accommodates:

Approximately 225 sqm hard paved functional space for events and activities

Access routes

15m tall mature trees

Enclosed spaces within the landscape for quiet contemplation within a natural setting

Natural meadows, planting and swales

2.2 Achieving a Green Campus

Understanding the distances between buildings - Conclusion

- A linear space should be minimum 15m wide to achieve the green vision of the Open Space Strategy.



- An open space should be minimum 50m wide to achieve the green vision of the Open Space Strategy.



2.3 Defining a Structure and Open Space Plan

A clear structure originating from the University Street as a pedestrian spine through the University with focal spaces along the route directly opening up into green spaces.

The relocation of car parking and minimising the traffic within the site creates opportunities for new open spaces and new university buildings set within the landscape.

The open space strategy identifies the University Street as the spine of BU community life. The spine has focal spaces and event spaces with different characters and uses along the route that directly open up into a series of green spaces - this relation is key to achieving the vision

The open spaces of the campus will have recreational and wildlife values creating a natural parkland feel with predominantly soft landscape spaces.

The criteria for the open space plan are:

- Hard spaces are located on nodes or by entrances.
- Hard landscaped areas are minimised, only incorporated where needed to assist movement and function.
- Green spaces to be minimum 50m wide between buildings.
- Linear spaces to be minimum 15m wide between buildings.
- New buildings to ensure future links through the site.
- Ensure a hierarchy of the spaces and routes.
- Ensure spaces have different character depending on their use to assist wayfinding.
- Ensure integration of existing green spaces.



Open spaces diagram - representation of how spaces could be created within the Campus

Recommendation: Always have focal/node spaces opening out directly into soft spaces

NOTE: All the campus diagrams illustrate the Open Space Strategy, refer to the EDF for up to date building layouts

Key

- | | |
|--|---|
|  Existing buildings |  Proposed focal space (hard) |
|  Future buildings |  Proposed open space (soft) |
|  University Street | |
|  Pedestrian Axis | |

2.3 Defining a Structure and Open Space Plan

Suggested sizes of spaces

Different sizes of spaces accommodate varying amounts of people depending on the function and design. A series of well balanced hard spaces need to be placed along the spine next to entrances and between the buildings.

The larger natural areas can be more flexible and soft spaces within the lawns and meadows can be created depending on demand and type of use required; from a small gathering space, to an outdoor classroom to a larger university event.

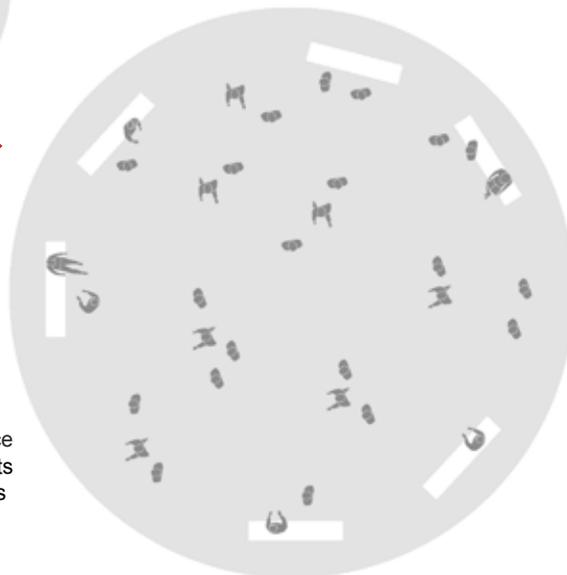
Power supplies should be located across the campus to cater for events and maintenance.

Hard spaces - paved spaces near entrances to buildings and at nodal points



64sqm hard gathering space
informal outdoor class room for 64
people sitting

8m



225sqm hard gathering space
225 people sitting for events
450 people standing for events

15m

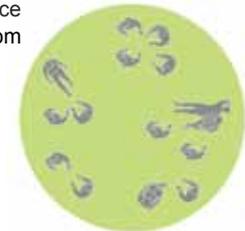
Soft spaces - mowed lawn within the landscape

