# 1. WELCOME BACK

UNIVERSITY OF Southampton

Thank you for coming to this exhibition to explain the University's forthcoming proposals for Highfield Campus.


University of Southampton Highfield Campus

## This exhibition follows on from the public consultation held in June this year, when we introduced the wider plans for our estate, including emerging plans for car parking arrangements at Hampton and on the former allotment site.

In addition to providing more detail on car park proposals, this exhibition will update you on the Estate Framework, including plans to remove the building that formerly housed the John Hansard Gallery and plans to replace the former Stile public house with a new landscape scheme to improve the entrance to the Campus.

This exhibition will:

- Recap on the rationale for consolidating and relocating parking
- Present the architectural proposals for a multi-storey car park on the Hampton site and the layout of surface parking on the former allotment site
- Summarise the findings of the environmental and technical studies undertaken to support these proposals
- Allow you to ask the team any questions and leave feedback

Contents of exhibition

# 2. ESTATE FRAMEWORK: OVERVIEW

The University is a significant asset to the City both economically and culturally. However, we cannot stand still if we are to continue to attract and retain the same calibre of teaching staff and students. An Estate Framework is required to guide the next stage of University development, providing research, teaching and residential facilities to ensure the University's staff and students continue to excel.

The University's investment plans can be characterised as restructuring and renewing its estate, to meet today's teaching, learning and research needs, as well as providing the right environment to underpin success.

Our Estate Framework is a long-term plan and covers Highfield Campus, Avenue Campus, Southampton General Hospital and our residential sites including South Stoneham House and tower. Highfield Campus is the primary location for change.

The plan below highlights the key projects identified through the Estate Framework for Highfield Campus. In order for these developments to be realised the University must first rationalise and consolidate existing parking in order to free up space for future development.

## The Highfield Campus: key projects and updates

**North Gower Car Park**
This site provides a strategic location for consolidating departments into new buildings to enable the gradual refurbishment or removal of older buildings. The gateway to the Campus will also be improved and an application to demolish the former pub will be made to improve this area.

**The existing Maths area**
Following the relocation of Maths to the Broadlands site, this area will be redeveloped for academic and research purposes, alongside improvements to public spaces. An application to demolish the former John Hansard Gallery, now at the end of its life, will be made shortly.

**Heart of Campus**
By enhancing the external landscape, incorporating academic uses and creating more activity, a stronger sense of arrival can be achieved within the centre of the Campus.


**Broadlands Car Park**
This site represents one of the most underperforming areas on Highfield Campus, dominated by surface parking and a poorly linked building. It is also the largest unconstrained development area remaining at Highfield and is proposed as the site of new specialist collaborative teaching and research buildings, including new accommodation for Mathematical Sciences.

**Car parking consolidation**
This exhibition will explain this project in detail.

**Engineering Square**
This project will involve the redevelopment of the Faraday Building and improvements to external landscape and circulation spaces in the surrounding area.

**South of Jubilee**
Proposals for this location will include the replacement of existing buildings and provide space for new University facilities. They will also aim to improve the approach and arrival experience at Highfield Campus from the south.

## Car parking: consolidation and relocation

Broadlands car park is currently a surface car park providing 414 spaces. For two decades this corner of our campus has been less attractive for our neighbours, visitors, staff and prospective students than other areas of the campus.

The Broadlands car park site represents a key future development opportunity for specialist collaborative teaching and research buildings, including the new facilities for Mathematics. However, before development can take place, the existing 414 car parking spaces currently provided at Broadlands must be relocated and Building 45 demolished.

To allow for the relocation of parking without displacing traffic into new areas, it is proposed to make efficient use of land already accessed from Broadlands Road, with the construction of a multi-storey car park at Hampton and the provision of a surface car park on the former allotment site. The development proposals for each site are explained in detail on boards 5 – 8.

Following the demolition of Building 45, the site will temporarily be used for parking during the construction phase of the new permanent car parks.

# 3. HIGHFIELD CAMPUS PARKING

Highfield Campus currently suffers from disparate and disjointed parking provision, with car parking of varying quantities in multiple locations. There are around 1,630 parking spaces across the Campus, which are available to permit-paying staff, disabled permit holders, pre-booked visitors and pay-and-display spaces. Ongoing contractor parking is also included within this figure and presently amounts to around 120 spaces.

Arriving at a settled car parking figure for Highfield Campus has been a long standing discussion with the City Council. In the 1980s a principle was established that car parking would keep pace with the growth of the University. Today, the Council's standards allow the University to have a maximum of 1,767 spaces available.

