

1. Welcome back

Welcome to the second exhibition detailing the University of Southampton's proposals for a new Centre for Teaching and Learning on Highfield campus.

The first exhibition, held in October, presented the project brief and initial design concepts for the new Centre. The feedback received from this first exhibition has been reviewed and the design proposals have been developed and refined.

This exhibition presents the refined design and explores building access and layout, materials, public realm enhancements, transport and sustainability.

The exhibition is arranged as follows:

- 1 Welcome back
- 2 The brief
- 3 Access and layout
- 4 Architectural approach: shape and height
- 5 Architectural approach: colour, material and form
- 6 Public realm
- 7 Transport
- 8 Sustainability
- 9 Technical reports
- 10 Summary and next steps



Boundary of the site

The project responds to the need for a central hub for learning and teaching at the University's Highfield Campus. Improvements to external spaces go hand in hand with the design of the building and the University is committed to a holistic approach to redeveloping the north western quarter of its Highfield Campus.

Two planning applications will be submitted to Southampton City Council at the end of the year:

- One will be for the development of the new Centre for Learning and Teaching and associated landscaping works; and
- The other will be for the redevelopment of Salisbury Road including enhanced landscaping and traffic calming measures.

Together the two applications will form a masterplan for this area of the campus, which will be supported by works to adjacent car parks to accommodate the relocated visitor parking. More information on these supporting works is explained on Board 7: Transport.

2. The brief

In order to maintain its world-leading position, the University of Southampton must continue to develop its facilities for staff and students.

As explained at our previous exhibition, the new Centre for Learning and Teaching will provide a flexible and functional learning environment with modern facilities, enhancing the learning experience for students. Located in a central area of Highfield campus, it will have strong connectivity to the University's bus interchange and easy access from main pedestrian routes.

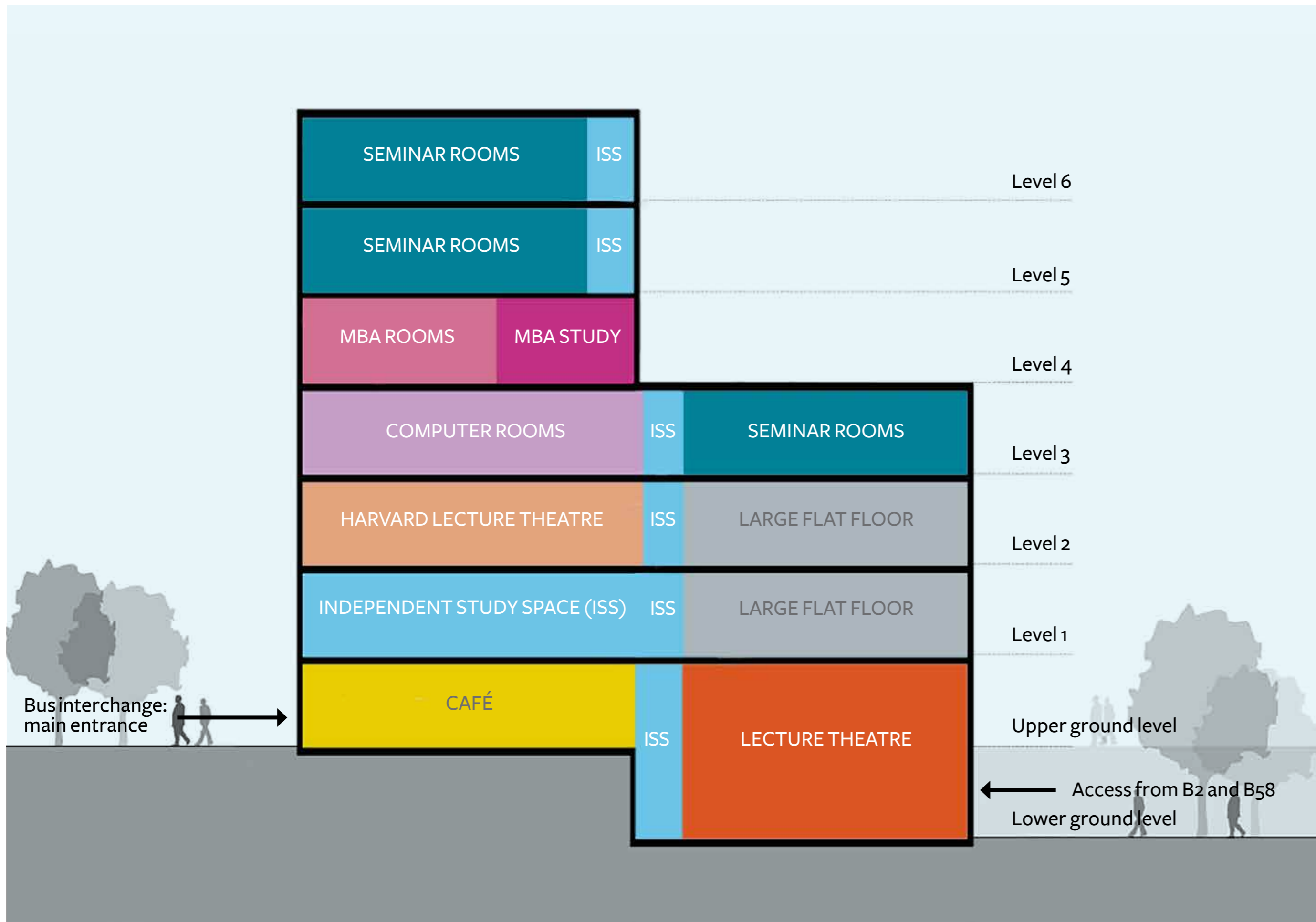
Comments received from the first exhibition centred around three key areas: how the brief had been elicited and who had been consulted; the height of the building; and the flow of people.

| Issues raised | Response |
|---------------------|--|
| The brief | <p>A number of key stakeholders have been consulted during the development of the proposals, including:</p> <ul style="list-style-type: none">• University Timetabling• Institute for Learning Innovation and Development• The University's iSolutions team (IT specialists)• Deputy Deans for Education• Pro Vice-Chancellor Education• The University's catering services |
| The building height | <p>The building has been evaluated in relation to surrounding townscape and topography and the results of that analysis can be found on Board 4. Southampton City Council has also been consulted with as part of the design development process, particularly in terms of identifying key views.</p> |
| The flow of people | <p>A crowd management specialist has advised on the flow of pedestrians through the building and around the surrounding area. Their comments have helped shape the design of the building.</p> |