9 sqm soft intimate space
informal small gathering for
4-9 people sitting



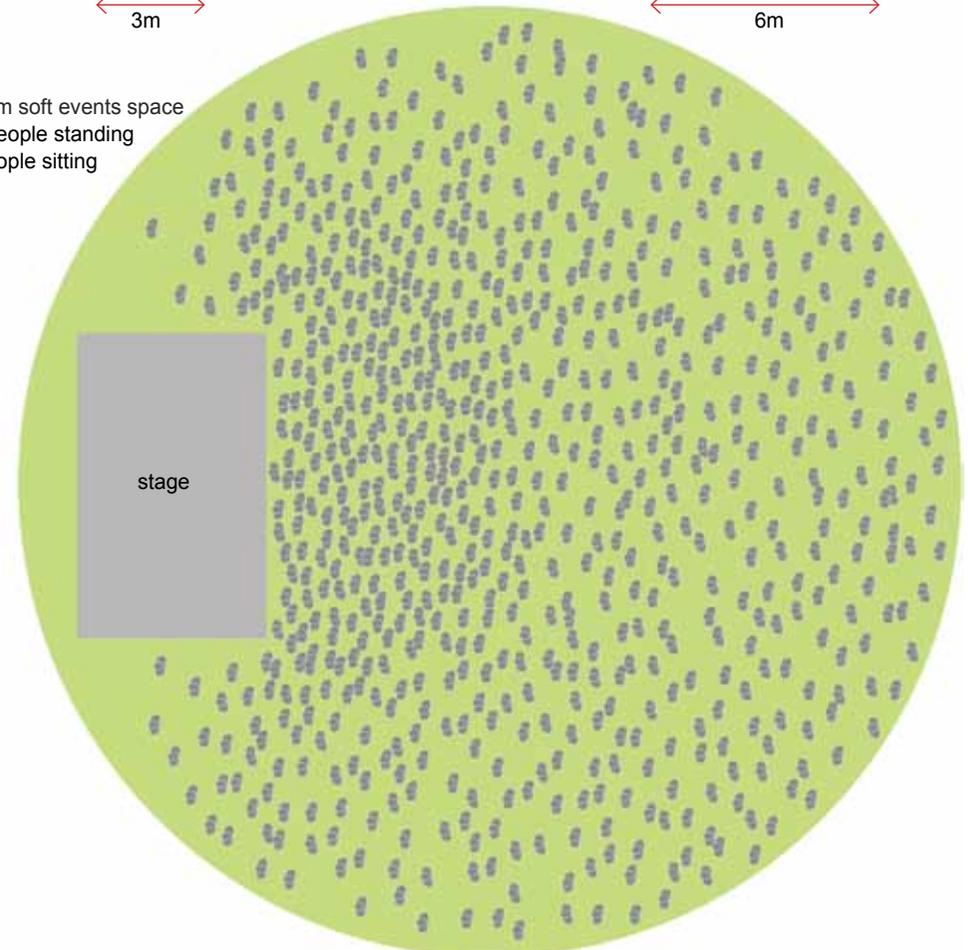
3m

36 sqm soft gathering space
informal outdoor class room
for 36 people sitting



6m

500 sqm soft events space
1000 people standing
500 people sitting



stage

25m

2.4 Defining Movement Across the Campus

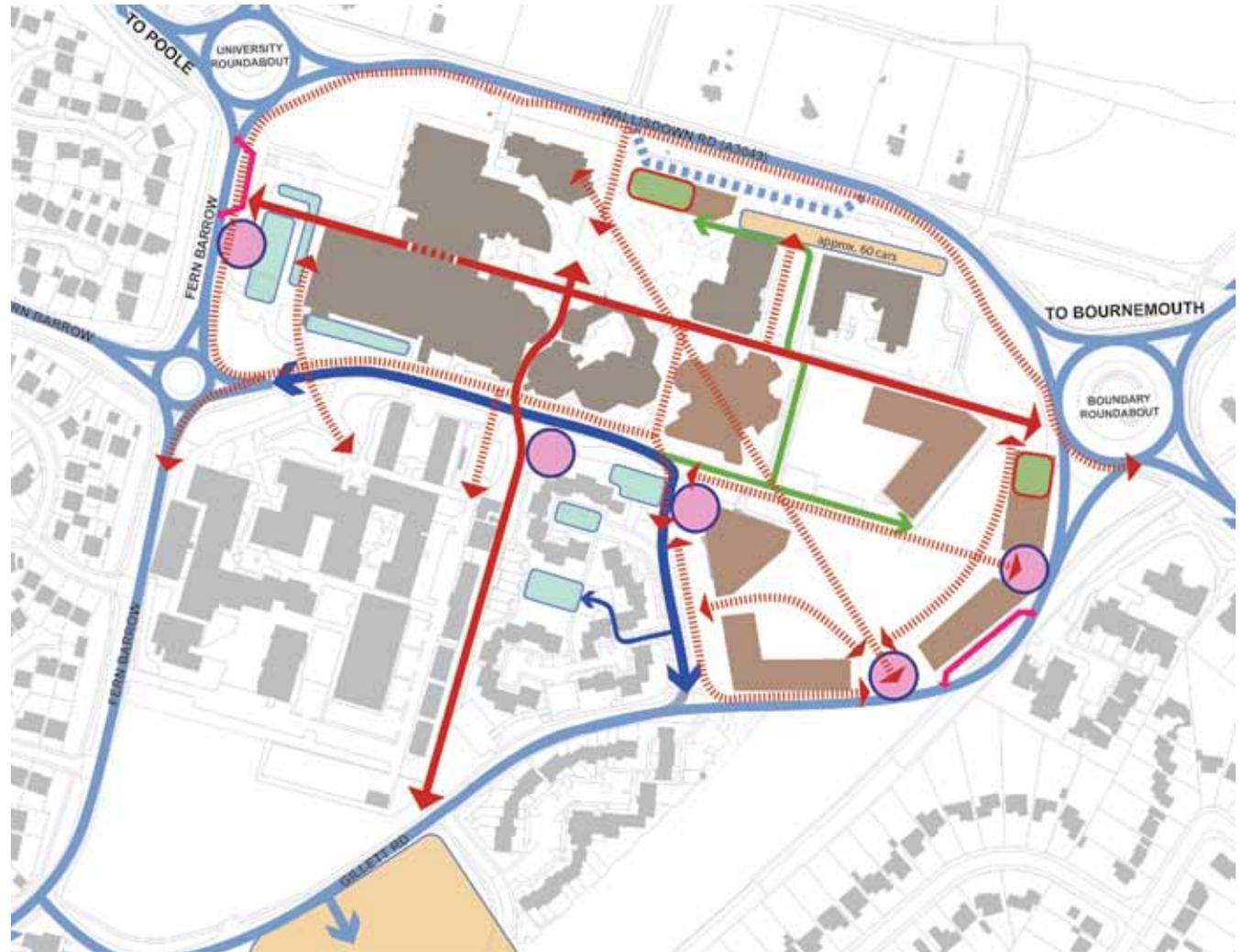
Minimising the impact of cars and rationalising car parking spaces will free up space for new open spaces and new buildings.

Reducing the vehicular impact includes:

- Creating an improved University internal vehicular access linking Fern Barrow to Gillet Road through the campus. This new link road is scheduled to open in November 2014.
- Creating a large new car parking area to the south of the campus which is easily accessed through a new improved north/south pedestrian and cyclist link. The new parking became operational in September 2014.
- Retaining disabled access car parking within the site which is accessed via shared spaces or a new entrance off Wallisdown Road. New disabled car parking bays will be added within 50m from each entrance.

The open space strategy identifies the following elements to improve the pedestrian and cyclist experience within the campus:

- Create enhanced shared pedestrian and cycle access routes through the campus based on a primary link east/west linking the entrances and north/south linking the car parks and centre of campus.
- Secondary routes will run along the perimeter of the campus and connect the open spaces.
- Enhance legibility of access routes by minimising and prioritising signage.
- Incorporate hard landscape areas only where needed to assist movement and function.
- Vehicular drop off zones at strategic locations close to nodes and entrances.
- New and improved cycle parking facilities integrated into the buildings and free standing cycle stands by entrances.



Movement diagram

Key

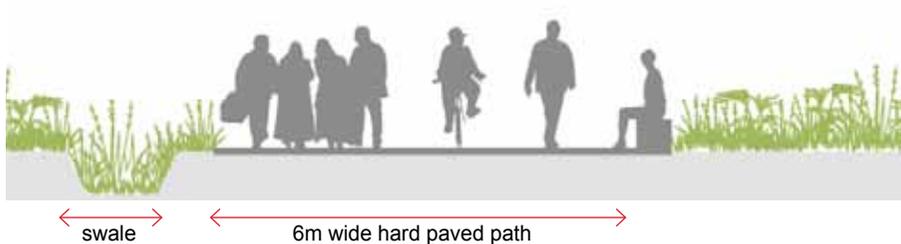
- | | | | | | |
|--|---|--|---|--|---|
| | Main road access network | | Proposed secondary pedestrian and cycle route | | Cycle storage areas integrated into buildings |
| | University internal access | | Existing car parking facility | | Potential vehicular access off Wallisdown Rd |
| | Shared space | | Future car parking facility | | Pick up / Drop off area |
| | Proposed primary pedestrian and cycle route | | Cycle parking facility | | |

2.4 Defining Movement Across the Campus

Hierarchy of pedestrian and cyclist routes

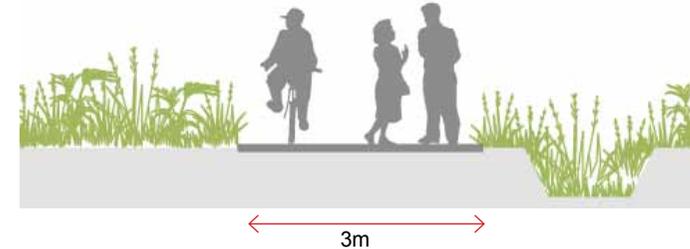
Shared surface design principles will be applied on the pedestrian and cyclist routes.

The strategy will propose a hierarchy of pedestrian and cyclist routes including:



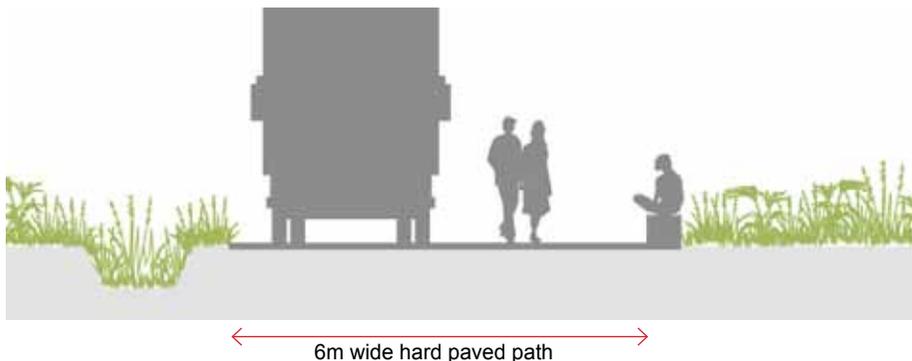
Primary pedestrian and cyclist route - University Street

University Street should be minimum 6m wide to accommodate the large flow of pedestrians and cyclists arriving from the entrances to the campus. 6m width would allow for cyclists and pedestrians to comfortably move along the street in a shared space environment with space for seating along the edge.