Once the various car parking proposals described in this exhibition are complete and the Broadlands car park is closed, the University will have approximately 1,730 spaces. The additional spaces are essential in order to off-set the impact of the Estate Framework on car parking at Highfield:

- The scale and number of construction projects mean the University will need to find more hardstanding for contractor car parks and compounds. This is vital if we are to ensure contractors do not cause an on-street car parking issue. The University has successfully managed this issue in the past
- Development planned under the Estate Framework will mean events and markets currently held in public spaces will need to temporarily move to other hardstanding areas in the centre of the campus. This will limit areas for contractor compounds and car parking
- The projects within the Estate Framework will inevitably reduce the amount of parking and servicing areas currently available centrally on Campus
- In particular, the planned infrastructure upgrades under the Estate Framework will be disruptive, with a number of campus roads and car parking bays closed down for extended periods
- The Estate Framework is still being developed and at this early stage it is not possible to be prescriptive about how many, and when spaces will be lost. Flexibility is essential as contractor parking will vary in size and location depending on development activities
- **The** Heart of Campus project is likely to include additional academic conferencing which could have a visitor parking requirement. These car parking applications have enough flexibility within them so as not to hinder future public space projects or the Heart of Campus project

The proposed level of parking will give the University flexibility over the next ten years, ensuring it has a sufficient number of spaces in the right locations to meet the challenges of the next decade, whilst ensuring it devotes enough land to support the construction process.


Highfield Campus existing parking and transport plan

Vehicular route

Parking

Disabled parking

Car park (Pay and display)

Pre-booked parking

Wheelchair route (unaided)

Wheelchair route (with assistance)

Footpaths

Bus stop

Bicycle path

Locked bicycle storage

# 4. UNIVERSITY OF SOUTHAMPTON SUSTAINABLE TRAVEL

## Within the City of Southampton, the University is one of the biggest contributors to sustainable travel and this is an ongoing commitment that we are proud of.

Our existing Travel Plan covers the period 2015-2020, and looks to build upon the successes of the 2010-2015 Travel Plan.

The Travel Plan sets out a series of measures to encourage staff, students and visitors to adopt more sustainable travel habits.

The University invests significantly in its Travel Plan with key successes being:

- A 7.2% reduction in staff car use for commuting, based on a 2010 baseline
- 4.1% increase in Unilink bus use and 3.6% increase in rail travel for staff commuting during the same period
- Continued reduction in student car travel, against a low baseline
- The Travel Plan currently includes 111 specific objectives, of which 41 have been completed, 53 are ongoing commitments

## Electric Vehicle Charging

The University is installing ten electric vehicle charging points across its estate, four of which will be on Highfield Campus in the Gower car park. This is a trial project to test demand for and management of electric vehicle facilities and is being delivered by JoJu Solar through Hampshire County Council's EV framework, which aims to bring consistency to infrastructure provision.

## Unilink

In September this year in conjunction with our partner, Bluestar, we launched a brand new fleet of buses. These provide a better, more comfortable service for staff, students and the local community, all enabled by the University's continued commitment.

The fleet of 32 buses represents an investment of over £7 million. Featuring a brand new design, each bus uses the latest Euro 6 low emissions engine – the newest and cleanest standard for diesel which complies with the City's Clean Air Zone Targets set to be introduced in 2019.


New Unilink bus

The launch of the new fleet of buses coincides with the latest award nominations for the Unilink service:

- The University of Southampton has been shortlisted for a prestigious Times Higher Award for Outstanding Contributions to the Local Community – winners will be announced on 29 November 2018
- **The service has also been shortlisted by the renowned** Green Gown awards scheme for benefiting society, specifically for Unilink's contribution to better air quality – winners will be announced on 8 November 2018

## Cycling

The University is engaging with the City Council's 'Cycling Southampton' strategy and is supportive of the objectives to improve cycle networks in the city. Cycling makes up a significant percentage of travel to, from and within the University estate in Southampton.

The local cycle network generally consists of quiet streets with a growing network of dedicated cycle lanes. In particular, Southampton Common provides a network of shared space paths for journeys south and west of Highfield.

The University provides both covered and uncovered bike storage facilities at all its campuses and residential sites.

A cycle hire scheme (YoBike) launched in Southampton in 2017. The University worked with Southampton City Council and the operator in advance of the scheme launching, and has continued to provide support to promote the scheme and boost uptake.