The design concept exhibited at our previous exhibition



3. Access and layout



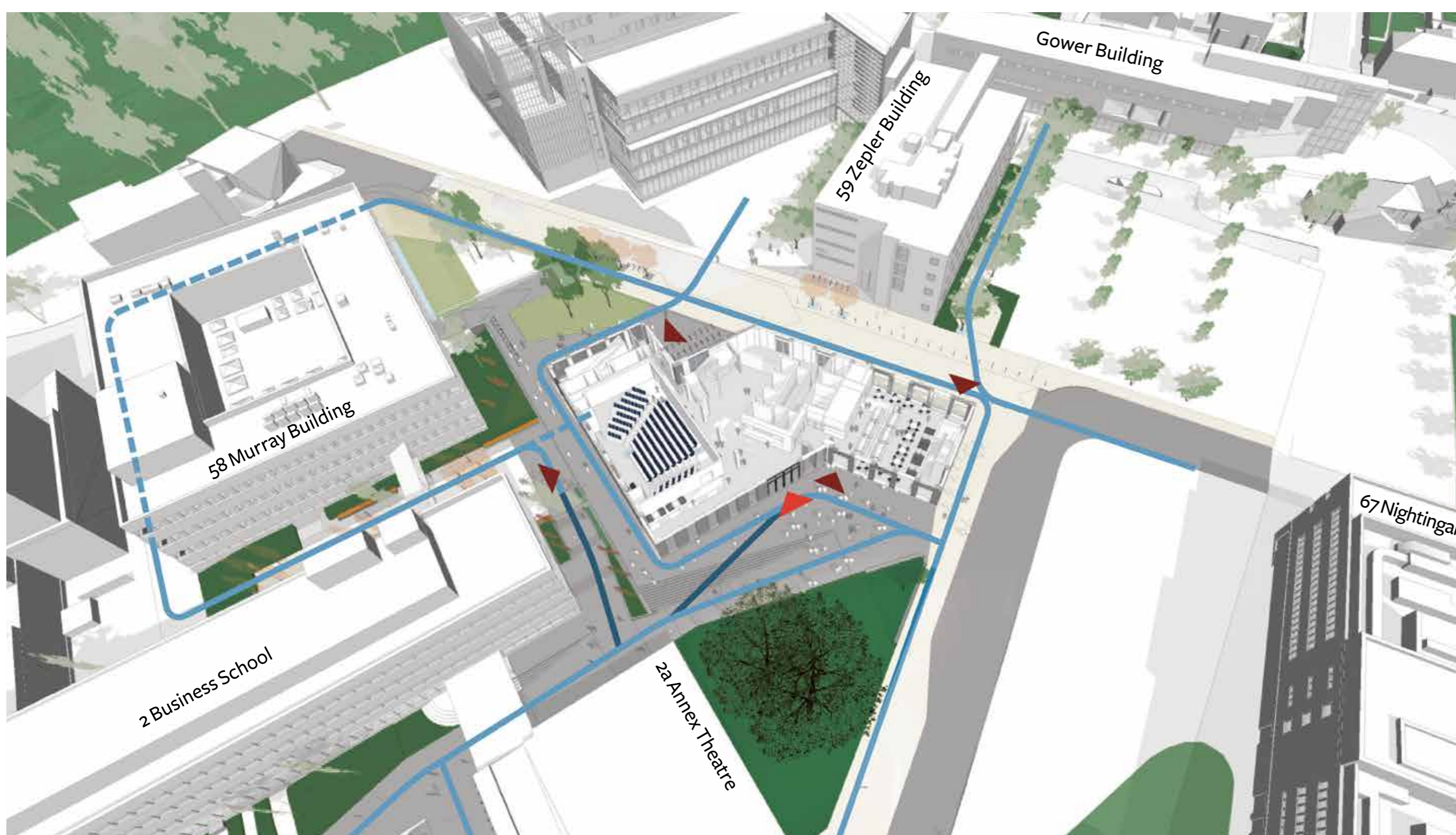
Generic massing model

The new Centre will incorporate a range of learning spaces, set across two wings, one of four floors and one of seven.

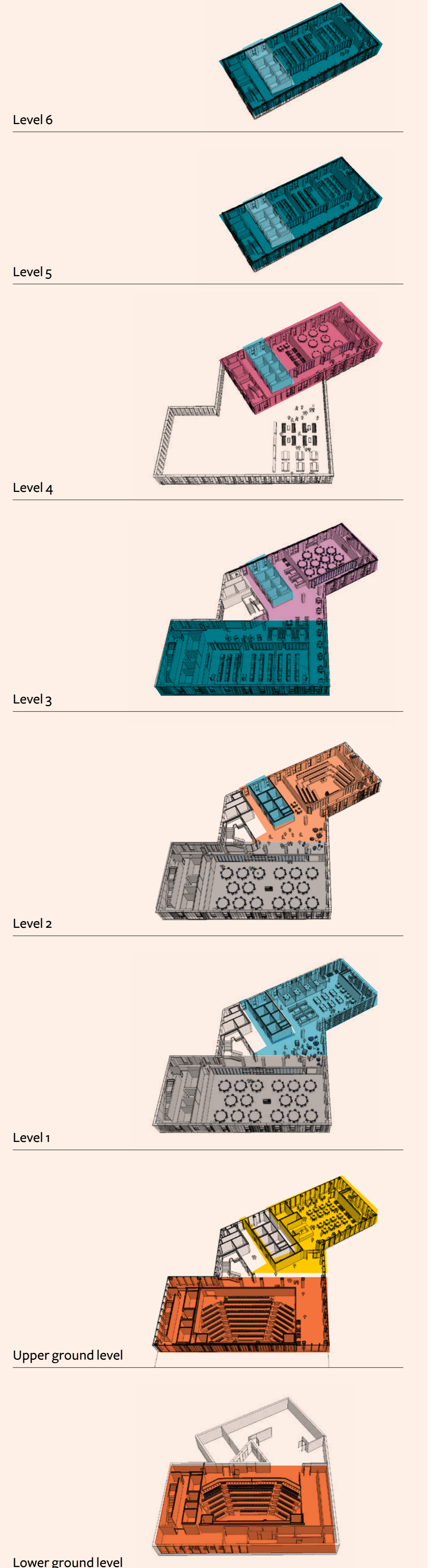
A 250-seater lecture theatre and a café occupy the ground levels, and form the two main building entrances. Moving up through the building,

an assortment of spaces create a varied and flexible learning environment which includes a more intimate Harvard-style lecture theatre, a computer suite, seminar rooms, and large open-plan teaching spaces. A large designated area of independent study space offers a purpose-built location for group and individual learning, with further independent study facilities available throughout the building.