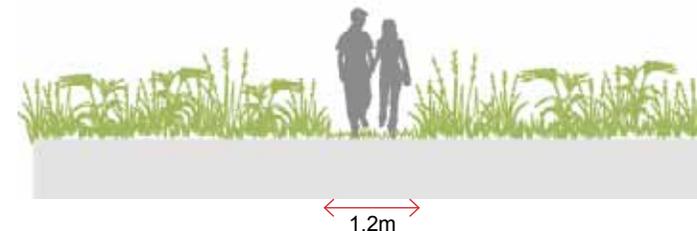
Secondary pedestrian and cyclist route - hard

A 3m wide paved path would allow for cyclists and pedestrians to move along the route comfortably.



Primary pedestrian and cyclist route - University Street

The University Street also allows for emergency/refuse vehicles to access the route and in these occasions the vehicles would require approximately 3m width of the path leaving 3m for pedestrians and cyclists.



Secondary pedestrian route - soft

Informal mowed paths within the meadows link the soft and hard spaces. The paths should be mowed at a minimum width of 1.2 m to accommodate space for two people.

2.5 Defining a Hierarchy of Open Spaces

Bringing together the hard and soft elements to achieve the vision

The adjacent diagram demonstrates how the suggested design components are brought together in a hypothetical design - a predominately green space with a necessary balance of hard and soft, usable and natural areas.

- Hard spaces**
Paved areas
- Ecological green space**
Meadow area with opportunity for wetland/water bodies
- Usable green space**
Mowed lawn

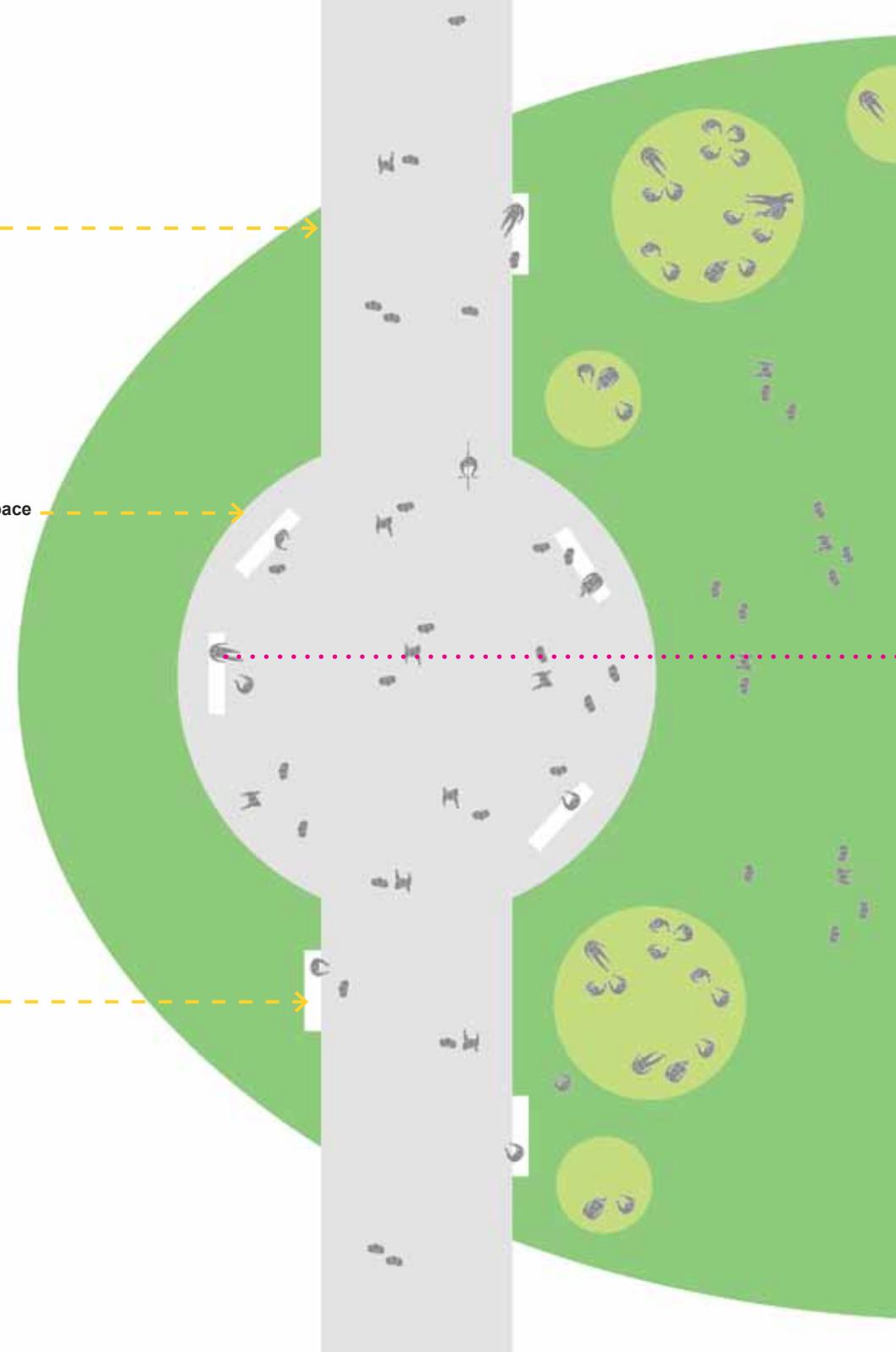
Hard spaces:

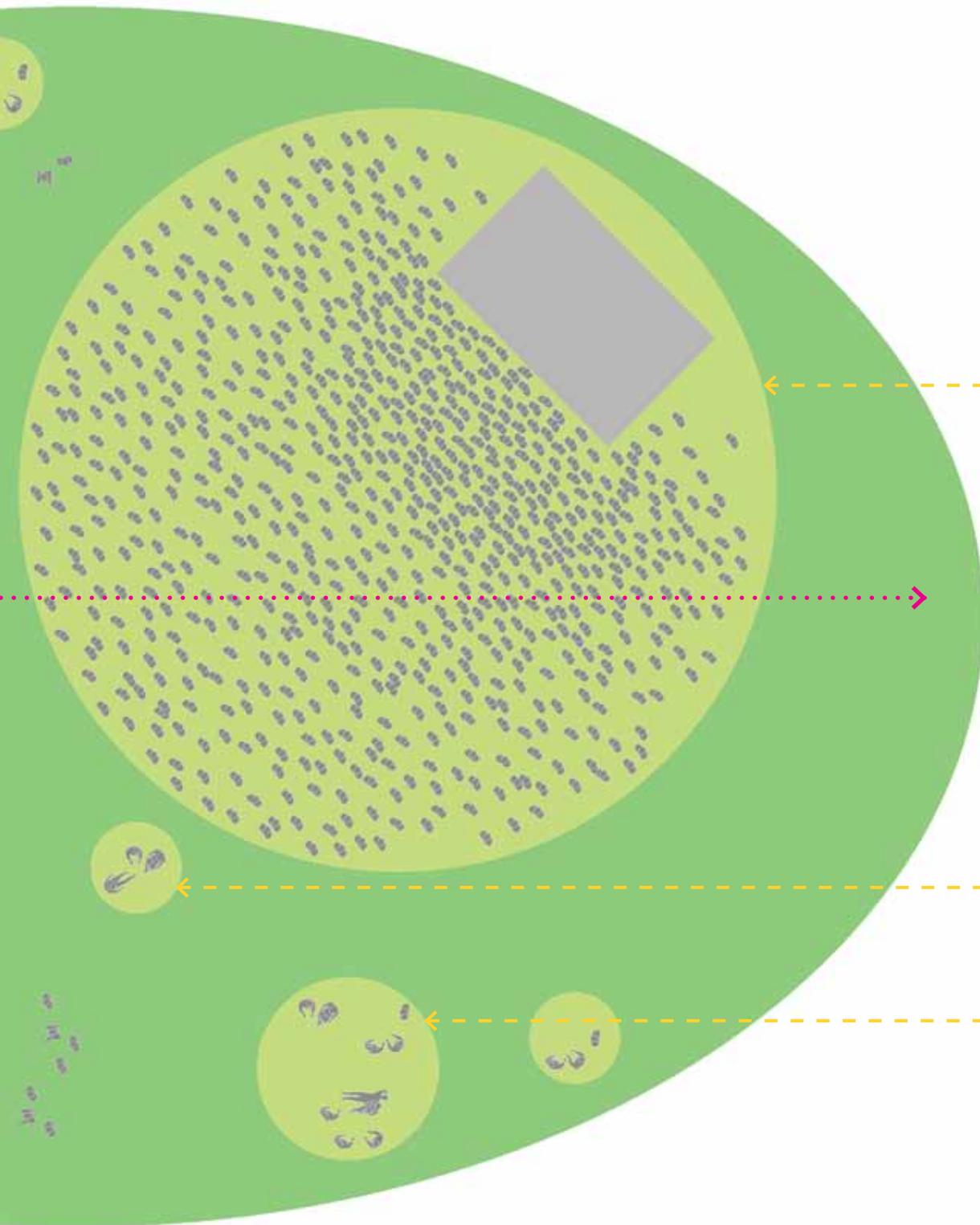
University street 6m wide

Hard space - nodal or entrance space

64sqm - 225sqm

Seating along the routes





Flexible large green open space with opportunities for:

