Edgbaston Central Campus Development
Hybrid Planning Application

Shaping Our Future
‘Our challenge is to become a leading global university.’
Professor David Eastwood, Vice-Chancellor

Central Campus Masterplan

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Hybrid Planning Application
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1.0 Introduction

This document is the University of Birmingham's Masterplan for the Edgbaston Central Campus and is submitted as a supporting document to the University's Hybrid Planning Application. The Masterplan forms a part of the University's Estate Development Framework, which is a strategy for the long term development of the whole University Estate.

Figures 1 and 3 show the location of Edgbaston Campus.

The Central Campus Masterplan provides proposals for the main area of the campus shown in Figure 2, which is bounded by Edgbaston Park Road to the east, the Selly Oak New Road to the south and the Worcester and Birmingham canal and railway to the west. It includes the south tip of the Vale and the Pritchatts Road Car Park.

Proposals for other areas of the University’s Estate are independent of the plans for Central Campus and this Masterplan does not include the University’s Medical School site to the west of the railway, where proposals are currently being developed with the University Hospitals Birmingham NHS Foundation Trust, the Pebble Mill Site or the Selly Oak Campus. Similarly the Masterplan does not include the area of student residences at the Vale in the north of the Edgbaston campus, and the conference facilities on Edgbaston Park Road.

The first stage of the Central Campus Masterplan will be delivered by the projects that form the Hybrid Planning Application. The Design and Access Statement is a separate document that describes each of the projects.

Separate Planning Applications will be submitted in future for projects not covered by the Hybrid Application, including ongoing refurbishment of existing buildings. Further information is included in Section 9.3 of this document.

1.1 Masterplan for the Central Campus

The University has approximately 34,000 students and staff. The purpose of the Estate is to support the University’s activities both within the campus and in the wider community, and the University’s Estate Development Framework (EDF) aims to provide an attractive and effective campus - an inspiring place to work and socialise. The appearance and character of the Estate also contribute to the success of the University and play an important part in attracting students, staff and also funding. The University is an important institution within the City of Birmingham and the campus is an integral part of the City. It is the physical expression of the University, reflecting its academic standing and contribution to the City. The EDF promotes further integration with the surrounding community.

The Masterplan provides a structure for long term, phased development of the central area of the campus through coordinated strategies for urban design, landscaping and ecology, heritage and conservation, movement, transportation and parking. These strategies provide a framework for coherent development and promote an appropriate visual and social character for the University campus.

This Masterplan represents only one phase in the history of the University Estate. It responds to the past masterplans and lays a sound basis for the future. The Masterplan has to be flexible to allow the University to respond to new opportunities and initiatives as they arise. The Masterplan is a ‘live’ document that will be reviewed and updated at regular intervals.

The Masterplan has been developed over several years and an interim document was discussed with Birmingham City Council in 2007. The current Masterplan has been discussed in detail with the Planning, Highways and other Authorities and with a wide range of stakeholders and members of the public.
Figure 4: Model of existing campus - birdseye view.
2.0 The University’s Vision - Shaping our Future 2015

The University of Birmingham grew out of the radical vision of our first Chancellor, Joseph Chamberlain, to create a new model of higher education. Founded in 1900, Birmingham was England’s first civic university where students from all religions and backgrounds were accepted on an equal basis. It was a University built for the city, by the city. This vision is still true today.

Birmingham is a University of national eminence and global reach, and we cherish our civic roots. From its origins in 1900, the University has grown to be a major provider of higher education in the UK and a one of region’s largest employers.

The University has a campus population of 28,000 students and 6,000 staff from over 150 countries and our regional economic impact is in the region of £800 million.

The most recent Research Assessment Exercise confirmed Birmingham’s position as the West Midlands’ top university: 90% of the University’s research has global reach, meaning it is recognised internationally in terms of its originality, significance and rigour; Birmingham was ranked in the top five for its research in Primary Care, Cancer Studies, Psychology, Sport and Exercise Sciences, Music, European Studies and Physics; and we are ranked 12th in the UK overall (out of 159 institutions) in the Research Fortnight University Power Ranking, based on the quality and quantity of UK universities research output.

The University’s principal campus is at Edgbaston, with its clock tower a landmark in south-west Birmingham. It also has a major campus located in Selly Oak. These campuses enjoy strong connections with the city centre and surrounding local areas. In addition to research, teaching and residential accommodation, the Edgbaston Campus is home to the world-renowned Barber Institute of Fine Art and the Winterbourne Botanic Garden which attract significant visitor numbers each year.

The University of Birmingham plays an important role in the success of Birmingham and the West Midlands region and is a key attractor of talent and skills. Our commitment to rigorous academic curiosity, forming ideas through the crucible of debate, and opening them to challenge ensures that we produce exceptional graduates. Combined with highly impactful research the University makes a significant contribution to society and the global economy.

The University’s Strategic Framework, ‘Shaping our Future 2015’, sets the context for purposeful investment that will help transform the University’s performance. It outlines the Vice-Chancellor’s vision for the University to become a leading global University by 2015, recognised by our peers as being both a dominant intellectual force, and the destination of choice nationally and internationally. To deliver this vision, and to attract the very best staff and students, we must invest in an inspirational, high quality, and sustainable environment in which they can flourish and excel. Birmingham’s student experience must be distinctive and of an ever higher quality.

The University estate is one of our greatest assets and is an important physical expression of its academic standing. Through its Strategic Framework, the University has committed to using its financial strength to invest in our estate and infrastructure, enriching the quality of our buildings, and providing a world-class environment to attract and retain the very best students and staff. As part of this investment we are also committed to achieving a 20% reduction in carbon emissions by 2020, while at the same time preserving the iconic cultural heritage embodied by our historic estate.

The University acknowledges that the quality of its offer must continually improve, and that academic quality and student experience must be maintained and enhanced, in order for Birmingham to compete at the very top end of the global Higher Education market in the long-term. The projects in this planning application are intended to directly support that central aim.

It is against this backdrop that the University is commencing a new phase of investment in the Edgbaston campus, with the proposals set out in this application.
3.0 Planning Policy Summary

The majority of the Edgbaston central campus is not afforded any policy designation in the adopted Birmingham Unitary Development Plan. Chapter 16 makes reference to the University’s Edgbaston Campus with paragraph 16.12 stating that:

“The University of Birmingham is a major academic and research institution. Proposals to expand its teaching and research facilities will increase its attractiveness nationally and will be encouraged provided that they are consistent with other policies in the plan.”

The only part of the campus which does have a policy allocation is the Pritchatts Road car park site. The Plan allocates this site as I38 and states that “...there are now further opportunities for expansion [of the Birmingham University Research Park] on land adjacent to the Research Park (Vincent Drive/Pritchatts Road), which will be developed for high technology industry”. (paragraph 16.12)

Birmingham City Council are preparing their Local Development Framework. The Core Strategy will ultimately replace the UDP. The current timescale for the production of a Core Strategy is that a draft document will be published in October 2012. A draft Core Strategy was issued for consultation in October 2010. This document made a number of references to the University and to education institutions in general. Draft Policy SP52 supported the development and expansion of the city’s Universities; Draft Policy S5 supported the enhancement of the University of Birmingham’s facilities.

The Selly Oak Local Plan (SOLAP), although now a number of years old, also provides adopted planning policy guidance for the University’s Edgbaston Campus. It recognises the importance that the University makes to the economy of the City and the local distinctiveness of Selly Oak. Policy 10.24 supports environmental improvements within the campus and new student accommodation (on identified sites), research and teaching facilities. The SOLAP identifies the site at Grange Road as being suitable for development for student accommodation.

4.0 The Existing Campus

4.1 Location of the University Edgbaston Campus

The main University campus is located south west of the centre of Birmingham at Edgbaston. Historically the campus is centred on the 100m tall Chamberlain clock tower and the grandeur of the semi-circular Aston Webb Buildings. The campus is divided by the railway and canal and, to a lesser extent, by the public roads which run through the estate. The Masterplan responds to the setting and context of the estate and to the character of the developments which lie beyond its boundaries. It aims to enhance the public presence of the University, reinforcing connections with the surrounding community.