The University runs a Cycle to Work scheme, to help staff buy a bike for commuting at a reduced cost. Currently Cycle to Work is run with CycleScheme, with an increased uptake on previous years.

### Uni-Cycle

The University operates the 'Uni-Cycle' project, where bikes abandoned at the University are recycled and sold back to students and staff at a low cost (typically £30-£50 per bike).

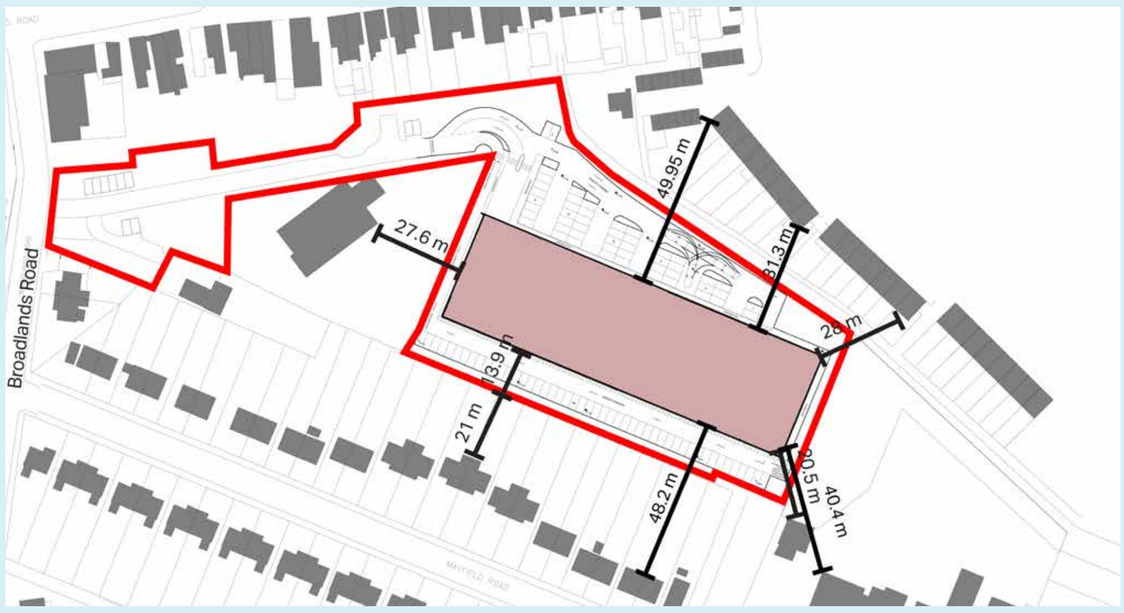
The project also provides free cycle spares to students and staff, discounted bike lights, helmets and D-locks, and a bi-monthly Bike Dr service. The project has attracted University and HEFCE funding, and has been shortlisted twice for a Times Higher Education award under the "Outstanding Contribution to Sustainable Development" category.

Bikes on Highfield Campus

# 5. PROPOSED CAR PARK: HAMPTON SITE

The Hampton site currently provides the University with 331 surface car parking spaces, accessed from Broadlands Road. The site has many mature trees around its perimeter. These will be protected and reinforced to screen the new building from surrounding residential properties.

The redevelopment of the Hampton site will increase the existing parking capacity of 331 spaces by relocating 383 from Broadlands car park. In total, the redevelopment will provide 714 parking spaces. Parking will be provided within a four deck multi-storey car park with some surface parking also available.




Context plan indicating distance of the multi-storey car park from neighbouring properties

Indicative view of north west corner of the multi-storey car park

## External Appearance

The structure of the multi-storey car park has been centrally located within the site and pulled back from the site boundary. The image above illustrates the distance of the structure from the site boundary and the closest neighbours beyond.

The highest elements of the car park are the roofs of the two staircases, which are around 13m above ground level. The four parking decks all sit below this height as shown on the cross section plan below. The surface of the top deck is around 10m above ground level.

The distance of the multi-storey car park from surrounding streets means it will not be readily visible. Existing trees and a series of strategically located new trees will screen and filter views from surrounding properties.

The architects have selected sustainably sourced timber for the exterior, creating a softer and more natural aesthetic compared to other more urban materials. Timber slats are proposed on the north and south elevations; timber effect panels installed in a "hit-and-miss" arrangement on the east and west elevations; and aluminium panels for the two sets of stairs.