Site access plan



The building arrangement



4. Architectural approach: shape and height

Following the previous exhibition, the shape and height of the building have been assessed in the context of surrounding buildings.

Consideration has been given to how the building will be viewed from surrounding areas, both within Highfield campus and from neighbouring locations. These images provide an impression of how the building will appear from key viewpoints, and demonstrate the low impact the building has on the surrounding skyline when viewed from within or outside the campus, sitting comfortably with other, existing buildings.



Artist's impression of view from the lime trees located outside Building 2a



Artist's impression of view from the pedestrian route between Building 59 and the South Gower car park



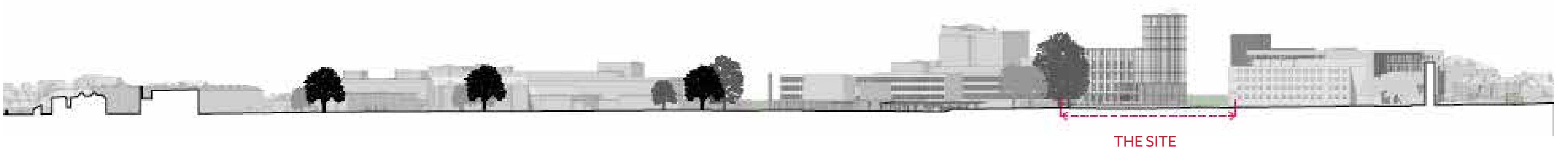
Artist's impression of view from between Buildings 2 and 4



Verified view from the junction of University Road and Burgess Road



Verified view from Dahlia Road (north of Burgess Road)



THE SITE

5. Architectural approach: colour, material and form

The architectural concept for this project is to create an elegant and visually appealing building that compliments the existing surrounding buildings and subtly lifts the built environment in this part of the campus.

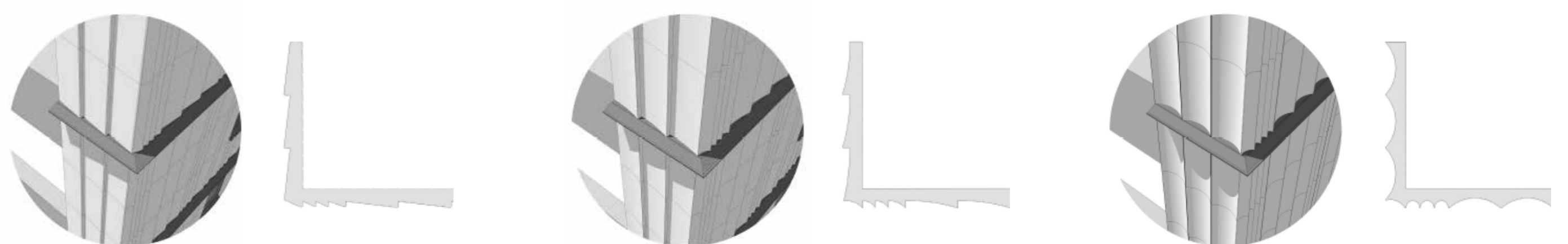
To achieve this, the architectural approach to the building has examined colour, material and form.

A pale colour has been selected for the new Centre in order to compliment the surrounding structures. It is proposed that a modulated pale glazed ceramic material is used for the upper levels of the building. These materials can be manipulated and crafted to make use of light and shadow, creating the effect of a changing surface when viewed from different angles and distances or different times of day. At lower levels a combination of cast metal and glazing will create contrast and visual interest.

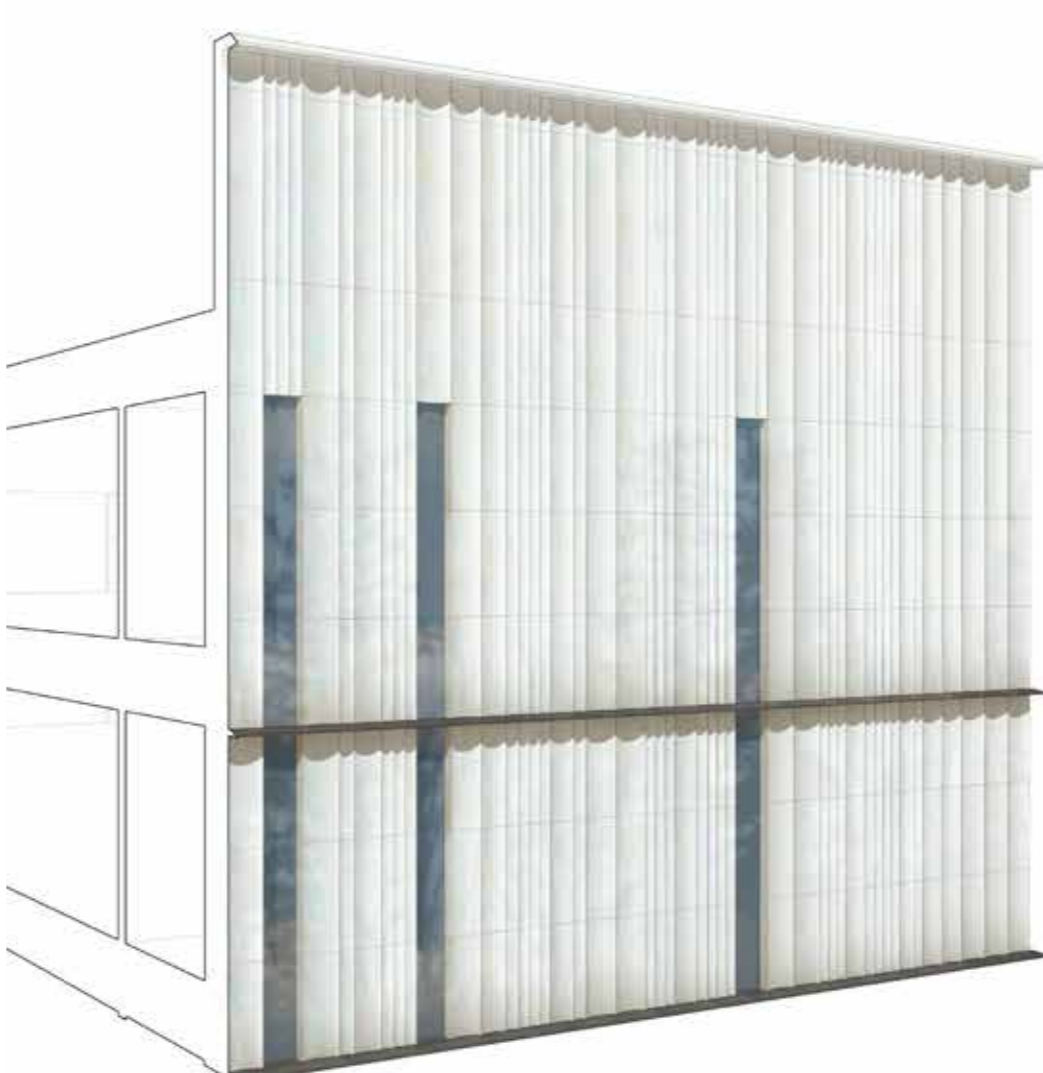


High quality glazed ceramic material that works with light and creates visual interest