4.2 Protected Buildings and Landscapes

Figure 7 opposite shows the current planning context with statutory designations and protected buildings and landscapes on and adjacent to the campus, which are addressed in the development proposals.

There are a number of Listed Buildings on campus, as well as Metchley Roman Fort – a Scheduled Ancient Monument in the area of the hospital and West Gate. Much of the northern half of the campus lies within the Edgbaston Conservation Area.

The Vale is also registered as a Park and Garden of Special Historic Interest (Grade II) as well as having a local designation as a SINC (Site of Interest for Nature Conservation). Edgbaston Pool, outside the campus in Edgbaston Park, is designated as a SSSI. The Birmingham and Worcester Canal is also a SLINC. Bourn Brook to the south of the campus is also recognised as having importance as a linear open space.
4.3 The History of the University Estate

The heritage of the campus and the impacts of the proposed masterplan are addressed in detail in the Strategic Heritage Assessment, prepared by Alan Baxter & Associates. This extract outlines the historical development of the University’s Edgbaston campus.

The site now occupied by the University of Birmingham’s Edgbaston campus was previously part of the Calthorpe Estate, and was donated to the University in 1900 by the sixth Baron Calthorpe. The new campus was laid out by Aston Webb and E. Ingress Bell, and comprised a semi-circle of buildings radiating out from a detached campanile based on the Torre del Mangia in Siena.

In the 1920s, following a further donation of land to the University by the Gough-Calthorpe family, the campus was extended to the north by William Haywood, who introduced a tree-lined avenue extending from the original Webb & Bell buildings to a new entrance on a re-aligned Pritchatts Road.

Following the Second World War, the University appointed Verner O. Rees to draw up plans for the further expansion of the campus. Rees placed the new Library across Haywood’s avenue, a controversial move and one which was fundamentally to re-orientate the layout of the University from this point forward.

In 1957, Hugh Casson and Neville Conder were appointed to plan the further development of the Edgbaston site. Their plan organised the teaching area into informal squares, whilst a new ring road was provided within the campus. The masterplan also included the laying-out of a parkland site to the north – ‘The Vale’ – with halls of residence. Casson and Conder designed some of the new buildings themselves, but they also brought in several other high-profile modernist practices, including Howell, Killick, Partridge & Amis, Arup Associates, Chamberlin, Powell & Bon and H.T. Cadbury-Brown. The University has continued to add further accommodation ever since, the most recent being the new Bramall Music Building by Glenn Howells Architects, scheduled to open later this year.

4.4 Legacy of the Previous Masterplans

Figure 9 shows the original masterplan carried out by architects Aston Webb and Ingress Bell in the early 1900s. The first buildings are monumental, forming a semi-circle with the clock tower at their centre. They express pride and confidence and, even though the plan has not been completed, still form a powerful image and focus for the University today. Set on the top of a mound, the design suggested a ‘hill top town,’ or ‘Byzantine Monastery’ and this effect is still evident when the buildings are viewed across the playing fields from the south.

Figures 11, 12 and 13 show the next phase of development which took place in the late 1920s. William Haywood’s tree lined avenue, with gates and entrance lodges onto Pritchatts Road to give the appearance of the University as a country estate. However, although the avenue and lodges (now Grade II Listed) were completed, the buildings that were to line the avenue were not.

Architect Verner Rees’ first option for the expansion of the University to the north retained the full length of the avenue, forming a rectangular court across it. His second option (figure 14) placed a new library on the middle of the avenue, effectively destroying it as a ceremonial approach to Chancellors Court. When this option was selected, the greater part of the avenue was removed, leaving only a few isolated trees and the gates and lodges, which currently give access only to a car park, with a view of the rear of the library beyond (figures 15,16).

The design for the library building itself was also significantly altered from Verner Rees’ initial proposals (figures 17, 18).
4.5 History of the Campus Landscape

The campus landscape has evolved on land which originally belonged to the Calthorpe estate and which started to be shaped as far back as 1791 when the construction of the Birmingham and Worcester Canal was approved. With its wooded embankments, the canal/railway corridor now forms a strong western edge to the campus and separates it from the Medical School site and Pritchatts Park. Edgbaston Park Road was constructed in the late 1830s and the Vale was first built on in the 1850s when prestigious villas were constructed by leading Birmingham families.

The formal heart of the campus was conceived in the early 1900 and was followed by various masterplans focussed on the location of buildings and creation of formal courtyards in the parts of the campus south of Pritchatts Road. The most significant landscape feature of this early period in the campus history was the formal avenue, of which only a few over-mature poplars now remain - a short avenue in the North car park and a few isolated specimens in University Square.

During and after the war, the villas on the Vale and along Edgbaston Park road mainly passed into institutional use. The Vale parkland surrounding the residential halls was designed by Mary Mitchell, a local Birmingham landscape architect, and incorporated some of the mature trees from the 19th century villa gardens. Proposals included extensive earth shaping using spoil extracted from the lake. The parkland forms the setting for the residential village and is in keeping with the character of the Edgbaston Conservation Area. It is listed on the Register of Parks and Gardens of Special Historic Interest (2000 – Grade II). This parkland landscape was influential in the design of later campus universities including York and East Anglia.

The landscape structure of the rest of the campus evolved over many years with various building programmes. A fragmented avenue remains along University Road reflecting its former history as a public through route and some formal tree planting has occurred around the Ring Road, especially south of Aston Webb, within the past 50-60 years. The informal approach to planting has resulted in the impression of a green and leafy campus which, in most areas, feels expansive and spacious.
Within the campus the green spaces of Chancellors Court and University Square provide a focus for the University community and are well used for relaxation and University activities. The main pedestrian routes pass through this area.

4.6 Existing Urban Form

4.6.1 Campus Structure

The central area of the campus is bounded by the canal and railway to the West, Edgbaston Park Road to the East and the Bourn Brook and Selly Oak New Road to the South. These boundaries help to enclose this area of the campus and create a sense of place, but also divide it from other parts of the campus that lie to the East and West, and from the surrounding community. In particular, there are limited crossing points over the canal and railway, which form a significant barrier to movement to the Medical School and Pritchatts Road area of the University.

There are University student residences to the north and west of the central area of the campus, with approximately 3,000 students living in the area of the Vale to the North of Somerset Road. A significant number of students also live in Selly Oak to the South of the campus.

The red-brick Aston Webb Buildings and the Chamberlain Clock Tower, built in the early 1900s, provide the University with a strong identity. However, apart from the tower, the campus has a limited public presence as few University buildings face out towards the surrounding streets and there are limited views into the campus.

There are significant level changes across the campus – the land falling from North to South by approximately 26m, including a drop of 8m between the Metallurgy and Materials building and Aston Webb. There are steep banks at the rear of the existing library and south of the Aston Webb Buildings. The canal is an under-used asset, partly because it is only at the same level as the campus in the area by the Munrow Sports Centre: the north end of the campus is above the canal, and the south end is below it. In both areas steep wooded banks prevent access or views. The canal footpath lies on the west side of the canal which separates it from the campus. However there is an opportunity to improve views and connections to the canal in the area of the Munrow Sports Centre.

4.6.2 Views

The Chamberlain Tower forms a prominent landmark, visible from a large part of the campus and from the surrounding area (figure 26). It signals the location of the heart of the campus and provides a landmark for orientation. Long views of the tower are particularly striking on the approach to the centre of the campus from the west at West Gate, from the north by the Metallurgy and Materials building and from the south at South Gate and the Grange Road Gate, where the Tower is seen above the semi-circle of the Aston Webb Buildings and the idea of the campus as a hill-top fort suggested in Casson and Conder’s 1950s Masterplan is still apparent. A view of the Tower which was once very prominent from Lodges and Gates on Pritchatts Road, is now significantly blocked by the library: the Tower is seen poking above the undistinguished rear elevation of the library (figure 28). The Chamberlain Tower is also prominent when seen from the railway on the approach to University Station, and from the North of the Vale.