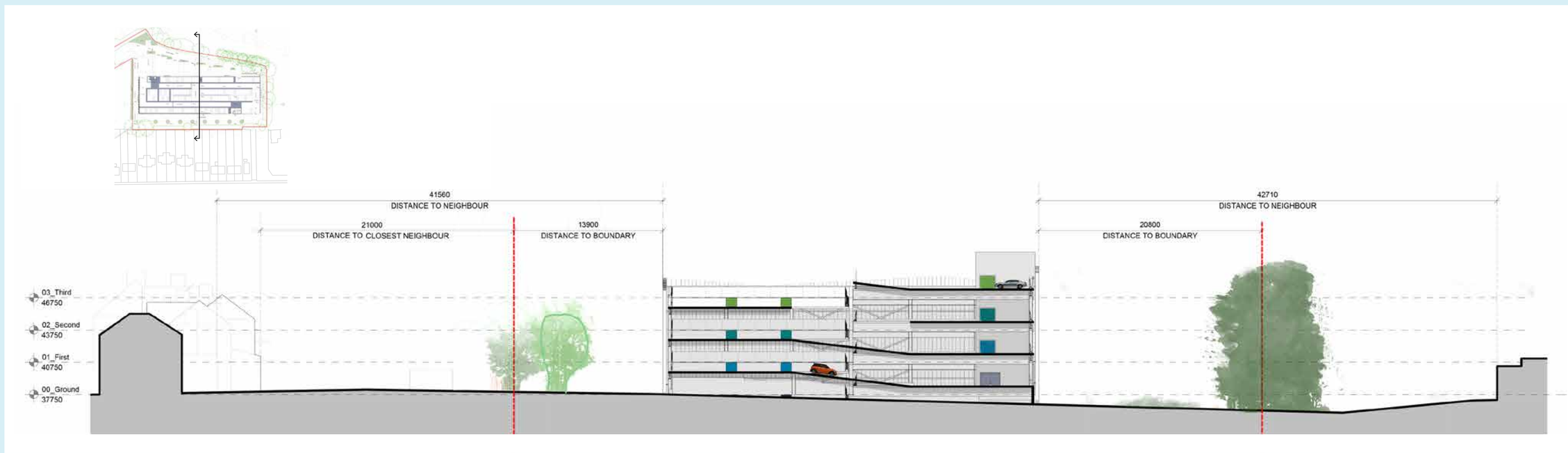
Timber slats in a linear arrangement

Aluminium panels in a solid arrangement

Timber effect panels

The distance between the timber slats and panels varies on all elevations, to provide visual interest. However, in areas which are likely to be well trafficked, such as the ramps between levels, the slats are tightly spaced and placed on a 45 degree angle to limit external views of moving cars.

A galvanised steel barrier of 1.1m in height has been installed at each level inside the building to prevent car headlights shining out.