The colour and articulation of the building fits in to its surrounding context



The actual shape of the undulations is subject to detailed design studies



Shadows of the undulations create visual interest at different times of day

6. Public realm

A series of enhancements to the landscape surrounding the new building will improve connectivity and accessibility.

The new building will see an increase in foot traffic for this area of the campus, whilst the number of motorists is unlikely to change. With this shift in use in mind, and in order to prioritise the safety of pedestrians and cyclists, it is the University's intention to redesign Salisbury Road.

A combination of road narrowing and increased street furniture will seek to slow traffic along the road, and pedestrians will be provided with a safe crossing point.

Salisbury Road will be de-adopted to allow these safety and public realm improvements to be implemented.



Artist's impression: a new level access replaces the sloped approach between Buildings 2 and 58



Artist's impression: proposed public realm enhancements between Buildings 2 and 4



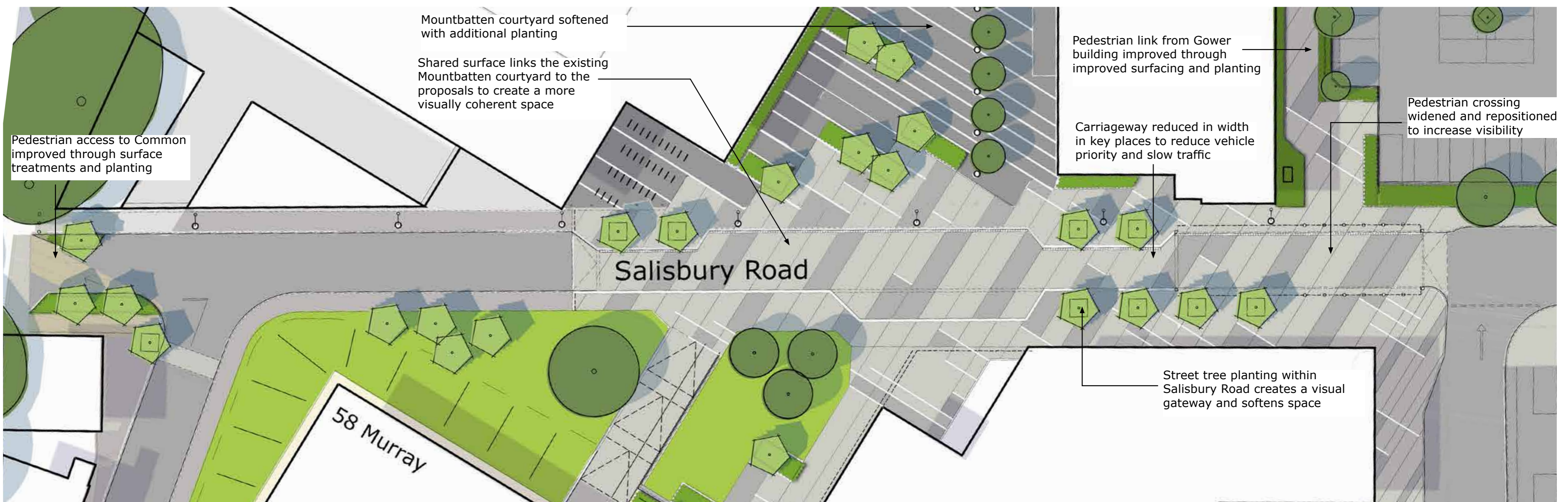
Artist's Impression: an aerial perspective of the new square linking the building to the bus interchange



Overall public realm masterplan for the proposals

Enhancements to the public realm surrounding the new Centre will create a pleasant environment, and have been designed to extend existing greenspace and connect the new building to its surrounding landscape.

The main entrance to the building will be set in a new green lawn incorporating existing lime trees, with a step-free pedestrian route leading to the mature central campus and onwards to Valley Gardens. The addition of a courtyard between buildings 58 and 2 will offer improved connectivity to the Turner Sims concert hall.



Traffic speeds are to be reduced on Salisbury Road and pedestrian and cycle safety will be improved.

Accessibility to the new Centre has been considered in line with the University's Travel Plan, and a detailed review of parking and cycle storage has been undertaken.

Car parking

The development of the new Centre requires the displacement of the existing Visitors' Car Park. Assessment of surrounding car parks has identified the most suitable and effective way of re-providing the displaced parking spaces. Through reconfiguration of the Gower car park to incorporate visitor spaces, and extension of the Broadlands car park, spaces will be redistributed and no net loss of car parking will occur.