Other buildings in the central area of the campus which provide landmarks are the Aston Webb Buildings themselves, Muirhead Tower (figure 29) and the group formed by the Barber Institute and Guild of Students at East Gate (figure 30). The red-brick Aston Webb Buildings and the Chamberlain Clock Tower, built in the early 1900s, provide the University with a strong identity. However, apart from the tower, the campus has a limited public presence as few University buildings face out towards the surrounding streets and there are limited views into the campus.

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Views of landmark buildings and features will be incorporated into the structure of the Masterplan. There is the potential to enhance views or create new views into the campus from the SONR, from the Lodges and Pritchatts Road and from the railway. Within the campus, there is the potential to open up views in the central area, improving the sense of connection between the north and south areas of the campus (figure 24).
4.6.3 Building Use Analysis

Figure 33 shows the Edgbaston campus coloured to indicate the different building uses: academic and research; administration and information services; social, arts and sports; estate management; residential and conference. Chancellor’s Court and University Square are still the heart of the campus, although the plan shows that there are a significant number of academic and other buildings on the north side of the campus, beyond the Library, and also to the south west of the Aston Webb Buildings. Proposed development in the south east corner of the campus will further extend activity, with the potential to improve links with the surrounding community.

Areas of student residences lie at the north and west extremities of the estate – supplemented by the large number of students living outside the University in the Dale Road and Selly Oak area to the south.

4.6.4 Campus Entrances and Boundaries

The Masterplan proposals respond to major developments which are being carried out by external agencies close to the campus including the hospital, Selly Oak New Road (SONR) and Battery Park. These developments present an opportunity for improvements to the entrances and boundaries of the campus and to integrate the campus further with the wider community.

Major landscape works are in hand which will improve the appearance of the entrances at both East and West Gates. The new hospital development includes construction of a new plaza to the west of University Station which also provides an arrival space for the University’s West Gate. University Station is an important arrival point for the University, and is linked by a key pedestrian route running east-west through the heart of the campus to East Gate on Edgbaston Park Road. There are two entrances to the University from the south at the Grange Road Gate and at South Gate (figures 35, 36).

The construction of the SONR has opened this area of the campus to Bristol Road and SONR itself, with striking views of the Aston Webb buildings across the University’s playing fields. This gives the University a public presence that reflects its standing as a leading institution within the City and a significant landmark on the Bristol Road and SONR in its role as a ‘high tech’ corridor.

The development of sites on this southern boundary will provide a further opportunity to increase the University’s presence at the junction of Bristol Road and Edgbaston Park Road and next to the new plaza at the Grange Road Gate. The SONR project has formed two development sites to the west of the plaza. The narrow, but prominent, site adjacent to the plaza is not yet in University ownership but will present an opportunity to enliven the plaza and campus entrance (see figure 37).

From within the Campus, the view towards Selly Oak that has been exposed by the SONR project includes unattractive views such as the recording studio and Tesco service yard, which are particularly intrusive when seen from the raised level of the Aston Webb buildings. In addition traffic on the new road has increased noise in this formerly peaceful area of the campus, and this boundary is now too open and exposed. The situation would be improved by enhancing the existing landscape along the Bourn Brook to provide additional screening. This would not block views into the campus at street level from SONR, but would help to frame and add interest to the views from the road.

Pritchatts Road is a public road running East-West through the central part of the campus, with access routes into the campus from the road. Pritchatts Road has the effect of dividing the campus in two, partly because it is a public through-road, but also because the landscaping to each side is not designed to form strong visual or physical links across the road. The effect is exacerbated by the remains of the avenue of trees to the south of the Lodges, which no longer lead anywhere and serve only a car park with the rear of the Library blocking views of the Aston Webb buildings and clock tower. There is a need to improve the character of Pritchatts Road and the approach to central campus from the north (figure 38).
Edgbaston Central Campus Development Masterplan

5.0 Existing Landscape

4.6.5 Routes and Places
Clear, well-designed routes for pedestrians and cyclists are crucial to help people to find their way around the large campus easily and safely, and are also important to create a sense of connection between the different areas of the University, so that it feels like a single united institution. A key aim of the Masterplan is to provide a network of routes connecting the main places within the campus, and in particular to provide two well defined routes for pedestrians, and where appropriate cyclists, crossing the campus from east to west and north to south.

There is a good existing route which crosses the campus between East Gate and West Gate, passing through the heart of the campus, which needs only landscape improvements to further enhance its status as a key route. However the important north-south routes, which link the main areas of student residences at the Vale and in Selly Oak to the centre of the campus, are poorly defined and are interrupted by a series of obstacles: the north section of the route from the Vale runs along Edgbaston Park Road with narrow pavements and fast traffic (figure 39); Pritchatts Road is busy with traffic and difficult to cross at key times of the day; there is the significant change in level (approximately 5m) at the rear of the existing Library with narrow steps and no ramp for wheelchair users (figure 40). Moving south from Chancellors Court towards Selly Oak, an improved route has been formed through the Aston Webb range as part of the development of the Bramall Music Building. However beyond this point there is still no clear path to the south edge of the campus, and no good route for wheelchair users.

4.6.6 Architectural Character
The architectural character of the campus is full of variety and reflects the developing history of the University. There are fine buildings in a range of architectural styles, from the grandeur of the Aston Webb buildings, through the elegance of the Barber Institute to the modernist and brutalist buildings of the 1960s and 70s - Ashley and Strathcona, Metallurgy and Materials and Murihead Tower. The estate is green and open, with areas available for long term future development should this be required. The Masterplan will build on the history and variety of the Estate. Significant improvements can be achieved by bringing clarity to the main structure of routes and public squares across the campus and by rationalising the accumulated clutter of signage, street furniture, parking, and temporary structures.

5.1 Landscape Character Areas
See Figure 41

The campus falls into a number of Landscape Character Areas which are defined spatially and according to the density and scale of buildings and their relationship to the non-built environment. In general terms, the density of development across the campus is graded, with the least dense areas occurring in the northern parts of the campus and the most dense, urbanised areas in the south-western corner. The overall character can be described as ‘green and leafy’ although there are significant differences between different parts of the campus.

- The Vale: the residential halls, although consisting of some large buildings, sit within a spacious parkland landscape which focuses on the lake, creating a tranquil and expansive landscape.
- The Conference Park, Pritchatts Park and areas north of Pritchatts Road relate to the Edgbaston Conservation Area, and this, to some extent, applies across Pritchatts Road, where buildings are set within generous areas of open space.
- The central areas of the campus are dominated by the historic ‘core’ and dominant red brick buildings which enclose and define formal spaces. The east-west axis along the line of University Road is punctuated by formal or ‘civic’ spaces, enclosed by buildings, forming a defined sequence of spaces along this linear route.
- The southern parts of the campus include extensive sports pitches, giving an open (though cluttered by artificial surfaces, fencing and lighting as well as temporary buildings) aspect to the Aston Webb buildings from the south. This dominant aspect of the Aston Webb is further emphasised by a significant change in level between the buildings and the playing fields located in the valley of the Bourn Brook.
- The south-west parts of the campus and residential areas south of Bourn Brook are densely developed, with any open space being incidental. The larger engineering buildings dominate the areas north of the Brook whilst the residential halls sit amongst rows of high density terraced houses.
- The railway and canal effectively sever the main parts of the campus from the Medical School and Pritchatts Park. The hospital site is densely developed with some large and dominant buildings. Playing fields to the west of the hospital are physically and visually isolated from the rest of the campus and act as a green buffer against this boundary.

The landscape proposals seek to reflect and build on the existing landscape character and integrate the campus with its surroundings. The plans for the new plaza between the hospital and the University will enhance connections at West Gate.