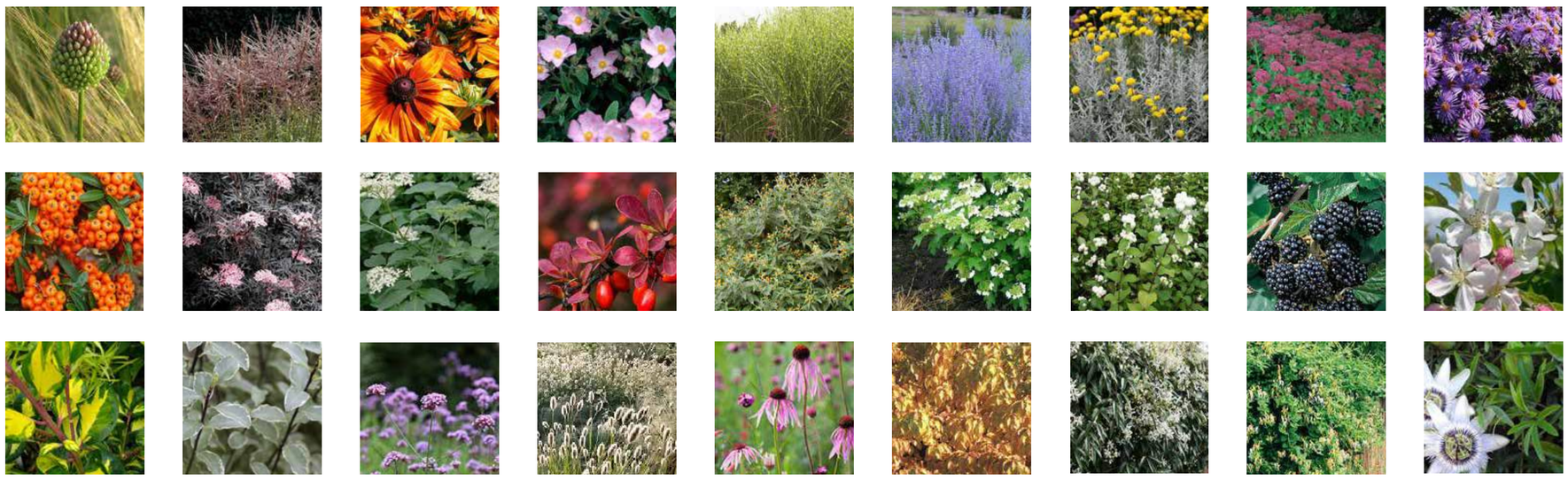



Proposed cross section

# 6. PROPOSED CAR PARK: HAMPTON SITE

## Landscape

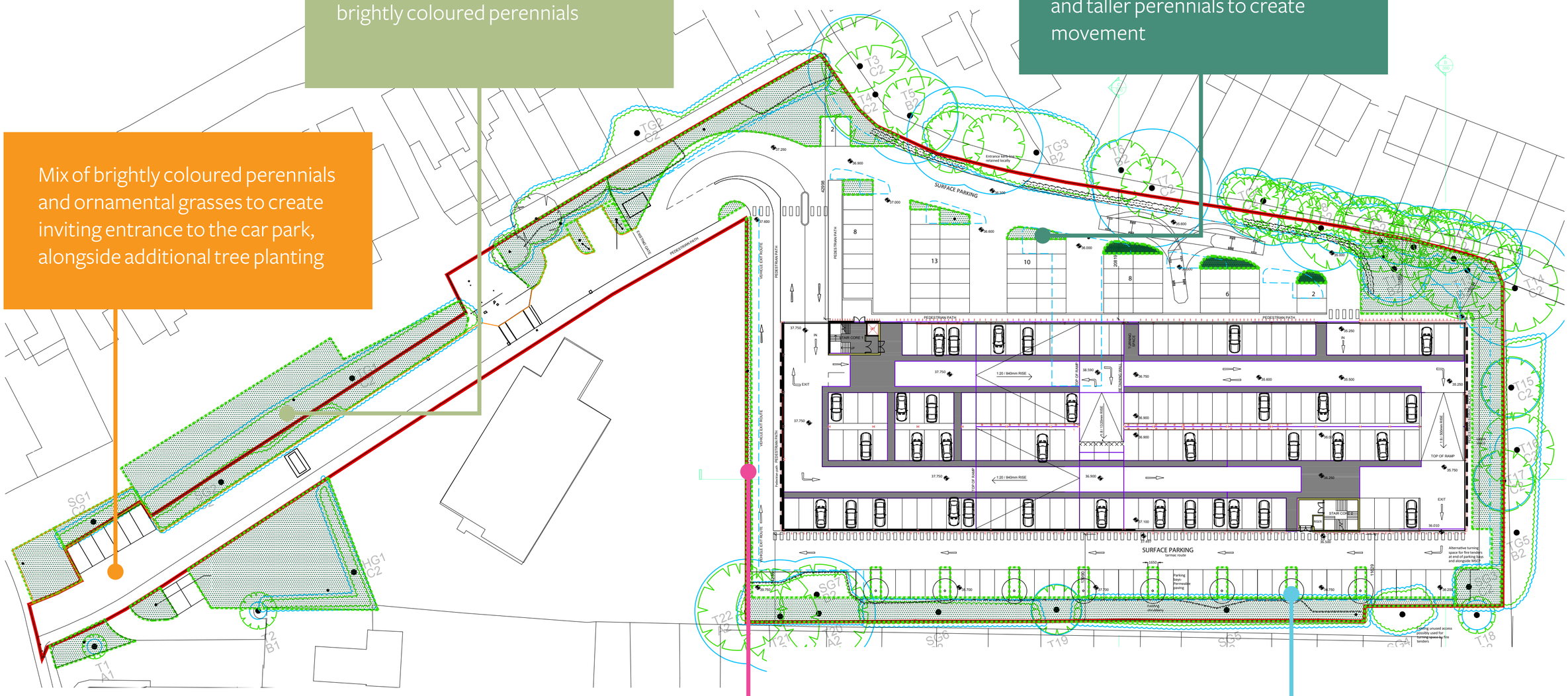
The landscape proposals have been developed to reduce car parking potential in favour of significantly enhancing the environment for users, increasing opportunities for biodiversity and bolstering boundary planting to limit the visual impact of the car park. Evergreen planting is proposed to provide all year coverage.