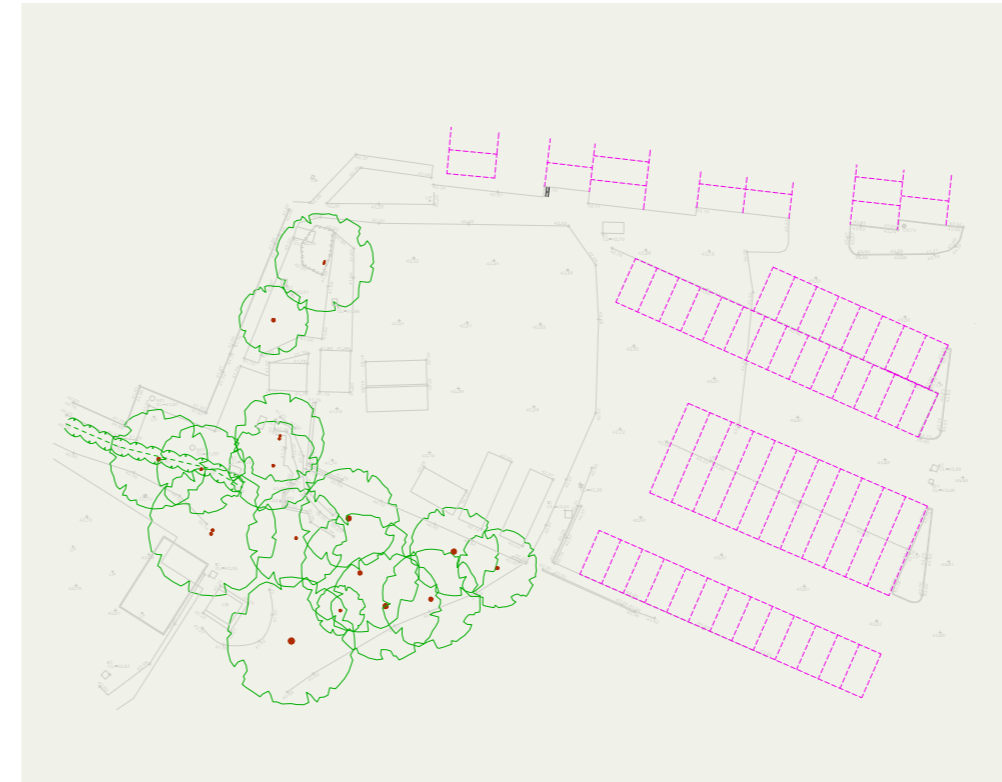
Disabled parking spaces will be re-provided by increasing disabled parking allocation within the Gower car park and the Upper Nuffield East car park.

The diagrams to the right show how each of the three car parks will be improved.

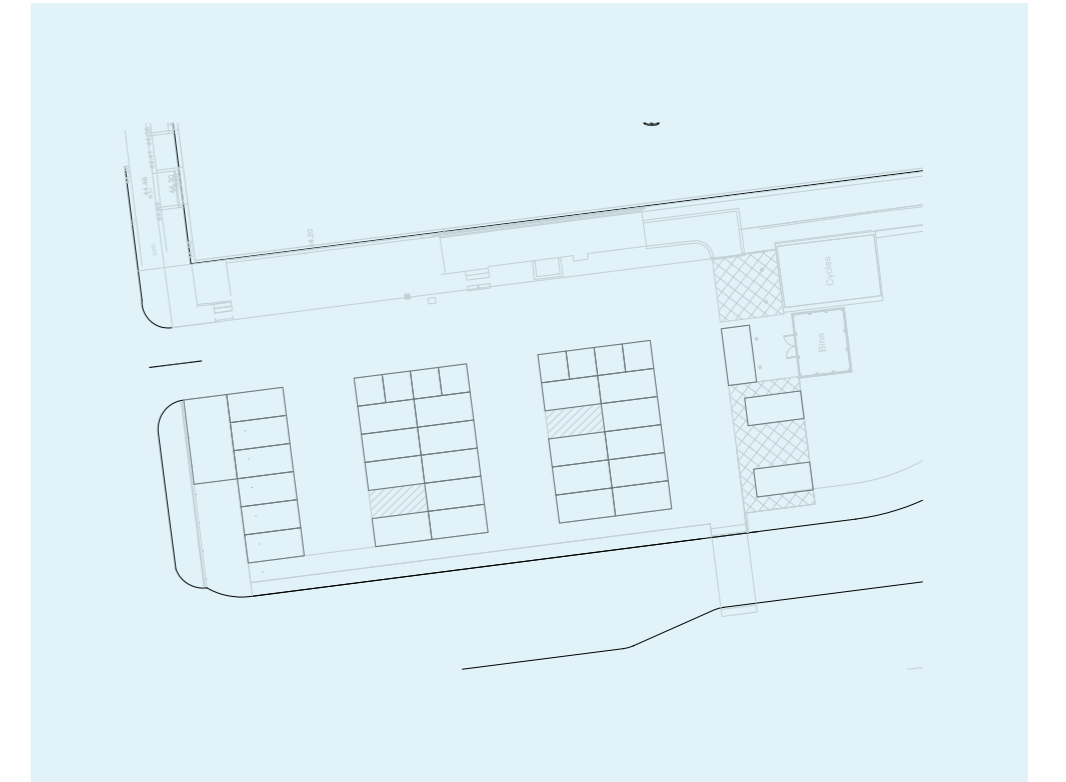
Existing



Gower Car Park existing layout

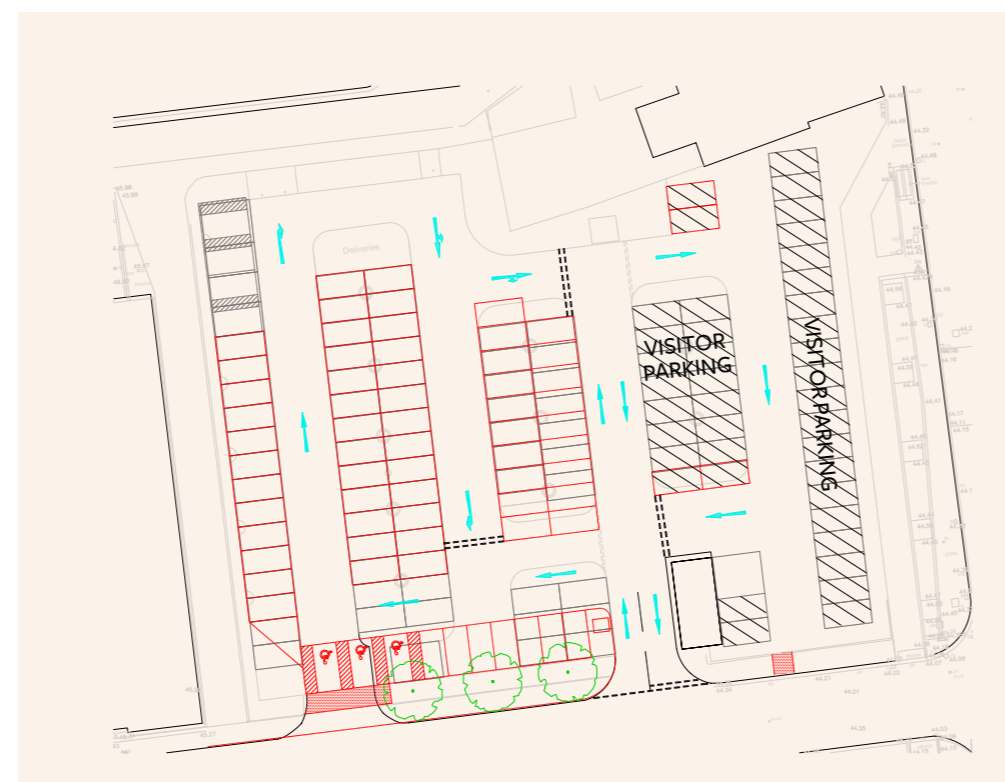


Broadlands Car Park existing layout (with contractor's compound)