5.2 Open Space Function
See Figure 42

The campus generally feels spacious and well vegetated and it is clear that open space makes a significant contribution to the overall character. Open space can perform an active function, such as the formal sports fields and ‘civic’ quality spaces. It can also perform a less formal function in contributing to the setting of buildings and overall landscape character. There are also areas of underused and incidental open space where the function of the space needs to be better defined.

There are some strong enclosing elements including embankments and belts of trees which define the campus and, especially along the canal and railway corridor, tend to sever the campus from adjacent areas. In keeping with landscape character areas, the informal and less structured open space occurs within the northern parts of the campus and more formal open space is concentrated within the historic ‘core’ and along the east-west axis. There are some substantial areas described as ‘underused’ open space in the areas north of Pritchatts Road, which offer opportunities for future
6.0 Existing Ecology

A separate Ecology Assessment for the Edgbaston Central Campus development has been prepared by RPS Ecology. The plan opposite is an extract showing the Protected Species Scoping Survey.

The closest statutory designated site to the campus is Edgbaston Pool SSSI which is 133 metres to the east of the site. Twenty seven non-statutory designated sites are present within 2 km of the site. The nearest of these are the Pond off Edgbaston Park Road, which is a Site of Local Importance for Nature Conservation (SLINC) and the Worcester and Birmingham Canal SLINC, adjacent to the site. A further six, non-statutory designated sites were present within 500 m of the site.

The majority of the site comprises buildings and associated hard standing with no intrinsic conservation interest. There are areas of woodland, hedgerows, ornamental planting and grassland on site with some limited ecological value. Single species Beech and Yew hedgerow on site qualify as the UKBAP Priority Habitat ‘Hedgerows’ but as they are single species they are considered to be of low ecological value.

The Worcester and Birmingham Canal adjacent to the site is considered to qualify as the local BAP habitat ‘canals’ and is considered to be of local ecological value. The majority of the canal is channelised, however, a section of the canal adjacent to the site contains a large tree belt which is considered to be of high ecological value for riparian species.

Several ponds occur on site. Two ponds have the potential to support Great Crested Newts. If GCN were to be found, these ponds would be included within the UK BAP habitat. The other ponds are unlikely to be included as they are dry/vegetated and/or support invasive species.

The amenity grassland, ornamental planting and scattered trees would be included within the local BAP habitat ‘parks and open spaces’ as it is part of an institutional grounds. The areas of private gardens would be included within the local BAP category ‘gardens’. The habitat types when considered as a whole would be of local ecological value.

5.3 Spatial Analysis

See Figure 43

The campus falls into three broad areas which are spatially separate from each other:

- The main campus which stretches from the Bourn Brook boundary northwards to Pritchatts Road and includes the buildings and open spaces either side of it;
- The Vale and ‘Tennis Court’ residences which are physically and visually separate from the main part of the campus and joined only by a narrow neck of land belonging to the central area of the University;
- The Medical School and Pritchatts Park area which is separated from the main campus by the Birmingham and Worcester Canal and railway corridor.

Within these three main areas there is further spatial separation afforded mostly by strong built enclosure or significant changes in level, such as between the main sports pitches and the Aston Webb buildings, or the level change to the north of the library between the Ring Road and the North Car Park.

Vegetation also provides strong enclosure in some parts of the campus, notably along the canal where a wide tree belt tends to reinforce the enclosure already provided by the embankments and cuttings associated with this corridor. There are mature trees also along the Bourn Brook, within the Edgbaston Conservation Area and around Pritchatts Park which tend to enclose these parts of the campus and provide its leafy character. Whilst enclosure and level changes can assist in defining spaces, these can also serve to reduce visibility, legibility and accessibility across the campus.

Several invasive plant species listed under Schedule 9 of the Wildlife and Countryside Act 1981 were recorded on site. It is an offence under the Act to cause these plants to spread into the wild.

Although some suitable reptile habitat is present on site, the initial reptile survey revealed an absence of any reptile species within the central section of the campus.

The buildings, woodland, areas of long grass and ornamental planting provide habitat for nesting birds. Two birds listed on Schedule 1 of the Wildlife and Countryside Act 1981 were noted on the campus: Peregrine Falcon and Kingfisher, although neither appeared to be breeding on site.

Detailed inspections for bat roost potential were carried out on a total of nine buildings. The Elm’s Day Nursery provides medium bat roost potential and the cottage at the Elm’s Plant Nursery and Lodges provide high bat roost potential.

Whilst Water Vole may have been present on the Bourn brook and Worcester and Birmingham Canal in the past, there is no evidence of current presence partly due to the nature of the existing habitat and also probably due to the presence of Mink in the area.

There is significant evidence to suggest that Otters are foraging and commuting along the Worcester and Birmingham Canal, and they are likely to be using the brook and potentially some of the woodland habitat on site.

The Ecology Assessment recommends that a Great Crested Newt survey is carried out on the Ponds and that bat activity surveys are undertaken of the Elm’s Day Nursery, Elm’s Plant Nursery and Lodges.
Figure 45: Existing vehicular routes and campus entrances.
7.0 Existing Transportation

7.1 Background and Site Location
The University is well located to gain access to the motorway network via junctions 3 and 4 of the M5. The roads around the University all have a 30mph speed limit, although it is expected that the average speeds along Edgbaston Park Road will be above this.

The SONR which has been named Aston Webb Boulevard has been recently opened. Phase 1a and 2 of the project have been completed together with the phases of the Hospital Link Road. The final element of this work will be the reconfiguration of the Harborne Lane/Bristol Road junction known as the triangle (Phase 1b). Once this has been completed the section of Bristol Road through Selly Oak centre will be subject to environmental/public realm improvements and downgraded for traffic.

The A4040 Harborne Lane/ A38 Bristol Road junction is a congested part of the network during peak periods as is the section of Bristol Road through Selly Oak district centre. The remainder of the roads around the University are subject to normal urban traffic conditions with some congestion occurring during the AM and PM peak hours. Internally the University has a Ring Road which runs round the central area with access to it from four gates. The speed limit on the internal roads is 20mph.

Accessibility for servicing is generally good but the following issues have been identified:

- The south west corner of the University estate houses the power plant, workshops and servicing areas for the University and therefore access is required for HGVs. This area is difficult to access via the Ring Road and involves HGVs negotiating a tortuous route through the heart of the University.
- Servicing of the departments to the north of Pritchatts Road would be improved if the service road behind Metallurgy & Materials linked up with the service road behind Gisbert Kapp to create a continuous route.

7.2 Highway Network
To the south of the Campus is the A38 Bristol Road/Selly Oak New Road (SONR). This is a major primary route that has recently been modified with a bypass created between the junctions of Bournbrook Road and Alton Road. SONR has been provided to improve access to the new Queen Elizabeth Hospital and the Battery Park site and reduce traffic congestion through the Selly Oak district centre. To the east of the site is Edgbaston Park Road which connects the A38 Bristol Road with the Harborne and Edgbaston areas of Birmingham. The Worcester and Birmingham Canal and the Birmingham Worcestershire rail line form the western boundary of the University. There is an area of the University Estate, including the Medical School, to the west of the canal/rail line which is accessed off Pritchatts Road and Vincent Drive.

Pritchatts Road runs in an east west direction through the main part of the University with the Central Campus area located to the south and a number of academic departments and the majority of student residences located to the north. To the east it connects with Edgbaston Park Road and provides another route into the Harborne area. Pritchatts Road has a narrow section, subject to uncontrolled one-way operation, where it crosses over the railway and canal.
7.3 Walking/Cycling
The University is located within a good network of cycle and walking routes which have been further improved through the SONR development. Walk distances of up to 2km taking approximately 25 minutes and cycle distances of 5 km taking approximately 20 minutes are considered reasonable in the context of promoting sustainable modes for the able bodied. Journey times to the main campus are as follows:
- For pedestrians the Vale halls of residence are less than 20 minutes away
- For pedestrians the Selly Oak area is less than 15 minutes away
- For cyclists the city centre is less than 20 minutes away
- For cyclists Harborne is less than 15 minutes away

There are number of key walking and cycling links which include the Worcester and Birmingham Canal towpath and the Mosley/University signed cycle route located to the south of the University which runs along Bournbrook Road and Oakfield Road and joins onto National Cycle Network Route 5 which runs north south from the city centre along the River Rea.