Green space for large gatherings - events, festivals
500sqm = 1000 people standing or 500 people sitting

Long view, minimum 50m

Green space for small gatherings - lunch break, picnic
9 sqm for small groups 4-9 people sitting

Green space for medium gatherings - outdoor class room
36sqm for 36 people sitting

2.6 Defining a Good Circulation for Buses

A new bus strategy for Talbot Campus

This strategy utilises the proposed new campus internal link road from Boundary roundabout to Fern Barrow. The buses will enter into the campus and stop at the heart of the campus connecting the existing buildings, future expansion zones and the Art College.

There are opportunities for private hire coaches serving the University to drop off/pick up at the proposed bus stop. Further studies on capacity is required.



Bus access diagram

Key

↔ Proposed bus route

★ Existing bus stop



Proposed bus stop and bus stand

2.7 Defining a Good Circulation for Emergency Vehicles

Rationalising and simplifying emergency access

As the Campus develops new rationalised and clear utilities and infrastructure access routes and facilities can be provided on campus.

The proposed strategy is to provide three parallel routes which all have a minimum 4m hard standing suitable for fire engines which are shared spaces within the campus.

Other routes will be dependant on the future building designs but given the criteria for spaces between buildings, as set out in this strategy, there should be ample space for emergency access shared with mixed movement routes.



Emergency access diagram

Key

 Proposed emergency access

2.8 Bins and Compounds

Rationalising and simplifying the locations of bins and compounds

To avoid multiple small waste compounds across the campus a new centralised waste compound is proposed. The aspiration is to focus different types of services in one location placing bike storage, the energy centre and the waste compound in one place. The service building could potentially be fronted by a cafe that opens up to the new open space.

A new access point from Wallisdon Rd to the compound would reduce the need for large refuse vehicles from accessing the rest of the campus. The access route should be incorporated into the open space design and be screened with trees and planting to achieve the aspired green look of the campus.

Other elements in the strategy include:

- Rationalising the locations and amounts of litter bins and recycling bins. Placing them in relevant locations across the campus.
- Smaller trolleys collecting waste daily transporting it to the waste compound.

A waste strategy is to be further developed by the University.



Bins and compounds diagram

Key

- | | | | |
|---|------------------------------|---|--|
|  | Storage containers |  | Centralised waste compound |
|  | Recycling bins |  | Independent access to the waste compound |
|  | Litter bins |  | Tree and shrub planting screening the waste compound |
|  | Tree Preservation Order area | | |

2.9 2020: Key landscaping opportunities

The end of the EDF Phase 1 will offer opportunities for new open spaces and improved existing spaces

Phase 1 for Talbot Campus will include:

- The construction of the new Lab building, creating a new identity for BU at the eastern part of the site. This will include 5600m² of academic space providing new workshop and lab space, with associated catering and social space.
- The removal of the remaining temporary modular buildings on the Campus, in the area between Christchurch house and Weymouth house, improving the BU student experience.
- The new link road from Boundary Roundabout will be created along with associated drop-off facilities and potential short stay visitor parking for the eastern end of the campus.
- The new bus interchange will be created at the location identified at the western part of the campus making provision for student and local residents to use the bus routes whilst removing the congestion that can sometimes occur along Fern Barrow.
- The demolition of the Dorset House open access centre, which offer the opportunity of completion of the University Street.
- The realisation of the new energy centre on the northern side of the Campus, supported by the new vehicular access from Wallisdown Road.



2020 Scenario - Landscape opportunities

Key

- | | |
|--|---|
|  Existing buildings |  2020 landscape opportunities |
|  Future buildings |  Potential new access for servicing and disable car park |
|  University Street | |
|  Pedestrian Axis | |

3.0 MATERIAL PALETTES

3.1 Roads, Footpaths and Paving

Roads and footpaths should be constructed of appropriate materials, be of comfortable proportions, functional and easy to maintain to ensure a long lasting, flexible and attractive fabric to the campus.

Paving approach:

- The University Street as one material.
- Focal areas potential to have a change of material.
- Building related landscapes can contrast and relate to the architecture.
- Predominant use of a good quality modular concrete products not too light or dark in colour, suitable for vehicles, flexibly laid.
- Punctual use of natural materials at key points.
- Main transit / car park access road in asphalt.
- Shared surfaces following the paving palette.
- All the future developments to be accessible, inclusive and follow the access regulations.



Paving materials diagram

Key

- University street
- Hard open spaces
- Secondary paved path
- Architecturally related path
- Carriageways

3.1 Roads, Footpaths and Paving

Road Design:

The form of the road along with vehicle speeds, road widths and parking all contribute to how the public realm functions and feels. Within Talbot campus the only classified vehicle priority road will be the new internal link road which must be suitable as an access road for the University and the main future bus route.

The following criteria should be considered as part of its design:

- Carriageway to be as narrow as practical to encourage reduced traffic speeds and maximise the area of public realm for pedestrians.
- Speed tables should be avoided or minimised as this will be a bus route.
- Kerbs to be granite with 100mm high face with drop kerbs where appropriate for pedestrian crossings.
- Pedestrian crossings should be zebra crossings where possible to further help control speeds and give pedestrians priority when crossing.
- The carriageway material should be black asphalt to clearly depict it as a road and to contrast to the internal shared space environment.

Footpath Design:

- Footpaths are to be as uncluttered and as open as possible to facilitate pedestrian movement.
- Pavements are to be a minimum of 2m wide to allow two wheelchairs or pushchairs to pass one another comfortably.
- In principle paving surfaces are to have a minimum 2% crossfall to appropriate and regular gully drainage points.
- Longitudinal gradients to be less than 1:21 and have a landing for every 500mm rise where possible, or follow existing site topography and where practicable slopes will be provided in lieu of steps. Where steps are necessary they will be a positive feature of the design and comply with the current standards for inclusive design.
- Ramps and associated railings should be carefully integrated within the public realm and with adjacent buildings.
- The back edge of footways are to be kept reasonably free of obstructions to help cane users use this edge for reference and navigation.
- Tactile paving to be used to denote crossings, however provision should be kept to a minimum. The appropriate colour is to be used relevant to the status of the pedestrian crossing.

Footpath materials and elements:

- All paving materials must have the correct physical properties conducive to an urban environment.
- Materials used need to be available, cost effective and maintainable.
- All surfaces must be built suitable for a vehicle to mount even if deemed to be pedestrian only surface.

- There must be a substantial stockpile of material retained for future repairs. Materials with natural pigments are favoured over those with colour additives so that they can be matched easier in the future.
- Areas with different functions are to have suitable variation in colour to depict their use and aid the visually impaired.
- Gaps in drainage gully gratings are to be suitable for pedestrians, with a restricted size opening.
- To reduce excavations and disposal from site existing sub bases should be re used where possible providing they achieve the desired CBR rating.
- No paving units are to be cut smaller than 1/3 their specified size.
- Where laid flexibly, units to be butt jointed with silica sand brushed into joints.