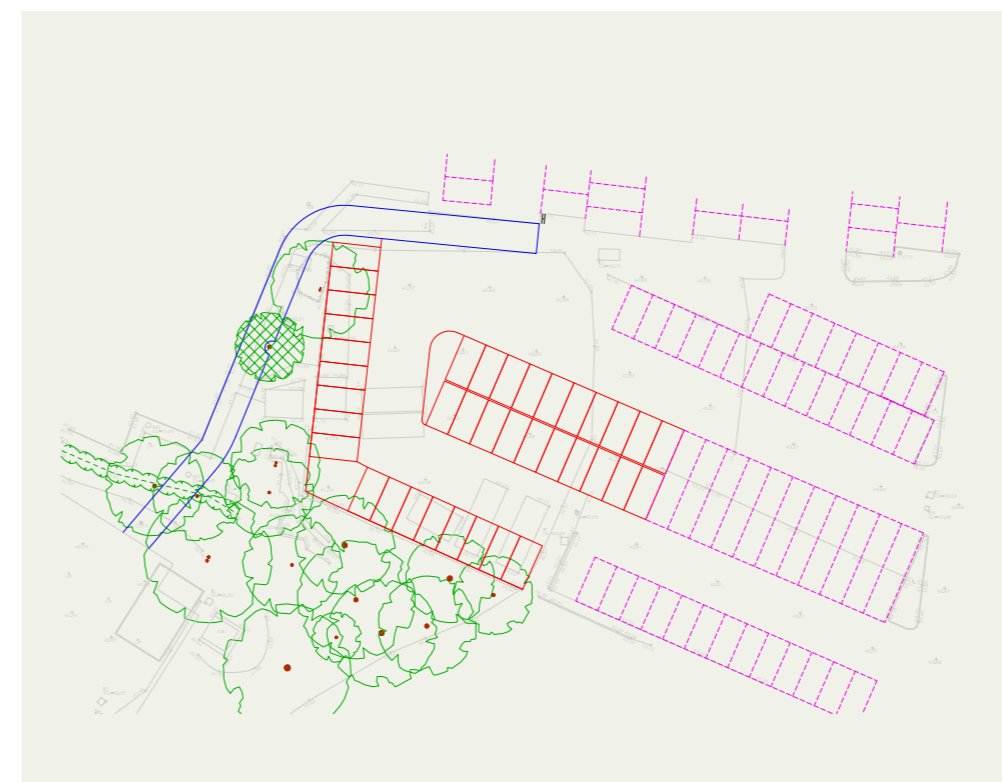


Upper Nuffield East Car Park existing

Proposed



Gower Car Park proposed layout with Visitor Parking shown in hatched



Broadlands Car Park proposed layout showing additional parking within the existing compound area



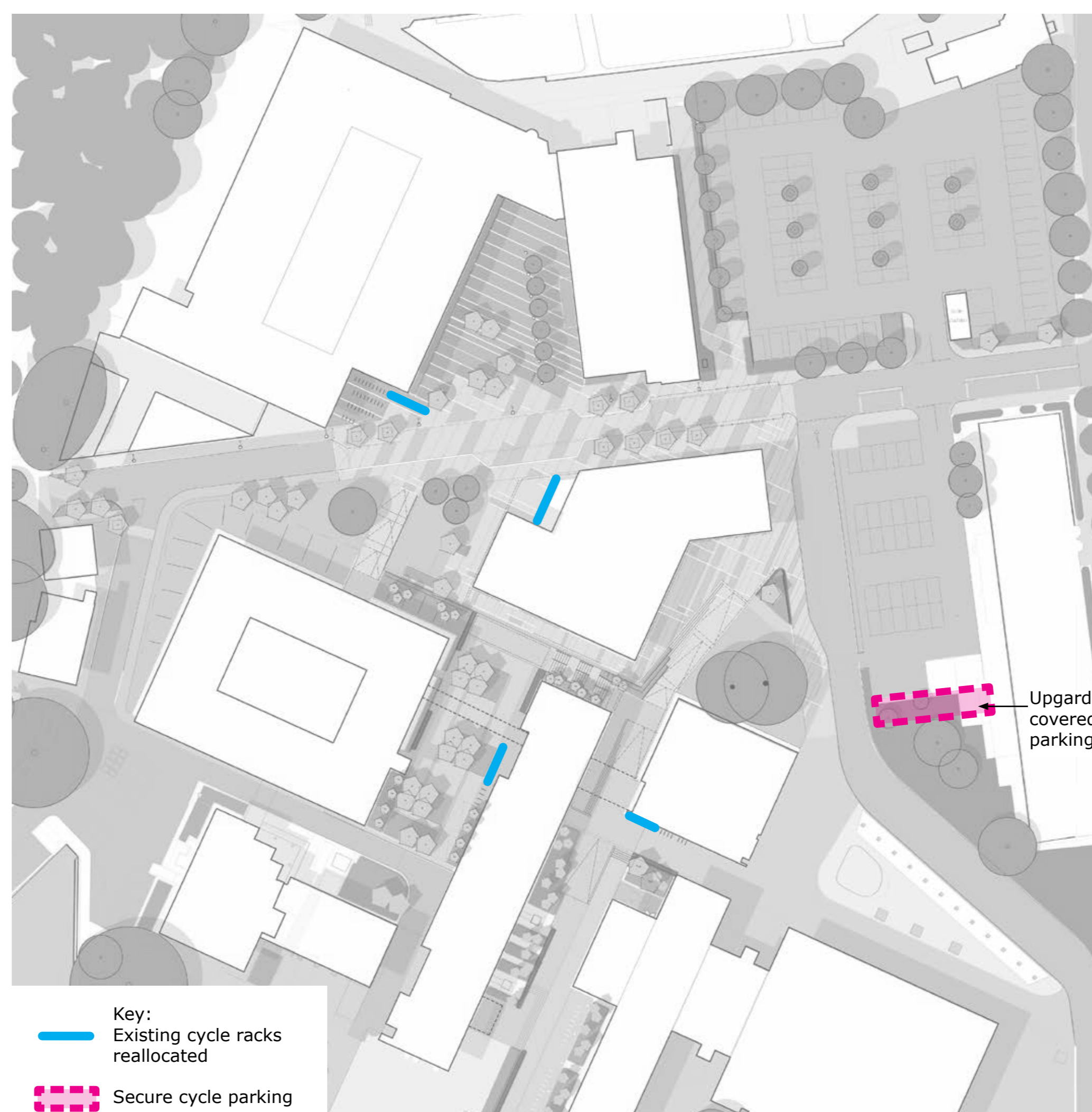
Upper Nuffield East Car Park with additional disabled parking spaces



Cycle parking

The project includes the re-location of 48 cycle spaces affected by the scheme. Additional cycle parking will also be provided around the campus in support of the wider Travel Plan. This will consist of cycle hoops and secure covered cycle stores.