Existing hedge to be retained and low clipped hedge added featuring brightly coloured perennials

Repeated planting at ends of parking bays including grasses and taller perennials to create movement

Mix of brightly coloured perennials and ornamental grasses to create inviting entrance to the car park, alongside additional tree planting




Evergreen trees to provide all year screening of the multi-storey car park at an elevated level. Semi mature specimens to be planted (6 – 8m in height) which will grow and be maintained at 15m

Existing fence retained and evergreen and semi-evergreen climbers planted at foot of railings to soften appearance of security fence and create green barrier


Image of entrance to Hampton indicating the colour and variety of proposed planting

## Access

The existing access arrangements to the site will not change, with cars and pedestrians continuing to enter and exit via Broadlands Road.

Vehicles will ascend the multi-storey car park on its south-eastern side and descend in the northwest. Vehicle ramps will be located in the centre. The car park's structural frame has been carefully designed to limit the number of columns required and the generous parking spaces will be 2.4m wide by 5m long.

Stairs are included in the northwest and southeast corners of the multi-storey car park, providing pedestrian access to all levels, with a lift located adjacent to the northwest stairs.

CCTV and lighting are included as part of the design to ensure a safe and secure environment is created for users and neighbours.

On completion, the University will be in a position to consider using the car park to support community and public events including those held at Nuffield Theatre and Turner Sims at weekends, particularly at Christmas and Easter.

## Sustainability

The design and layout of the car park also provides the University with the ability to consider the future installation of electric vehicle charging points for cars, should the trials being undertaken on Highfield Campus be successful.

# 7. PROPOSED CAR PARK: FORMER ALLOTMENT SITE

UNIVERSITY OF Southampton

The former allotment site behind Broadlands Road has been vacant for some years, and is allocated as part of the University Development Area in the City's Local Plan. The University acquired the land via a land swap arrangement and the allotments were relocated to a better site on Brickfield Road.

Residential properties lie to the east of the former allotments and University facilities surround the site on all other sides.

The site will provide 130 surface car parking spaces to compensate for the future loss of the Broadlands car park and the impact of Estate Framework development.

A wooded area lies to the west primarily consisting of self-seeded specimens. Some of the trees are subject to Tree Preservation Orders (TPOs). Some scattered tree coverage lines the eastern boundary separating the site from the residential properties beyond.

The site slopes significantly from north to south by approximately 7m and from east to west by 4.5m.


Proposed site plan indicating trees to be removed (in red)

## Access

As no vehicle access presently exists, a new access point will be provided from Broadlands Road into the northeast of the site. Pedestrian walkways are included along the road and across the car park, leading to three pedestrian access points: one at the northwest linking into the Broadlands site; a woodland path linking northwards; and a new pedestrian bridge over the ditch to the west, providing a direct connection into the centre of Highfield Campus.

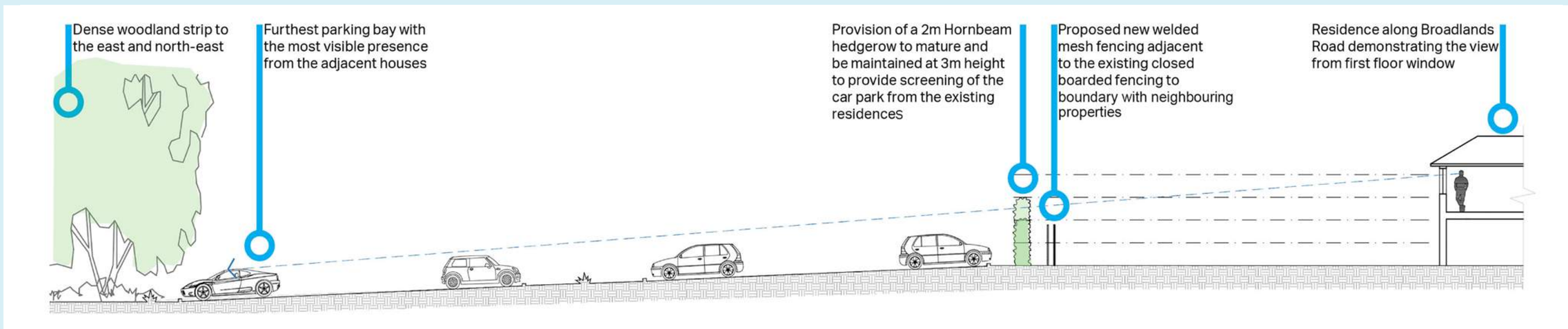
The proposed car park will use a one-way circulation system to make it safe and efficient. As with the new Hampton car park, parking spaces will be 2.4m wide by 5m long.