3.2 Paving Palette



University Street

Uniform paving materials along length

Product: Conservation Textured Concrete Paving Ref: FL8562500

Size: 600mm x 450mm x 63mm

Colour: Silver grey or Buff

Supplier: Marshalls or equal

Laying: Stretcher bond. Laid flexibly on 50mm sand laying course over 150mm Type 1 to formation levels. Units butt jointed with silica sand brushed into joints.



Hard open spaces

Inserts of natural stone

Local natural stone:

- Purbeck Limestone & Dorset Limestone (Suttle Natural stone quarry, Dorset)
- Forest marble stone (Stalbridge quarry, Somerset)

Example below based on a nodal space along the university street:

Product: Purbeck Limestone, fine picked / bush hammered finish

Size: 600x400x75mm thick

Colour: natural

Supplier: local supplier to be sourced

Laying: in bands perpendicular across nodal space (location dependant). Laid rigid on a concrete base with mortar bedding and joints.



Secondary paved paths

All other paths

Product: Resin bonded aggregate

Size of the paths: 1200mm - 2000mm

Colour: Buff, 2-5mm gravel size

Supplier: Addastone or equal

Laying: Preparatory Resin coating application onto standard asphalt footpath. Refer to suppliers recommendations.



Architecturally related path

Building project related

Example below based of Fusion Building 1:

Product: Kellen Breccia Tagenta B-C-E concrete paver with top layer of natural stone aggregates Ref:

Size: 200mm x 300mm x 80 mm

Colour: Different tones of grey

Supplier: Hardscape

Laying: Stretcher bond. Laid flexibly on 50mm sand laying course over 150mm Type 1 to formation levels. Units butt jointed with silica sand brushed into joints.

3.2 Paving Palette



Parking Bays and Delivery Bays:

Used on shared use spaces linking off the asphalt internal road and within car-parks

Product: Tegula paving, square edged, mix of PV6308360, PV6308400, PV6308430

Size: 80mm thick, 160mm gauge 3 block sizes

Colour: Pennant Grey

Supplier: Marshalls Laid: Bond half lap staggered. Laid flexibly on 30mm sand laying course over 150mm Type 1 or minimum 130mm permeable DBM to formation levels.



Carriageways:

Used on internal link road

Carriageways to all streets are to be a typical asphalt construction in accordance with current adoptable standards. This will provide good durability and ease of maintenance.

Line markings:

White lining, narrow primrose lining and diagrams to be applied using thermoplastics in line with Highways Agency standard specification.



Tactile paving:

Product: Textured concrete blister tactile paving Ref: FL6103000

Size: 400mm x 400mm x 65mm thick

Colour: Buff (or other appropriate colour)

Supplier: Marshalls

Laying: Stack bond. Laid on 50mm sand laying course over 150mm Type 1 to formation levels.



Kerbs:

Product: Granite kerb with fine picked finish to exposed surfaces and sawn ends with matching transition, drop and radius kerbs. Dropped kerbs necessary by pedestrian crossings and road crossings. All exposed corners to have bullnose.

Size: 100 x 250 x 900 mm

Colour: Silver grey

Supplier: Marshalls



Gully Grates for roads:

Product: Victoria Mesh Grating

Size: 440 x 440mm grate. Grate to have square grid grating holes 33 x 39mm to ensure it is pedestrian friendly.

Colour: Black

Supplier: PAM or equal

Laying: minimum uniform cuts around frame, as per manufacturers specification.



Gully Grates for pedestrian area:

Product: L2902 Grating

Size: 200 x 200 x 77dmm grate

Colour: Stainless steel

Supplier: Wade International or equal

3.3 Street Furniture

Street furniture adds to the comfort and functionality of the open spaces for people.

Street furniture must be composed of a coordinated palette of elements that are positioned in a rational way to ensure easy pedestrian movement, create uncluttered spaces and respond to the function of the space. The palette of street furniture should include the following items: seats, bins, bollards, cycle stands. Opportunities for activity spaces (like outdoor gyms areas, fitness and trim trail, table tennis) should be considered.

- Furniture is to be robust, affordable and maintainable.
- Furniture is to create a coordinated palette achieved through a simple and elegant form, the use of steel, timber and concrete and all metal work painted RAL 7016.
- All street furniture (including bollard, light poles, seating, signs, and bins) are to be root mounted. Paving units should be laid carefully around footings with as few cuts to pavers as possible and a maximum joint of 10mm between furniture and paving units.
- The position of furniture should be aligned where possible to maintain pedestrian flows and prevent the open spaces from appearing cluttered.
- Seating should be provided at intervals along routes, in places where people want to sit or in clusters at nodes and open spaces. Seating should be provided in a range of spaces such as in the sun, in the shade, in groups, alone, close to activity or somewhat removed from activity.
- Seating should be inviting and comfortable.
- A range of seating should be provided including seats with back and arm rests, benches and blocks.
- Litter bins should be located in areas of high demand.
- Litter bins need to be neutral and elegant in design, robust, durable and difficult to scratch, of an appropriate capacity and easily emptied.
- Smoking areas should be reviewed as an overall campus strategy and appropriate ashtrays will be supplied.
- The use of bollards should be avoided. Where necessary they should be circular 1.1m high powder coated in RAL 7016
- Cycle stands need to be functional and easy to use and installed in groups near to building entrances in addition to the main cycle compounds.
- Cycle stands to be Sheffield style and coated with a polyurethane coating to prevent scratches, painted in RAL 7016
- All timber used in furniture to be FSC approved.

3.4 Street Furniture Palette



Benches

Product: Rough and Ready Timber Bench

Size: L2340/3000xW590xH450mm

Colour: Timber top, powder coated galvanised steel, RAL 7016

Supplier: Streetlife



Picnic tables

Product: Solid Picnic Set

Size: L2340/3000xW930xH730 cm

Colour: Timber top, powder coated galvanised steel, RAL 7016

Supplier: Streetlife



Litter bins

Product: Tubular Steel Litter Bin

Size: 292x400x1005mm high, 100l

Colour: Powder coated galvanised steel, RAL 7016

Supplier: Bailey Streetscene



Recycling bins

Product: RLA/6 Double Timber Fronted Semi-Open Top Recycle Unit

Size: 432mm x 964mm - Height: 914mm

Colour:

Supplier: Wybone



Cycle stands

Product: Sheffield cycle stand

Colour: RAL 7016, polymethane scratch resistant coating

Supplier: Broxap



Bollards

Product: Clapham Junction

Size: 1.1m height

Colour: RAL 7016

Supplier: Clapham Junction



Outdoor table tennis

Product: Pro Park

Colour: Grey - 127 137

Supplier: Cornilleau or equal and approved



Outdoor gym equipment

Product: group of cardio, tone and strength fitness equipment

Supplier: Park leisure or equal and approved

3.5 Lighting

Lighting is an integral part of the open spaces, enhancing them, adding to their ambiance, increasing their time of use and contributing to their sense of comfort and safety.

- Light columns are to be spaced along streets to create uniform light levels that meet current British Standards lux requirements for carriageways and footpaths.
- Light column metal work is to be painted in RAL 7016.
- Feature lighting to be minimised and only used to highlight the entrances or art within the campus.
- Lighting systems should be carefully designed to set the standard, avoiding clashes with the CCTV systems and also trees' location.
- When possible the adoption of a LED technology would be preferable and advisable.