Buses

The site of the new Centre was selected in part for its proximity to the bus interchange. This proximity promotes sustainable travel, in line with the University's travel plan, and ensures easy accessibility for public transport users. Uni-link bus services provide regular connections between all University campuses in Southampton, as well as the City Centre and both railway stations.



Key:
 Existing cycle racks reallocated
 Secure cycle parking

Upgraded secure covered cycle parking facility



Existing cycle storage compound to Nightingale car park to be upgraded

The University is committed to incorporating sustainability into all areas of its estate; this includes being energy efficient, reducing carbon, managing waste, promoting sustainable travel, and supporting ecology and biodiversity.

The University refers to a number of policies, including its Sustainable Buildings Policy, when developing new buildings. This ensures that new buildings are sustainable in their design, sustainable in their construction, energy-efficient in their operation, and achieve carbon efficiency through effective design.

One element of this is the University commitment to ensure that all new buildings seek to achieve an 'Excellent' rating from the Building Research Establishment's Environmental Assessment Methodology (BREEAM). BREEAM assesses sustainable value in a series of categories including low impact design, carbon emissions reduction, resilience, adaption to climate change and ecological value.

A number of measures have been included in the design of the new Centre in order to reach BREEAM 'Excellent':

- pedestrian routes
- bus route
- cycle routes
- - - revitalised public open space



LAND USE

- Increased density on the site, including increased building height, improves land use efficiency.
- Redeveloping brownfield land reduces the environmental impact of land use change.



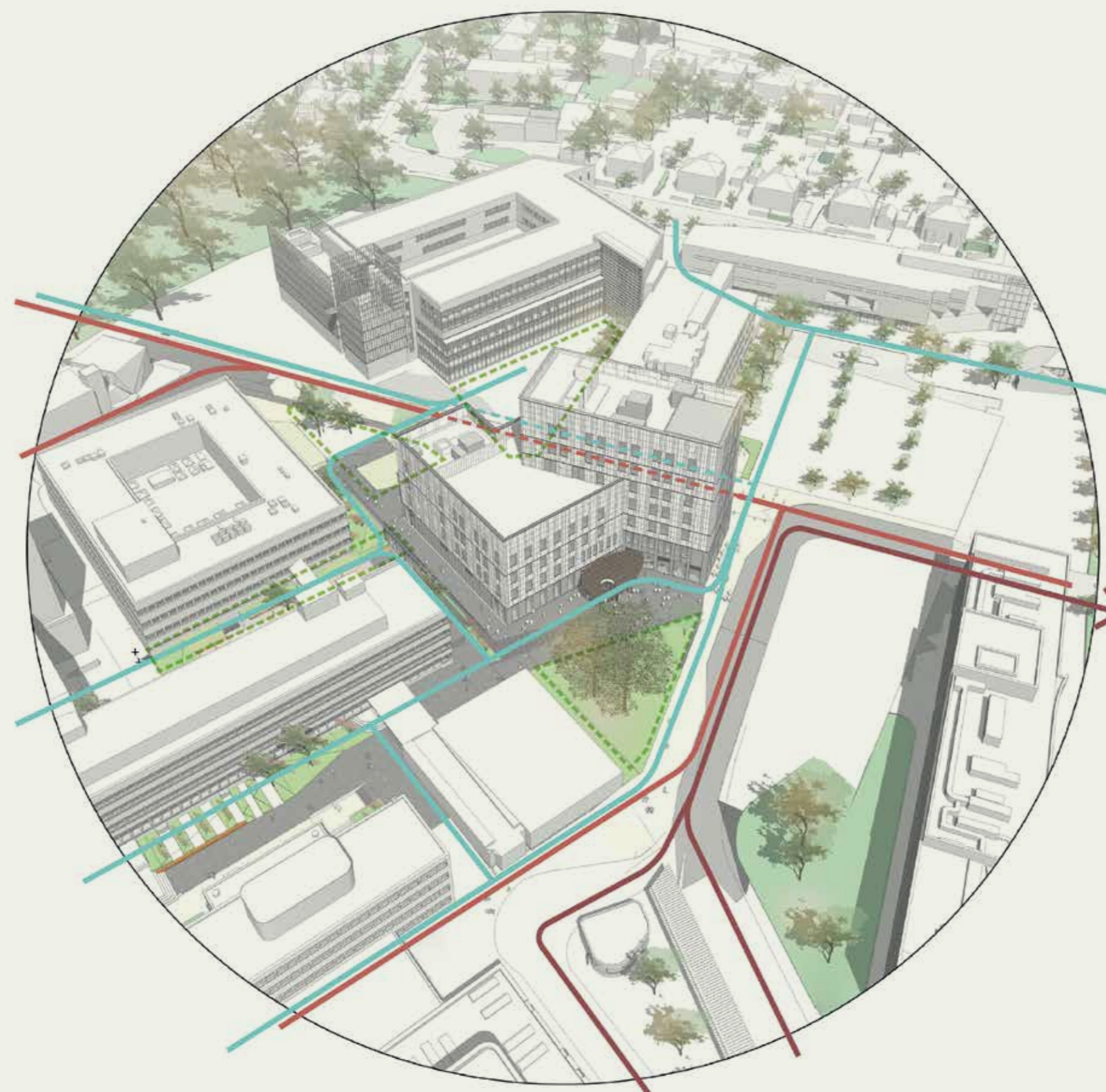
ECOLOGY AND BIODIVERSITY

- The landscape around the new Centre takes into consideration the University's commitment to maintaining, enhancing and creating habitats for the benefit of people and wildlife.
- Existing features of high ecological value, such as the mature lime trees, will be maintained and their setting enhanced.