There are advisory cycle routes on a number of the internal University roads and local residential roads.

All roads surrounding the University Campus have footways, usually on both sides of the carriageway. The one exception is Edgbaston Park Road which from a point just south of Pritchatts Road only has a footway on the west side as the road runs north to Church Road. This section of Edgbaston Park Road has high pedestrian flows as it links the University halls of residence at the Vale and at the Tennis Courts to the main Campus. The footway width is in places insufficient to provide good amenity for the pedestrian flow along a road with significant traffic flows and speeding issues.

Other roads with high pedestrian flows particularly in the morning peak are Vincent Drive, Pritchatts Road and Grange Road and the associated SONR pelican crossing. There is a significant pedestrian flow from the University rail station and the Medical School (via the New Hospital Plaza) through West Gate to the University and King Edward Schools on Edgbaston Park Road.

Internally there is not a clearly legible north-south pedestrian route running from the Vale halls of residence through the central Campus area to South Gate. At present it is a disjointed series of paths and footways of variable width and with poor quality crossing facilities at roads. For the major pedestrian desire line it is difficult to follow and does not provide clarity for people to understand the environment/layout of the Campus.

The issues with the east west routes from East Gate to West Gate through central campus and also along Pritchatts Road are not so pronounced, but there are significant opportunities to improve these routes.

7.4 Public Transport
The University is well served by public transport with rail and bus provision being located within reasonable walking distances. University rail station is located 50m west of the University and Selly Oak rail station is 725m to the south west, approximately 10 minutes walk time. A new transport interchange is being built as part of the New Hospital Plaza.

From these stations regular services to Longbridge – Birmingham – Sutton Coldfield and stations between operate every 10 minutes, to Lichfield and Redditch every 30 minutes and to Bromsgrove Hereford, Cardiff and Nottingham every 60 minutes. A reduced level of service operates on Sunday.

There is a high level of bus service provision close to the Campus. Bus stops are located on Bristol Road, which is a major bus corridor with a number of high frequency services. In addition, bus stops are provided at the Queen Elizabeth Hospital close to West Gate and the Medical School. Services also run along a number of local roads surrounding the University. There are over 50 buses an hour passing close to the University during peak hours.

7.5 Travel Plan
The University’s Sustainable Travel Plan covers a five-year period from 2010 to 2015 and complements the Estates Development Framework. It forms a key component to support the University’s Environmental Policy and has been developed in order to identify and implement initiatives that will deliver more sustainable ways of conducting the University’s transport activities. The key elements of the Travel Plan are:
- Appointment of a Travel Co-ordinator (completed)
- Travel survey (completed in 2008 and another survey currently being arranged)
- Targets including an overall target to reduce by 5% the number of single occupancy car trips.
- A series of Travel Plan measures to be progressively introduced (work in progress)
- New Car Park Management Strategy (introduced in 2011) which includes:
  - Regularising car parking locations
  - A dedicated team of control officers
  - Increased charges for car parks available to visitors/ members of the public
  - Penalties for failure to comply with the University’s parking regulations

This Travel Plan has been reviewed and accepted by Birmingham City Council. It is an organic document that is being developed on an ongoing basis and will be updated as a result of this application.
Masterplan 1st phase: proposed new buildings/refurbishments

- Proposed New Library
- Proposed New 'Green Heart' landscaped space Centre
- Proposed New Sports Centre

Central Campus Masterplan boundary

Figure 48: Masterplan proposals

Figure 49: Proposed building uses
8.0 Central Campus Proposals

8.1 Masterplan Objectives
The Masterplan is designed to help the University meet its needs and achieve its aspirations. It builds on the University's past plans and seeks to enhance the assets and address the problems of the existing campus.

The key aspirations of the Masterplan are:

• A campus that supports the wide range of University activities
• Accommodating planned development: particularly the University's requirement for a new sports centre and a new main library
• Enhancing the sense of place - extending the heart of the campus to include the north area
• Enhancing the appearance and variety of the public realm: the landscape and ecology
• Improving connectivity and removing barriers to movement
• Enhancing the University's public presence and connections to the community
• Integrating proposals with previous masterplans
• Promoting 'green' travel and providing a pedestrian-friendly environment
• Consolidating facilities - a smaller, better estate. Demolition of redundant buildings.
• Long-term flexibility: reserving sites for long-term development

The key problems that the Masterplan seeks to address are:

• Large stock of older buildings in need of refurbishment to meet current needs and modern environmental performance standards. Some, including the library and sports centre are no longer fit for purpose
• Separation at the heart of the campus between the north and south – barriers created by the existing library, level changes and Pritchatts Road
• Poor pedestrian routes along Edgbaston Park Road and inadequate crossings on Somerset Road, Edgbaston Park Road and Pritchatts Road
• Poor quality of public realm in some areas – need for consistent approach to materials and street furniture
• To improve access for wheelchair users across campus
• Car parking in need of rationalisation: removing some parking that undermines the appearance of the Campus
• Limited routes for cyclists
• Need to rationalise the building stock
• Limited public presence and limited connections to surrounding community
• Missed opportunity to form connections to the canal

Other issues relate to the wider estate and will be considered as part of long term plan:

• Lack of connection between different areas of the campus – central campus, Medical School, Pritchatts Park, Conference Park and the Vale
• Constricted bridges over the railway and canal on Somerset and Pritchatts Road

The University’s primary current needs are for a new Sports Centre and new Main Library. Option Appraisals have been carried out on the potential to refurbish both the existing Munrow Sports Centre and main library and have shown that the existing buildings cannot be brought up to modern standards, which is essential if the University is to attract the best students and staff. Further details about both the existing and proposed buildings are given in the Design and Access Statement which forms part of the Hybrid Application. New sites have been established for both the Sports Centre and Library so that the existing buildings can remain in use while the new buildings are under construction.

The provision of two large new buildings which both play a crucial role in the life of the University, together with the demolition of two existing large buildings has significant implications for the Masterplan proposals, and provides a means of achieving many of the Masterplan objectives. In particular the site chosen for the new sports centre allows new connections to be made between the University and the surrounding community, while the relocation of the library allows a major new landscaped space to be created as a focus for the whole University. The projects are described in greater detail in section 9 below and in the Design and Access Statement.
8.2 Building on the University’s Past Masterplans

The Masterplan proposals, including the new library and sports centre, are shown in figures 48 and 49. The masterplan builds on the ideas of the University’s previous masterplans, and aims to enhance the setting of those buildings and features which represent the University’s heritage, including the architectural variety of the best buildings and the green, open landscape character of the main campus. The masterplans which have most influenced the current proposals are the original Aston Webb plan of the 1900s and the Casson and Conder masterplan of the 1950s. The Aston Webb plan established a strong north-south axis, which still dominates the campus running through the Aston Webb buildings, Chamberlain Tower and the Lodges and Gates, linking the centre of the campus to Pritchatts Road. The library has blocked this axis and decimated the avenue of trees that lined the approach, leaving the listed gates and lodges without a purpose, and the new masterplan seeks to address this issue.

Casson and Conder proposed an entirely different approach in their masterplan, with informal courts, desire-line routes, and a parkland setting to contrast with the rigid formality of the Aston Webb plan. Their influence is also very evident in the campus today, through the varied buildings of the 1960s and ’70s ranged around the central and north areas of the campus. The campus was extended north at this time with Muirhead Tower and the listed Metallurgy and Materials Building setting up a clear north-south route towards the Vale. At Metallurgy and Materials the route is incorporated into the building in the form of a colonnade running along the east side (see Figure 52).