3.6 Lighting Palette



Street light: to vehicle areas
 Product: Rio 450
 Size: For mounting at 6-8 metres
 Colour: RAL 7016
 Supplier: DW Windsor Lighting



Lighting to University street:
 Product: Pyros - LED 25W 50° Flood
 Size: Mounted on 6m column, mounting heights 4-6m
 Colour: RAL 7016
 Supplier: Targetti



Lighting to pedestrian paths:
 Product: BEGA 9407 - LED 37W
 Size: Post top mounted on 4 column
 Colour: RAL 7016
 Supplier: BEGA

3.7 Trees and Planting

Trees and planting provide scale, seasonal variation, greenery, ecological value, character and visual interest within the campus

The trees across the campus are of varying quality with the majority of the open spaces between the buildings lacking trees. More trees within the campus would enhance the natural character aspired for the campus and create a more human scale for the people frequenting the site.

The proposal is to vary the types of character in planting depending on the type and use of a space, this would create a hierarchy between the spaces and assist wayfinding.

The character types of planting identified include (see next page):

- Meadows and mowed lawn
- Planting buffers
- Streetscapes
- Ornamental planting

Other criteria for the planting across the Campus include:

- The existing areas of planting with ecological values should be integrated into the new green open spaces.
- Native species to be chosen for trees and shrub planting, a target of 75% native is suggested. The remaining selection should add further colour, texture and seasonal variation, ensuring spring and autumn flowering.
- Plants that attract wildlife and encourage biodiversity with a high nectar content, fruit or berries should be included in the selection.

- Meadows to be cut twice a year to retain its meadow character, grass paths and spaces to be mowed out into the meadows.
- The majority of planting to be low maintenance in both wild and mowed areas.
- Ornamental, higher maintenance planting within feature open spaces, such as entrances or nodes.
- Trees are to be planted in groups, straight lines should be avoided.
- Trees to be located between underground services and in positions to ensure clear sightlines for motorists and CCTV cameras.
- Tree surrounds to be porous resin bonded gravel, colour to match paving and to be laid flush with adjacent surfaces.
- Trees to be staked below ground with an underground guying system.
- Street trees are to be planted within root barriers to protect services and minimise disruption to paving.
- Trees to be planted between November and March.
- Grass slopes to be no steeper than 1:3.
- Tree species and supplier to be approved prior to ordering and planting, English provenance preferable.
- Trees to be planted with a minimum girth of 30 - 35cm.
- Ideally tree pits are to be a minimum of 2m³. If necessary tree pits do not need to be square.
- Water points should be provided.
- Sustainable Drainage Systems (SUDS) to be incorporated in appropriate locations across the Campus.



Meadows

Meadow planting, Heathland wildflower mix, 80% grasses and mowed lawn, 20% Heathland Wildflower mix. Areas of the meadow can be mowed to create informal paths and soft spaces. Small groups of fruit trees or solitary sculptural feature trees creates interest and give seasonal change to the spaces.



Planting buffers

Mature trees, shrubs, ground covers, native species and hedgerow species that encourage wildlife and biodiversity.



Streetscapes

Native trees, framing streets, creating character and reducing scale. Swales and swale planting run along the streets collecting rain water.



Ornamental planting

Decorative planting that frame seating areas and entrances and create visual interest. The visual connection between spaces is to be maintained with clear views through the planting with a mix of native and non-native plants, feature trees and multi-stem solitary shrubs. Rain gardens can collect rain water runoff.

3.8 Meadow Planting Palette



Phleum pratense-Timothy



Festuca rubra - Creeping red fescue



Agrostis capillaris - Common bent



Prunella vulgaris - Selfheal



Trifolium pratense - Red clover



Centaurea nigra - Common knapweed



Lotus corniculatus - Birdsfoot trefoil



Mowed lawn and spring bulbs
(Narcissus)



Prunus avium - Wild cherry



Quercus robur - Pedunculate oak

3.9 Ornamental Planting Palette



Achillea millefolium - Common yarrow



Bergenia cordifolia - Heart leaf bergenia



Lavandula angustifolia - Lavender



Polygonum affine - Knot weed



Thymus vulgaris - Thyme



Betula pendula - Silver birch



Sorbus aucuparia - Rowan



Pinus sylvestris - Pine



Quercus robur 'Fastigiata'

3.10 Street Tree Palette



Sorbus aucuparia - Rowan



Tilia cordata - Small leaved lime



Tilia platyphyllos - Large leaved lime



Acer campestre - Field maple

3.11 Planting Buffer Palette



Corylus avellana - Hazel



Prunus spinosa - Blackthorn



Ribes alpinum - Mountain currant



Sambucus nigra - Elder



Crataegus monogyna - Hawthorn



Fagus sylvatica - Beech



Malus sylvestris - Crab apple



Betula pendula - Silver birch

3.12 Signage

There are a number of different signage types that could be used to facilitate way finding at the Bournemouth University Campus including maps, information panels, interpretation signs, plaques and directional signs.

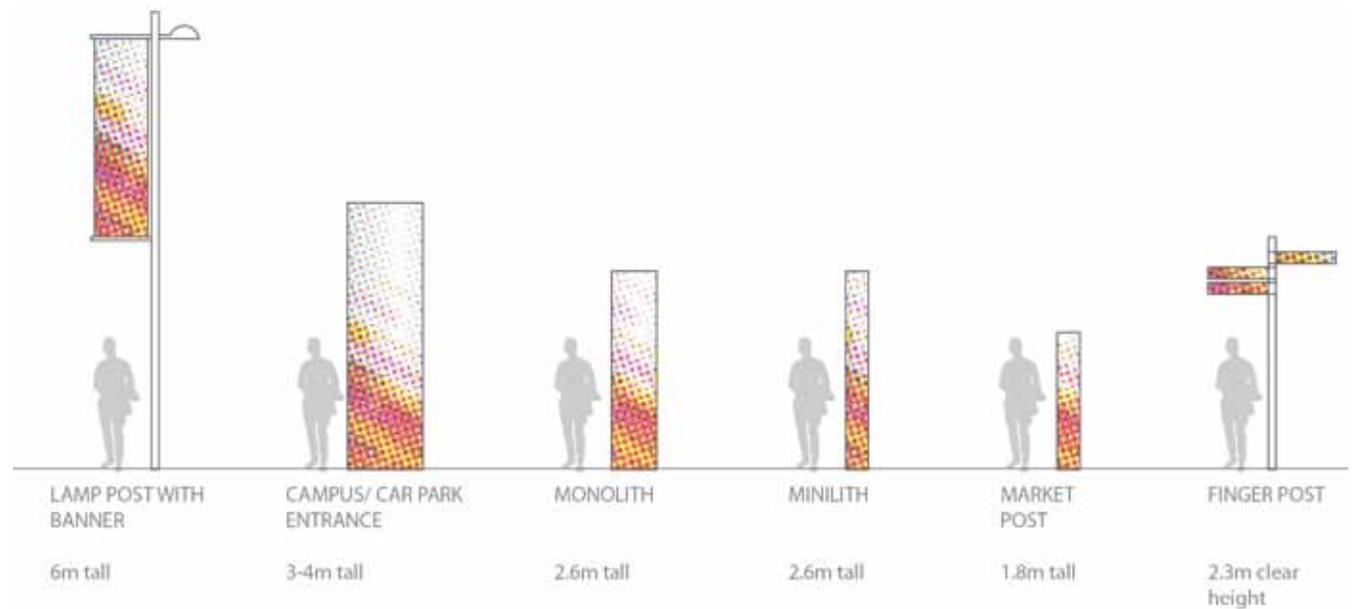
The design of the different signs should be developed as a family of forms which compliment the other street furniture. The designs should allow different forms and sizes for the different signs and to accommodate the required information, directions and maps

All signage should be simple, tall and have an elegant form.

- A common graphic style should be developed for use on all signage and a colour palette decided upon.
- Protruding elements should be kept to a minimum and located at least 2.4m above footpaths.
- All maps and graphics are to be universally accessible and located between 1.5m (average eye height) and 1.2m (average accessible eye height) above ground level.
- Directional text can be located above maps and graphics.
- Minimum directional text size is to be 30mm high.
- Text fonts used are to be clear and simple.