ENERGY

- Heating and domestic hot water will be met through connection to the University's heating scheme which is a low carbon system.
- Thermal insulation levels will be increased beyond new build standards, reducing heat loss from the building.
- A very low air permeability will minimise heat loss through the building fabric.
- The design draws on natural daylight to reduce the need for artificial lighting.
- Energy consumption will be reduced through the use of energy-efficient lighting with timers, dimmers and zoning controls.



WATER

- Water-efficient taps and shower heads, dual flush toilets and low water use appliances will be used.
- Water metering and leak detection alarms will be installed to monitor and minimise wastage.



BUILDING SYSTEMS AND MANAGEMENT

- Seasonal commissioning will ensure the building systems operate efficiently throughout the year.



WASTE

- In developing the site, waste will be generated. The design process has considered this and will re-use material where possible to keep waste to a minimum.
- Waste recycling will be in line with the University's existing policies including its two bin recycling scheme and Warp-it, which to date have reduced carbon emissions from waste by over 4,000 tonnes.



GREEN CONSTRUCTION

- All timber will be procured from responsible forest sources.
- Buildings materials will, where possible, be sourced locally.
- The construction site will be managed in an environmentally sound manner concerning resource use, storage, waste management and pollution produced for the works.



TRANSPORT AND MOBILITY

- Sustainable transport will be encouraged for building users through providing improved and well-lit pedestrian routes and additional secure cycle parking, and through the building's proximity to the bus interchange.
- This will be supported by enhanced CCTV security.

A series of technical investigations have been undertaken in support of the redevelopment of the site for the new Centre.



Proposed view of the new building from the heart of the campus

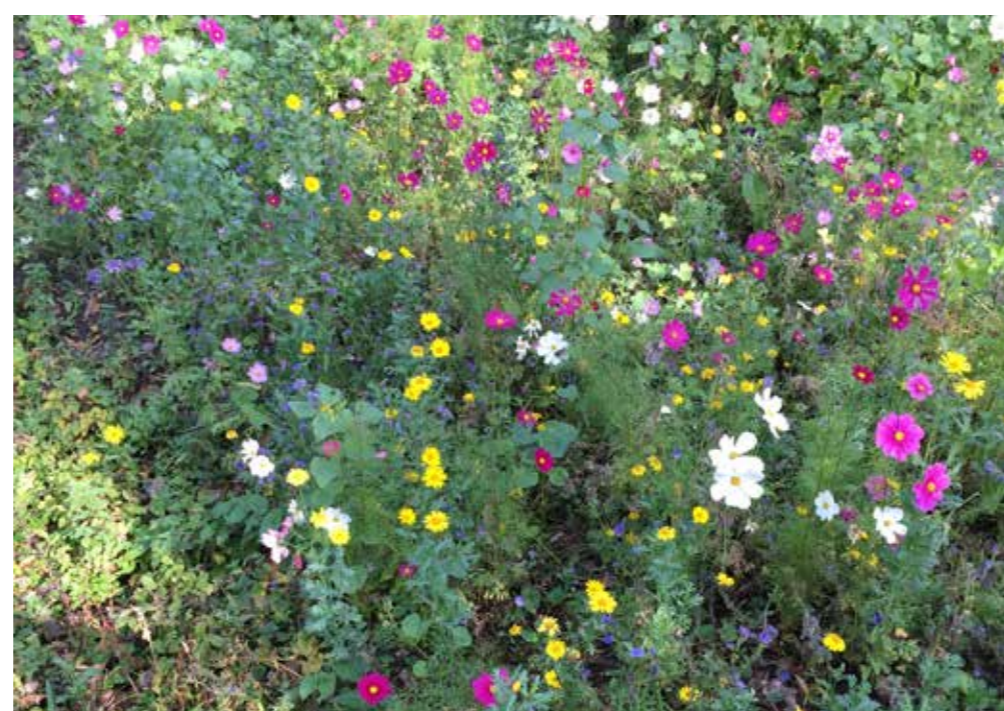


Flood risk and drainage

The site is in Flood Zone 1, at a low risk of flooding from all sources. A Flood Risk Assessment has been undertaken to ensure there will be no increased risk of flooding as a result of the development. Surface water runoff will be managed through sustainable drainage systems, which will attenuate water and ensure the post-development discharge rates do not exceed current rates, including allowance for predicted future effects of climate change. We are in discussions with Southern Water regarding the public sewerage network for the discharge of foul water.

Ground investigations

Geotechnical and Contaminated Land desk studies have confirmed that the risk of contamination is low to moderate. An intrusive ground investigation will be carried out on site to confirm ground conditions and inform any risk management measures which may be required.



Biodiversity and habitats

A habitat survey of the site has been carried out to assess the possible impacts on ecology. It is considered that there is no likely impact on habitats or species, the majority of which is of low ecological value. The scheme proposes wildlife enhancements and new planting on the site.

Walking and cycling

The site is well connected to existing pedestrian and cycle routes. Additional cycle parking will be installed as part of the development, and a new pedestrian crossing will be established on Salisbury Road to enhance pedestrian safety and improve sustainable travel choices in accordance with the Travel Plan.



Trees

Studies were carried out by an arboriculturalist to assess the type and quality of trees on site. The proposed strategy is to create a stronger and better quality tree planting strategy in this part of the campus. Poor quality and badly placed trees will be replaced by high quality native species as part of a holistic planting strategy.

Parking and traffic

There has been a review of parking on campus to redistribute lost parking spaces, which will ensure that the new building will not result in any change in the number of parking spaces, including disabled spaces. Salisbury Road has been redesigned to reduce the width of the road to encourage traffic to slow down and create a more pedestrian-focused space.



Archaeology

A desk top assessment has been undertaken which concluded that archaeological remains are unlikely to be found at the site. Ground investigations will be carried out to confirm this, and inform any measures which may be required to deal with archaeology.

10. Summary and next steps

Thank you for attending this exhibition. If you have any comments, please complete a feedback form or email estatedevelopment@southampton.ac.uk by Wednesday 23 December 2015.

Once this exhibition has concluded, the University will review all feedback and seek to finalise the detailed designs ahead of submission of two planning applications to the Council in December 2015. One of these will be for the proposed building and the other will be for the proposed works to Salisbury Road. The latter will support an application to de-adopt Salisbury Road so the University can implement the proposed landscaping and safety improvements.

Project timeline

October 2015

First public exhibition

December 2015

Second public exhibition

December 2015 / January 2016

Planning applications submission/consultation

Early 2016

Rearrangement of car parks

March 2016

Determination of planning applications

May 2016

Commencement of construction

Summer 2016

Demolition of Building 58a

Summer 2018

Expected completion of building

Autumn 2018

Building opens to students