As with many campus masterplans, the University’s past plans - from Webb and Bell to Casson and Conder - have not been completed, leaving some incongruous arrangements of buildings and landscape. For example the ‘D’ shaped plan of the Aston Webb Buildings remains unfinished, while the gates and lodges on Pritchatts Road no longer fulfil an appropriate function, leading only to a car park. The new Masterplan aims to resolve these unfinished elements.

8.3 Views

Views of key buildings and landmarks help people to orientate themselves around the campus. They form part of the structure of the masterplan and help to create a sense of place. The Masterplan identifies key positions in the campus and surrounding area where views of the Chamberlain Tower should be maintained or enhanced. There is an opportunity to enhance the views from Pritchatts Road and the area around the lodges towards the Tower (see figure 51). Key views are shown in figure 50:

- General views of the Chamberlain Tower and Aston Webb Buildings from University Square and Chancellors Court, including from the new footpath to the west of the Bramall Music Building
- Views of the Chamberlain Tower and Aston Webb on the main east-west route though the campus: at West Gate and the approaches to University Square
- Views of the Chamberlain Tower on the main north-south route though the campus: from Pritchatts Road and from the east side of Metallurgy and Materials
- Views of the Chamberlain Tower from the north end of the Vale
- Intermittent views of the Chamberlain Tower and Aston Webb along SONR and the Bristol Road
- Views of the Chamberlain Tower from the north-west on the railway on the approach to University Station.
Main pedestrian routes
Secondary pedestrian routes
Main squares and gardens
University shared facilities
University shared facilities with some public access
University sports pitches/tracks with some public access
University has public presence at campus boundaries

Figure 54: Key pedestrian routes and landscape spaces/nodes
Figure 55: Key pedestrian routes, nodes and centres of activity
Figure 56: Key pedestrian routes, nodes, centres of activity and public frontages
Other views of landmarks on the campus include:
- Views of the brick chimney in the south west area of the campus
- Views of the lodges and gates seen along Pritchatts Road
- Views to East Gate, with the Barber Institute and the Guild from Edgbaston Park Road
- General views of Muirhead from central area of the campus
- Views to the canal in the area of the Munrow Sports Centre and athletics track
- Views of the Medical School on the approach from the south

8.3 A Sense of Place

The central aspiration of the Masterplan is to create an environment that supports University activities and promotes the work of the University to all who use and visit the campus.

University life is enhanced by informal interaction between students, staff and other site users, creating a sense of a University community. In physical terms, the Masterplan proposals achieve this by creating a sense of place - connecting key buildings with a clear network of squares and paths, forming places to meet and socialise. The hierarchy of the public domain should be apparent: the main entrances to the campus, the main routes and squares, and where entrances to buildings can be found.

Development can be arranged to concentrate activity in key areas, promoting a lively and safe environment.

Sense of place is also achieved through well designed buildings and landscape, which respond to their site and context. The masterplan promotes a consistent approach to materials, street furniture and lighting through the campus will help to create a coherent environment and establish a particular visual character for the University.

8.5 Forming Connections - Routes and Places

Figure 54 shows the key routes and landscaped spaces which form the framework for the future development of the campus, connecting all of the entrances to the campus with the heart of University. Figure 55 shows how these routes link major facilities that are used by all members of the University and by the wider community. Development sites for new facilities such as the new Sports Centre and Library have also been selected to link to these main routes.

The main north south route links South Gate and the new sports centre on Bristol Road to the Bramall Music School and Student Services Hub, at Chancellors Court, then on through the Green Heart with Staff House, University Centre and the New Library northwards to the Vale Student Village. The main east-west route links the West Gate to Staff House Square and the Green Heart, then on to the Barber Institute and the Guild (the Student Union) at East Gate.

Figure 56 shows areas where the University will be more open to the wider neighbourhood with improved views into the campus from Pritchatts Road, Edgbaston Park Road, Selly Oak New Road and at West Gate.

Key routes will be designed to address the significant falls across the site, particularly the need to provide well designed disabled access through the central area of the campus, where a new ramp is proposed at the 4.8m change in level behind the site of the existing library.

8.5.1 North South Campus Route

The proposals reinforce and extend the existing north-south route established in the Casson and Conder masterplan which currently runs north from University Square, west of Muirhead Tower and then east of Metallurgy and Materials.

From South Gate the route is extended north, penetrating the Aston Webb quadrant by the new Bramall Music Building to Chancellors Court and University Square. By Muirhead Tower a ramp would be introduced to provide access for wheelchairs at the
substantial change in level behind the existing Ring Road, which is a severe constraint to movement at present.

Pritchatts Road currently has the effect of dividing the campus in two. The proposals include the calming of the central section of Pritchatts Road south of Metallurgy and Materials, which will be landscaped as a pedestrian-friendly area, so that the road is easier to cross, has a more attractive appearance, providing a better setting for the buildings and improving the University’s public presence.

The north-south route is extended north from Metallurgy and Materials as a new pedestrian and cycle path to the Vale on University land, providing a safer and more pleasant route in preference to the existing route on the busy Edgbaston Park Road, where the pavements are very narrow.

8.5.2 East West Campus Route
The most important existing pedestrian route through the heart of the campus runs east-west from University House, via East Gate through University Square to West Gate, the University Station and the Medical School beyond. There are separate proposals to improve landscaping at both East and West Gates. The route connects a series of squares, including the most important social spaces in the University. The Masterplan aims to enhance the appearance of the route and give it greater prominence and clarity through landscape improvements, including clearing clutter and rationalising parking and service access arrangements. These works do not form part of the Hybrid Planning Application.

8.6 Public Presence
The Masterplan seeks to raise the University’s public presence by enhancing the appearance of the campus, with well designed buildings and landscape, and by improving views into the campus from the surrounding area, particularly at the main campus entrances and along the public roads and paths, including Pritchatts Road, Edgbaston Park Road and SONR. Key views into the campus, particularly those of Chamberlain Tower, have been identified and are addressed in the Masterplan proposals.

Where appropriate, new buildings at the campus entrances and boundaries will be designed with a public frontage and new pedestrian and cycle routes will be formed to strengthen physical links between the University and surrounding neighbourhoods.

The University plans new developments at the east and west ends of the playing fields which will form ‘bookends’ to the playing fields, framing the view of Aston Webb (see Figure 59). The two buildings need to be of an appropriate scale and massing and have a complementary approach to design and materials. The development at the west end of the playing fields by the Grange Road Gate and new plaza on SONR will be designed to enliven the plaza. The campus boundary along Selly Oak New Road is currently rather too open and exposed. The masterplan proposes additional planting along the Bourn Brook to provide some sense of enclosure and also to enhance ecology. The intention is not to block views from SONR, but rather to frame them.

8.7 Landscape Proposals
The Landscape Concept seeks to build upon the various components of the open space structure including landscape character, function and spatial characteristics. In order to establish a set of objectives for the emerging landscape concept and strategy a number of key strengths and weaknesses have been identified.