Statutory signage will also be required within vehicular areas and on approach to pedestrian crossings, but these should be kept to a minimum and rationalised wherever possible.

A supplementary study should be undertaken for the signage within the campus to ensure a co-ordinated signage strategy and design for the university.



A simple and coordinated palette of signage to complement the street furniture within the open spaces on the campus.

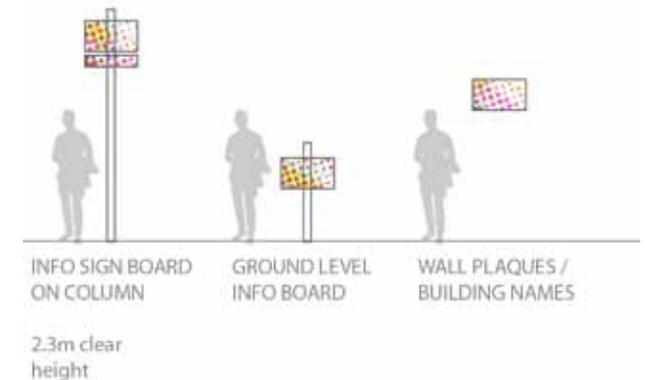
The choice of sign type should be relative to the information it needs to portray and its physical location.

The use of all signs should be minimised hence the need for a strategy.

All existing signage and clutter needs to be removed when installing the new signs.

Educational signage providing information on planting, ecology and geological stones should be placed in relevant locations across the Campus.

Position of signage to be reviewed in the overall lighting strategy to avoid clashes with lamp posts.



3.13 Public Art

Public art has the ability to enhance the aesthetics, character and interest of the public realm and inspire community pride and ownership.

The campus presents an excellent opportunity for the careful integration of art, which could be introduced in the following ways:

- Usable art integrated into campus components - e.g. canopies, seating etc.
- Physical elements/sculptures/monuments – these should be located in key spaces to provide focal points, and carefully sited so as to not impede flexibility of the spaces or pedestrian circulation.
- Elements of detail in the paving, on walls, tree grates or as part of the street furniture
- Banners attached to the light columns
- Feature lighting on footpaths or building facades
- Temporary art exhibitions or installations

Collaboration with artists should commence at concept stage in determining the scope and agreeing the development brief. This collaboration should not be a standalone project as there must be constant dialogue between any artist and the public space designers.

The geological terrace

The current arrangement of the stone pillars in the geological terrace is considered to be an opportunity to be rearranged and to use the stones throughout the all campus to make them points of interest and usable features.

The sketch below suggests that the stones are placed along the university street in a line, with irregular distances concentrating on the proposed nodal spaces. This will give a further sense and purpose to the stones within a changing campus environment

Careful consideration should be taken when placing the stones, ensuring they are positioned in a logic geological manner.



Existing location of geological stones.



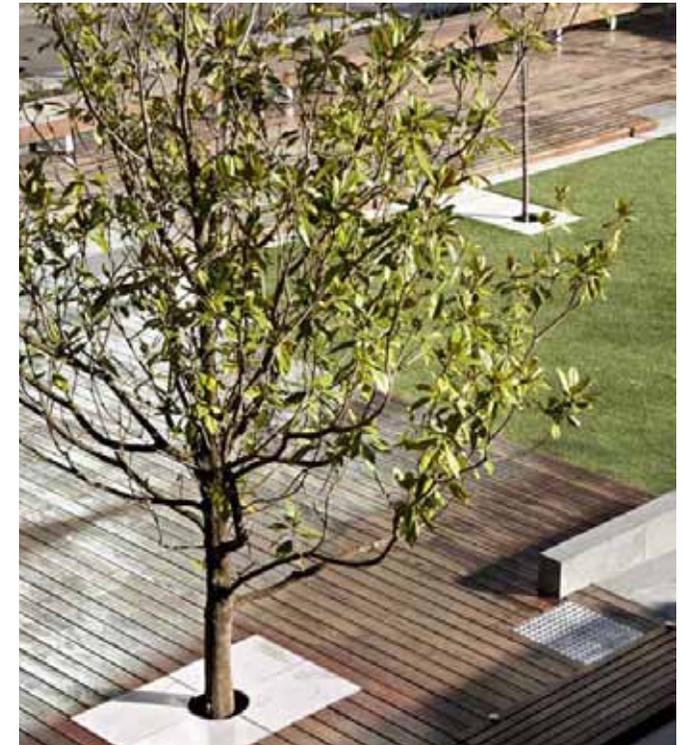
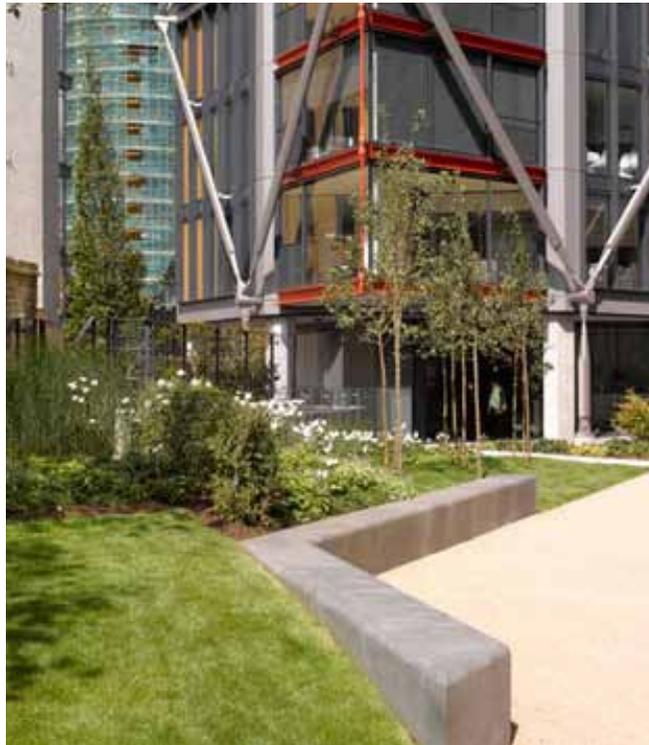
Geological stones to be placed along University Street as part of art strategy

4.0 IMPLEMENTATION AND MOVING FORWARD

4.1 Getting the Detail Right

All materials, construction details and workmanship must be to the highest standard to ensure durability of the campus.

- Quality materials, workmanship and detailing coupled with a stringent maintenance and management regime help to build and improve the community's sense of ownership, civic pride and respect for their public realm.
- All surfaces must be built suitable for vehicle over run, even if deemed to be pedestrian and capable of being cleaned.
- Pavement sealers should not be required and avoided as they have a tendency to stain materials.
- Good workmanship in the fine detail of schemes can create all the difference to the finished product. Special care should be taken particularly when laying paving around footings and where different materials meet.
- Existing sub bases should be used where appropriate strengths are achieved to reduce waste and save money importing new materials.
- If there is a lack of necessary information suitable surveys should be commissioned prior to beginning detailed design to ensure the proposed scheme is feasible, as it is far easier and cost effective to change things on paper than on a construction site where solutions may be limited by already constructed work.
- Coordination with utility companies has begun in August 2014 (and should be completed by December 2014) to ensure works are carried out when most suitable to the works programme.



4.2 Phasing and Implementation

Works within open spaces in urban areas are complex and therefore require careful planning and programming.

The open spaces within the BU Campus are likely to be implemented over a number of years and in stages as the buildings and general layout is adjusted to realise the future masterplan. This makes it important that early works to the open spaces are focused on areas that are unlikely to change as the masterplan is delivered as the implementation of the open space strategy should ensure maximum benefit to all stakeholders and the public.

When implementing any section of the open spaces the following relations and the operation of the public areas must be considered:

- Disruption to university function – extent of area ‘closed off’ from public use.
- Awareness before and during the scheme - keeping the campus population informed.
- Maintaining permanent access to all doorways during working hours.
- Noise and dust pollution.
- Maintaining emergency access and co-ordinating logistic procedures.
- Disabled and visually impaired movement and access.
- Organised events.