CCTV and lighting are proposed to ensure a safe and secure environment is created for users and neighbours and, once completed, the site will be frequently policed by University security personnel and car parking staff.

## External Appearance

Protecting the residential amenity of neighbours, particularly those to the east, has been a key consideration of the design.

The proposed layout for the car park reduces the steep gradients on site, however slopes east to west and north to south remain. As a result, parking slopes away from the residential boundary, limiting views of the site from and into neighbouring properties.




Indicative cross section

# 8. PROPOSED CAR PARK: FORMER ALLOTMENT SITE

UNIVERSITY OF Southampton

## Landscape

The landscape design will improve and enhance the environment for users of the car park, increase opportunities for biodiversity and bolster boundary planting to limit any visual impact as a result of the development.

To enable the development to take place, it has been recognised that some trees will have to be removed. The design team has carefully considered the local environment, enlisting the input of an arboriculturist to advise on the quality of the trees in the woodland area.

The necessary loss of trees with TPOs has been carefully considered and is balanced by the poor quality of the trees to be removed and the planned high-quality replacement planting. A Woodland Management Plan has also been proposed which will significantly improve the quality and health of the remaining, good quality specimens within the western woodland area. Access into and biodiversity within the woodland area will be enhanced for staff, students and visitors and members of the public through the incorporation of a safe woodland path, providing a connection from the site to the north.


Indicative image indicating the view north between the proposed parking and the wooded area

Woodland to be thinned as per Woodland Management Plan. Woodland edge to be weeded and mulched with bark. Planting of woodland shrubs and small trees to create a diverse habitat. Some ornamental planting and bulbs as setting to new bridge.

Hornbeam hedge to create green screening to boundary. Maintained at 3m height in maturity to provide screening effect. Hedge to be supported by welded mesh fence.

Areas under trees to be retained will be cleared of weeds and covered with bark mulch. Underplanting of spring bulbs.


Area of drought tolerant grasses book-ended with herbaceous perennials to form a stylised meadow. Grasses blend into mixed planting.

Removal of weeds and rye grass from under trees and replacement with grass and woodland wildflower/grass mix suitable for heavy shade, to increase biodiversity and reduce maintenance requirements.

# 9. ENVIRONMENTAL CONSIDERATIONS

UNIVERSITY OF Southampton

To inform the design process, and to test the impact of the proposals, a number of environmental and technical assessments have been commissioned, the findings of which are summarised below.

## Ecology

The former allotment site comprises grassland and a block of broadleaved woodland. The habitats on site have been shown to support a population of slow worms and are used by foraging bats and hedgehogs.

The woodland will be retained, enhanced and managed under a Woodland Management Plan. This aims to minimise the impacts on bats and hedgehog when combined with a sensitive lighting strategy. Bird boxes, bat boxes and deadwood habitat suitable for stag beetle are proposed within the woodland to enhance biodiversity. The slow worms found on site are being relocated off site to a suitable location which will be actively managed for conservation.

The existing Hampton car park is dominated by hardstanding and limited areas of ornamental planting. The habitats offer negligible/low ecological value. The boundaries of the site, notably the northern boundary, comprise a mature tree line which has been identified as being used by low numbers of foraging/ commuting bats.

Mature trees will be retained meaning there will be no significant impact on bats. Bird and bat boxes are proposed to be included and the planting on site will be native or of wildlife value and will seek to maximise biodiversity.

## Flood Risk & Drainage

Both the Hampton and former allotment sites are located within Flood Zone 1 which means they are at low risk of flooding from all sources.

The proposed drainage strategies for both sites mimic existing drainage flows, meaning there will be no change to the amount, or speed, of rainwater run-off from either site as a result of development.

The drainage proposals for the Hampton site include petrol interceptors which rain water run-off will pass through to ensure potential pollution from the car park is controlled, before it enters the drainage system.

The drainage strategy for the former allotment site includes permeable parking bays that will allow rainwater to drain through them. This will slow the water down and store water before it flows off site to the neighbouring watercourse at a controlled rate. Permeable parking bays will also control the quality of the water entering the watercourse, ensuring that potential pollution from the car park area is controlled.