The key strengths include:

- First impressions of the campus as green, pleasant and leafy
- The distinctive character and special quality of the historic core
- The open parkland of the Vale with its special quality and style
- An abundance of space on the campus which allows room for restructuring
- A strong existing landscape framework, especially on the periphery
- Some key landmarks, axes and vistas which can form the basis of the future landscape structure
The formal 'Heart' of the campus
- The new 'Green Heart'
- Landscape as a foil and setting to distinctive buildings
- An extension of the 'heart' of the campus
- A series of contrasting pedestrian spaces
- A treatment that emphasises the historic axis to the clock tower

The historic east-west spine
- Alternating formal lines of trees
- Strongly defined 'civic' entrances at either end of spine
- A unified hard surface with pedestrian priority

The Aston Webb parkland
- De-cluttered and informal landscape treatment
- Simple parkland landscape as setting to Aston Webb buildings
- Enhanced landscape to Bourn Brook

The Engineering/Service Hub
- Semi-formal central space
- Soft landscape to define routes and spaces
- A more 'urban' landscape to relate to denser development

'Strathcona' gardens
- Mixture of semi-formal and informal planting associated with building types
- A series of informal, sheltered spaces of richer horticultural interest

University canalside
- Landscape management to soften barrier effect of existing vegetation
- A softer edge treatment to draw the canal into the University

The Conservation Area fringe
- Landscape treatment to reflect and build upon existing character and aspirations of Conservation Area
- A rich and varied tree canopy with a series of smaller, enclosed spaces of greater horticultural interest

The Vale
- A simple landscape that builds upon existing characteristics of this special historic parkland
- Grouping of trees set within parkland with the focus upon the lake
- Landscape treatment that enhances biodiversity and relates to adjoining areas with ecological designations

Pritchatts Road parkland
- Informal groupings of trees in grass linking into adjoining landscapes and providing setting for buildings

Figure 60: Landscape strategy character areas
Figure 61: Proposed ecology
The overarching objectives for the Landscape Strategy are:

- to create a rich and varied environment of attractive, welcoming spaces which are interlinked and provide a variety of experiences;
- to enhance landscape character and reinforce local distinctiveness;
- to enhance and protect landscape assets through a long term management plan;
- to use key vistas and views to provide visual references along circulation routes, thus enhancing legibility;
- to open up physical and visual links to the surrounding neighbourhood;
- to enhance the entrances through comprehensive upgrading;
- to enhance and clarify circulation routes, especially for pedestrians, cyclists and disabled users;
- to enhance ecological richness;
- to unify the campus by using a common approach to materials, planting, street furniture, lighting and signage;
- to create a landscape framework for future development.

Proposed landscape character areas are shown in figure 60.

The major landscape project proposed in the Masterplan is the new Green Heart which will extend University Square north to form a focus for the whole central campus area. This project presents a wonderful opportunity to create a rich and varied landscape. Aspirations for the Green Heart are set out in greater detail in section 9.1.3 of the Masterplan.

The University has a strategy to create a ‘smaller, better’ estate and there will be proposals that involve the demolition of a building and landscaping of the site. In some situations the site will be designated for long-term re-development and the landscaping will be a temporary measure. New landscaping on these sites (whether temporary or permanent) should either be designed to provide a discrete ‘garden’, or as a continuation of the surrounding landscape as appropriate.

8.8 Ecology

See Figure 61

The Edgbaston Campus is a green and leafy estate providing a range of varied potential habitats and harbouring a mix of fauna and flora. The University has prepared an Ecology Assessment which will inform the long term strategy to protect and enhance the ecology of the campus.

Key initiatives will include enhancement of wildlife corridors, including the Worcester and Birmingham Canal Corridor, which is a SLINC that runs the full length of the campus, the Bourn Brook corridor and the corridor along Edgbaston Park Road. The creation of the proposed Green Heart, an area of nearly 5ha at the heart of the campus, provides an opportunity to form new bridges to other areas of habitat, and enhancing ecology is also an objective for the design of landscaping in the Green Heart itself. Where developments are proposed on existing areas of landscape, any negative impacts will be mitigated. Trees to be removed will be replaced by an equal or greater amount of new trees, the species selected to improve habitat. The strategy for ecology will address issues of landscape management, including the control of invasive species that have been identified in the Ecology Assessment.

8.9 Movement and Transportation

The campus has to accommodate a significant amount of parking and where possible areas of shared parking are located close to the access to the public roads to minimise the impact of vehicles moving through the site.

A key aim of the parking strategy is to make the extended central area of the campus a pedestrian-friendly environment, limiting access for vehicles as far as possible. Two new link roads are proposed between the University’s Ring Road and Pritchatts Road, and to the rear of the Metallurgy and Materials Building to reduce traffic crossing the Green Heart. The Masterplan includes a strategy for the entrances to the campus that designates the two entrances off Pritchatts Road, and from SONR as the main entrances for service vehicles. The access from SONR to the plots to the south of the Bourn Brook has already been provided as part of the SONR project. It is proposed to form a bridge across the Bourn Brook to extend this into the service area of the campus. South Gate, East Gate and West Gate are more heavily used by pedestrians, so vehicles entering here will be mainly limited to staff, student and visitors’ cars. Further details are included in Section 11 below.
1a. New Sports Centre and Car Park
1b. Demolition of Gun Barrels Public House
1c. Demolition of Basketball
1d. New Accessible Route from Chancellors Court to New Sports Centre
2. Demolition of The Old Sports Pavilion
3. Grange Road Car Park
4. Aston Webb: New Student Services Hub
5. New Access Road off Selly Oak New Road
6. New Grange Road Student Residences and Sports Pavilion
7. Demolition of Terrace Huts and Replacement with Surface Car Park
8. Demolition of Chemistry West Buildings
9. Demolition of Old Gym
10a. 'Green Heart' Landscaping - South
10b. 'Green Heart' Landscaping - North
10c. Temporary Car Park
11a. Demolition of Old Brick Store
11b. Demolition of Existing Library
12. Demolition of Substation 24
13. New Library
14. Demolition of Munrow Centre
15a. Library Enabling Works
- Athletics Track Demolished
- New Internal Road Link to Pritchatts Road
- Ground Works
15b. New Library Store
15c. New Surface Parking on Link Road
16a. New Running Track on Munrow Site
16b. New Sports Pavilion
16c. New Surface Parking by Running Track
17. Pritchatts Road Improvements
18. Access Road to the Rear of Gisbert Kapp
20. Pritchatts Road Surface Car Park
21. Route to the Vale

Figure 62: Hybrid Planning Application Projects
9.0 The Hybrid Planning Application – the First Phase of the Masterplan

The Hybrid Planning Application consists of projects that will deliver the first phase of the Masterplan. There are of 21 projects, including six new buildings and one refurbishment, landscape and infrastructure works (see figure 62). The landscape projects include a significant new landscaped space at the heart of the campus (the Green Heart), while the infrastructure projects include new footpaths, campus roads and car parks and traffic calming measures. There are also proposals to demolish a number of buildings that are redundant or need to be removed to provide sites for new projects. All of the projects are on University campus land, with the exception of traffic calming proposals on the section of Pritchatts Road that runs through the main campus, a new signalised crossing on Edgbaston Park Road and safety improvements to the junction of Edgbaston Park Road and Somerset Road. The site for the new residences and sports pavilion adjacent to the Grange Road Gate, and the new bridge over Bourn Brook are also on land which is currently not in University ownership.

It will be apparent that the proposals are not only about providing new buildings, but also about landscape and infrastructure improvements spread across the campus that will have a significant impact of the whole character and appearance of the University. Together as a group the projects deliver a step change towards achieving the Masterplan. Many of the projects are also directly linked: for example a new building is constructed, allowing redundant buildings to be demolished, which in turn clears a site for another new facility. The following text explains why the projects that make up the Hybrid Application have been selected and how they help to deliver the aspirations of the Masterplan. Further detail on each project is included in the Design and Access Statements and its Appendices.

9.1 The Projects

As set out above in section 8.1, the University’s primary current needs are for a new Sports Centre and new Main Library. A further need is for additional on-campus student accommodation and a facility to accommodate student services.

9.1.1 New Sports Facilities

The site chosen for the new Sports Centre is in the south east corner of the main campus at the junction of Bristol Road and Edgbaston Park Road, next to South Gate. Part of the existing site is a car park and part, recently acquired by the University, is occupied by the Gun Barrels pub. This site gives the Sports Centre a prominent position on the approach to the University and a public frontage, which is appropriate as the building will also be used by the wider community. The site has easy access for cars and coaches. It is close to other sports facilities and to other facilities that are used by a wide range of students, staff and visitors to the University: the Guild, the Bramall Music Building and the proposed student hub in C Block of the Aston Webb Buildings.

A new footpath will be formed from South Gate to Chancellors Court, improving the connection between all of these facilities.

The Gun Barrels pub and bungalow (both in University ownership) have to be demolished to form the site for the new Sports Centre.