With regards to site logistics the following must be considered:

- Physical working areas – site staff and machinery operations.

- Works programme – balance between size of working areas / time on site.
- Providing access / ramps to all premises.
- Machinery – working within sound barriers and potentially cutting slabs off site.
- Health and safety – working within a public space, danger to site staff and the public.
- Phasing and transitional areas to tie in levels as works progress.
- Site access, large machinery.
- Storage areas.
- Working hours.

On completion of any scheme the correct level of resources, funding provision, skills and equipment must be in place to maintain quality open spaces within the campus.



4.3 The Next Steps

This open space strategy sets out the aspirations and conclusions for the layout, look and feel of the campus.

It provides guidance and design principles to be undertaken in a coordinated manner. It is crucial therefore that all the future projects comply with the open space strategy.

A coordination between the BU estates plan and the TVT master plan is extremely important and key areas still to be resolved are:

- the final location of the main travel interchange;
- specification of the road to connect the Boundary Roundabout to Gillett Road;
- a new pedestrian access route across Wallisdown Road
- the potential to create a vehicular access onto Wallisdown Road to serve the new waste management facility.

There are a number of important follow on studies, detail designs and surveys that are essential for refining the design of certain elements and the construction detail. These include:

Signage

A detailed signage strategy including ownership, branding, image, graphics, location and style.

Maintenance and Management Plan:

A detailed document outlining maintenance and management procedures to ensure the public realm is maintained to a level to ensure an enjoyable experience of the public realm.

A study to review Facility Maintenance provision across the Campus, and investigate the opportunity of a centralised waste management, is also advisable.

A feasibility study to review the requirement and operational impact of a centralised waste management facility is also a required future action.

The involvement of the students in soft landscaping maintenance is a high aspiration for BU.

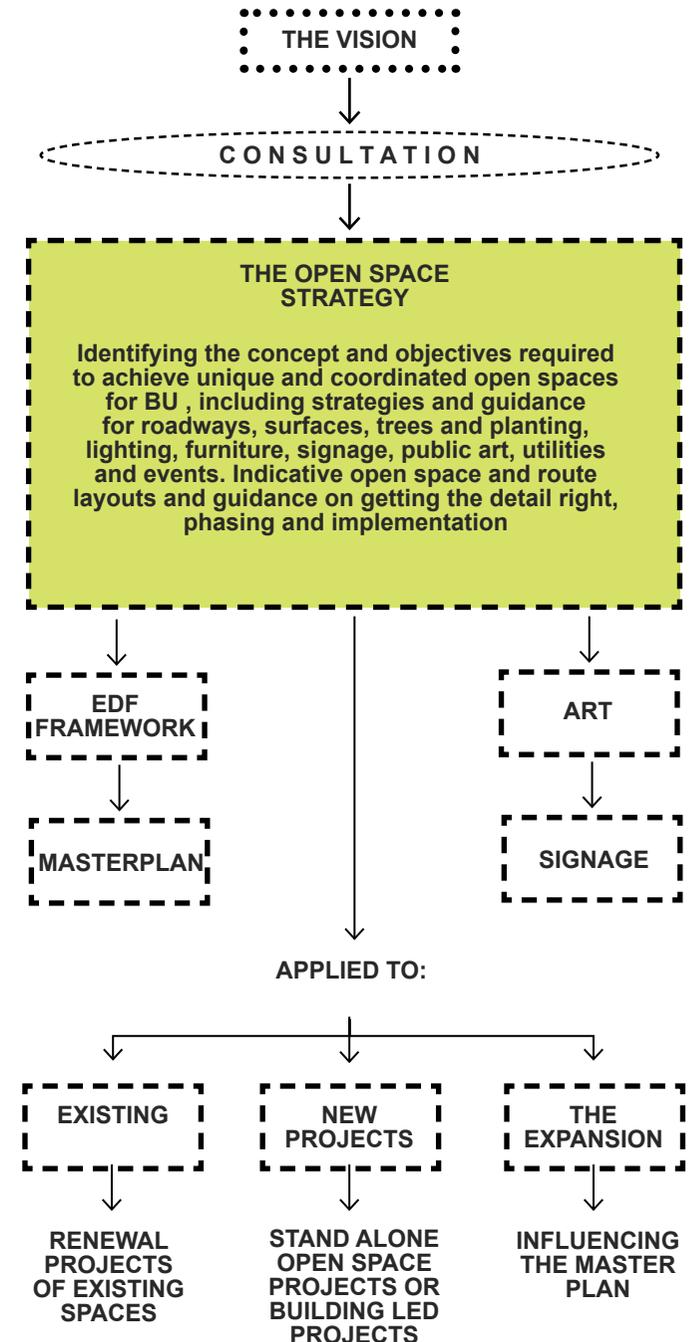
Public Art:

Agree the process for developing and approving public art proposals.

External funding and sponsorship to be considered.

Additional Survey Information:

As necessary to reduce risk to future designs and test the condition of utilities to avoid new surfaces being excavated. Also to ensure that new power supplies to event spaces etc can be accommodated.



Appendix 1 - Workshop attendees

Workshop 1 - 24th April 2014

Attendees:

- Keith Boyes , Head Of Estates Development
- Kevin Hanrahan , Architectural Officer
- Sandra Baylis , Facilities Manager (Soft Services)
- Louise Wigglesworth , Assistant Facilities Manager (Contracts)
- Rick White , Hard Services Manager
- Amanda Williams , Environment & Energy Manager
- Richard Wintrip , Travel Plan Co-ordinator
- Alan James , General Manager, SUBU
- SU President , S.U. President, SUBU
- Teresa Denney , Technical Officer
- Kathy Hodder , Senior Lecturer - Conservation Ecology
- Damian Evans , Demonstrator, ApSci
- Iain Green , Associate Lecturer Biological Sciences
- Chris Hewitt , Fire Safety Officer
- Gareth Williams , Programme Manager (CMP)
- Steve Cox , Programme Manager, Estates
- Mehron Kirk, Urbanism and Landscape Director
- Anagha Mujumdar-Potbhare, Senior Urban Designer

Apologies:

- Stefan Haas , SUBU Environmental Officer
- Stuart Laird , Director of Estates
- Steve Jones , Head of Facilities Management

Workshop 2 - 23rd June 2014

Attendees:

- Keith Boyes, Head of Estates Development
- Louise Wigglesworth, Assistant Facilities Manager (Contracts)
- Damian Evans, Demonstrator (Field Archaeology & Collections)
- Murray Simpson, SU President (2013/2014)
- Chloe Schendel-Wilson, SU President (2014/2015)
- Stuart Laird, Director of Estates
- Zoe Bice, Staff Communications Officer
- Sophie Chaytor-Grubb, SU VP Lansdowne (2013/2014)
- Peter Briant, SU VP Lansdowne (2014/2015)
- Gareth Williams, Carbon Reduction Programme Manager
- Chris Hewitt, Fire Safety Officer
- Jacqueline McCaffrey, Marketing Communications Manager
- Alan James, SUBU General Manager
- Steve Cox, Programme Manager
- Sandra Baylis, Soft Services Manager
- Russell Evans, Senior Projects Manager
- Nicola Marlow, Internal Communications Assistant
- Mehron Kirk, Urbanism and Landscape Director
- Piera Carcassi, Landscape Architect

Apologies:

- Iain Green, Associate Lecturer In Biological Sciences
- Kathy Hodder, Senior Lecturer
- Nicole Wharfe, Events & Conferences Manager
- Rick White, Hard Services Manager
- Teresa Denney, Technical Officer
- Amanda Williams, Environment & Energy Manager
- Stephen Jones, Head of Facilities Management
- Richard Wintrip, Travel Plan Co-Ordinator

'A green campus with a natural landscape that creates a sense of relaxed spaces and areas injected with energy, and create a coherent design language.'