## Transport

To support the planning applications, an assessment of the local road network in ten years' time, with and without the proposed car parks, has been undertaken. To complete this parking surveys were undertaken within the local area, along with a survey of the Broadlands Road/Burgess Road/ Violet Road junction, to understand the number of vehicles using the junction and which way vehicles travel. The assessment demonstrated that at the signalised junction of Burgess Road/Broadlands Road/Violet Road small changes in the traffic signal cycle time could sufficiently accommodate the small increase in traffic resulting from the proposals. Queues on the local road network were not significantly affected by the changes.

As the proposals principally focus on the relocation of existing parking, it is anticipated that the majority of trips will continue to travel to and from the north via Burgess Road.

An assessment of the accesses for both car parks has been completed, which demonstrates that there would not be significant queuing on either the access roads or Broadlands Road and therefore there would be no additional delay along Broadlands Road relating to the proposals.

## Noise

A noise survey at both car park sites has established that existing noise levels are dominated by nearby road traffic noise and overhead aircraft flights.

The future noise levels from the new car parks have been acoustically modelled to include effects of the numbers of cars using the car parks, the distances to nearby residences and the acoustic attenuation provided by the walls of the multi-storey car park at the Hampton site.

At both car parks, the modelling showed that increases from existing car parking noise levels due to additional car movements will be small and have an overall effect on the existing ambient noise levels of less than 1dB, which is not considered to have a significant impact.

## Archaeology

The Hampton site and former allotment site sit within 'The Rest of Southampton' Local Area of Archaeological Potential (LAAP) as defined by Southampton City Council.

Archaeological Assessments have been prepared for both sites to assess their archaeological potential, which was concluded as negligible to low.

No areas of archaeological risk were identified within the former allotment site and its steep gradient is likely to preclude any meaningful archaeological activity in this location and consequently there are no recommendations for further archaeological investigations at this site.

The archaeological potential for the Hampton site is considered to be low although the potential for remains cannot be dismissed. Therefore, it is recommended that archaeological monitoring should be undertaken during construction. The scope of this will be agreed with Southampton City Council as part of the planning application.

## Air Quality

An Air Quality Assessment has been undertaken looking at existing and proposed development scenarios.

The image below identifies all locations (receptor sites) where air quality modelling was undertaken. The Assessment focuses on the main pollutants of concern, which are nitrogen dioxide ($NO_2$) and particulate matter (PM10 and PM2.5).

Once the new car parks are operational, the assessment shows that while the concentrations would very marginally increase at some receptors and decrease at others, the magnitude is so small that the effects can be said to be "not significant". This significance is determined by using industry standard guidance to classify any change in pollutant concentrations to determine the significance (whether significant or not significant). The analysis shows that the change in concentrations between future year scenarios were very small and no greater than <0.2ug/m3 of $NO_2$, which based on the guidance, is small enough to be considered not significant.

During the construction phase, the impact of dust can be controlled using industry-standard mitigation techniques such as dampening down surfaces, cleaning roads etc. On site and off site inspections will be undertaken to ensure dust mitigation is working appropriately.


Air quality modelling receptor sites

# 10. NEXT STEPS

Thank you for coming to this exhibition to review the University's proposals to rationalise our car parking.

The redevelopment of the Hampton site and the development of the former allotment site are strategically important projects for the University as they are critical to unlocking academic and research facilities within the main Campus, as identified by the Estate Framework.

The phasing and delivery of the car park projects is still being determined, however the first piece of work will be the demolition of Building 45. This site will be redeveloped to provide 75 temporary car parking spaces which will support the delivery of the permanent parking facilities at Hampton and on the former allotment site.

Other early enabling projects to be submitted for planning consent as part of the Estate Framework include:

- The demolition of the former Stile public house and the redevelopment of the site to enhance the entrance to the University from Burgess Road, providing improved outdoor public space

- The demolition of the building that formerly housed the John Hansard Gallery and the redevelopment of the site as surface parking to balance those spaces lost around the Maths tower


Over the next few weeks we will be reviewing the feedback received as part of this exhibition and finalising the documents required to support the submission of individual Full Planning Applications for the Hampton and former allotment sites to Southampton City Council.

These applications are due to be submitted in mid-late November and anticipated to be determined by Southampton City Council by Spring 2019. The demolition of Building 45 is intended to progress in April 2019 followed by the construction of the permanent car parks. The overall project is hoped to be complete by October 2020 at which point Broadlands car park will be closed.

If you have any comments, please fill out a feedback form. Alternatively, all the information displayed today can be found at www.southampton.ac.uk/estatedevelopment and comments can be emailed to estatedevelopment@southampton.ac.uk until 12 November 2018.