Once the new Sports Centre and Grange Road Pavilion (see below) are built a number of buildings will become redundant and will be demolished: the Munrow Centre; the Old Gym and the Sports Pavilion on the playing fields. The demolition of the Munrow Centre and adjacent tennis courts creates a site for the new athletics track with a sports pavilion. The sites of the Old Gym and the Sports Pavilion will be landscaped. The site of the Old Gym has been identified as a potential development site in the long term as it is adjacent to other department buildings.

9.1.2 Aston Webb C Block - Student Service Hub

The decision to refurbish C Block of the Aston Webb Buildings for a Student Service Hub reinforces the use of the south east area of the campus for shared University facilities. C Block will provide a ‘One Stop Shop’, centralising services that are currently fragmented. C Block and the Bramall Music Building sit on either side of the new pedestrian route that links South Gate and the new Sports Centre to Chancellors Court, and are also close to the Great Hall in the Aston Webb Building and the Guild (the student union). Introducing student facilities into the Aston Webb Buildings increases student activity in Chancellors Court, which is currently rather removed from the main activity of the campus and feels slightly ‘out of bounds’.
9.1.3 New Library

The existing library is no longer suitable in terms of its function and condition. Further details on the existing building are included in the Design and Access Statement. It is important the new building has a site at the centre of the campus because the library is used by all members of the University and represents the core of university life. It will also incorporate a ‘Cultural Gateway’ facility which will be open to visitors.

Detailed feasibility studies were carried out on refurbishing the existing building and on two alternative sites for a new building. The site that was selected is immediately to the west of the existing building at the centre of the campus, overlooking the Aston Webb buildings and next to the social facilities, shops and services in University Centre and Staff House which lie to the south. Once the new library is built, demolition of the existing building removes a barrier between the north and south parts of the campus: University Square can be extended north, creating a major new open space as a focus for the whole of the campus, and the opportunity to make significant improvements to the University’s public realm.

The alternative site investigated for the new library was to the north of the existing library. It was rejected because it required demolition of the Listed Lodges and Gates on Pritchatts Road and because in this position the new building would effectively reinstate the barrier that the existing building forms between the north and south parts of the campus.

Forming the site for the new library requires the demolition of the existing athletics track, an electricity substation and a small store. A new library store will be built to the north west of the library site. As explained above, once the new building is built the old library becomes redundant and is demolished to form the Green Heart, creating a major new open space as a focus for the whole of the campus, with the opportunity to make significant improvements to the University’s public realm.

9.1.4 The Green Heart and Landscape Improvements

The whole Green Heart area is approximately 365m x 135m. It is bordered by many of the University’s main buildings, including the listed Aston Webb buildings, the listed 1960s Department of Metallurgy and Materials and the Listed Lodges and gates which lie within the Green Heart site itself. Other University Departments and social facilities flank the site, including the dramatic 1960s Muirhead Tower.

Key pedestrian routes run through the Green Heart site which is also crossed by Pritchatts Road and an internal campus road. There is a drop of approximately 8m across the site with flights of steep steps.

The key aims of the Green Heart project are to:

- create an impressive and delightful landscaped space as a focus for the whole campus
- create a series of linked spaces that can accommodate a range of university activities: places to relax, socialise and work; places for university ceremonies and events, and for art
- improve the sense of connection between the north and south areas of the campus
- improve “legibility” of the campus with clear pedestrian and cycle routes
- exploit the topography of the site
- improve access through the campus for wheelchairs and people with limited mobility
- reduce impact of traffic on the central area of the campus
- improve the setting of buildings in and around the Green Heart, including the listed buildings
- respond to the heritage of the campus, including listed buildings, and previous masterplans
- create a setting for long term development sites
- enhance the University’s public presence, particularly on Pritchatts Road
- enhance the ecology of the campus
- create a landscape that is robust, easy to maintain and environmentally sustainable

The Green Heart landscape project will help to deliver key aspirations of the Masterplan: creating a significant landscaped space at the centre of the campus forms a focus for all the academic buildings and support facilities that surround it, uniting the north and south parts of the campus. It allows pedestrian routes through the centre of the campus to be improved, including ramped access for wheelchair users. The new landscape will enhance the setting of the University’s listed buildings and significantly improve views into the campus from Pritchatts Road. There are opportunities to enhance ecology as well as providing a varied and beautiful landscaped space.

Figures 65 and 66 show the central area of the campus with the existing library and with the proposed new library and Green Heart Space.

The section of Pritchatts Road that runs through the main campus and the Green Heart will be landscaped as part of traffic calming measures and to improve its appearance. Other landscape improvements include proposals for a new foot and cycle path from the Vale, where large numbers of students live, towards the centre of the campus (see figure 81). The new route is within the campus, offering a safer alternative to the narrow pavements on the busy Edgbaston Park Road. A footpath is also proposed to improve the connection between South Gate and the centre of the campus. The sites of Chemistry West, The Old Gym and Sports Pavilion will be landscaped and with grass and planting following demolition of these redundant buildings.

Figures 69 to 76 on the following pages show landscape precedents for the Green Heart and an indicative plan and sketches which suggest what the character of the Green Heart might be like.
Figure 69: Stockholm - a grove of trees with informal seating

Figure 70: “Wall that Went for a Walk” by Andy Goldsworthy - courtesy of Dick Watson - art and landscape

Figure 71: Orpheus at Boughton - © Jonathan Lovie - formal grass banks create a sense of place

Figure 72: Broughton Hall - courtesy of Nicola Browne - informal gardens and pavilions

Figure 73: Heveningham Hall - courtesy of Kim Wilkie - grass banks create an amphitheatre

Figure 74: Millennium Forest - © Syogo Oizumi / TMF / Dan Pearson Studio - planting to enrich ecology

Figure 75: Orpheus at Boughton - courtesy of Kim Wilkie

Figure 76: Broughton Hall - courtesy of Nicola Browne - varied colour, scent and texture
Figure 77: Indicative plan of Green Heart with sketch views

1. Indicative sketch of view from lodges/gates towards Chamberlain Clocktower
2. Indicative sketch of view north from University Square
3. Indicative sketch of terrace in front of library
4. Indicative sketch of ramp in Green Heart
5. Indicative sketch of grove of trees in Green Heart
Figure 78: Green Heart Sections
9.1.5 Grange Road Residences and Sports/Social Pavilion

The development of the SONR has created a long narrow site running between the new road and the Bourn Brook on the south west boundary of the University. The west end of the site will be owned by Victoria Halls and the east end, adjacent to the University’s Grange Road Gate and new plaza, by the University. Both sites are intended to be developed for student housing. The University also plans to provide a pavilion fronting the plaza with a café and bar and changing facilities for the sports pitches that lie on the opposite side of the Brook. These facilities will enliven the plaza.

9.1.6 Parking and Roads

The development of sites for the new buildings, sports facilities and landscape improvements across campus necessitate the relocation of over 1,000 car parking spaces. The Masterplan includes a strategy for the replacement of all of the parking spaces, and a strategy for phasing linked to the construction programme for the new buildings and demolitions to limit the impact of spaces lost while construction is underway. A temporary car park to the north of Muirhead is required for part of the period.

The parking strategy initially included a multi-storey car park on the site of the existing Pritchatts Road surface car park. Following public consultation, this strategy was revised: the Pritchatts Road car park is retained as a surface car park with a limited extension to the south. To make up the required numbers a range of alternative sites were considered for car parks. This included a proposal to form a new car park below the proposed Green Heart. This option was not selected because the underground car park would require a considerable number of air vents with mechanical ventilation which would undermine the appearance and character of the Green Heart. A car park in this location also had serious implications for levels and entrances to buildings. The final Parking Strategy includes several surface car parks within the central campus area, plus a multi-storey car park adjacent to the Gisbert Kapp Building on Pritchatts Road.

A key aim of the parking strategy is to make the extended central area of the campus a pedestrian-friendly environment, limiting access for vehicles as far as possible. Two new link roads are proposed between the University’s Ring Road and Pritchatts Road, and to the rear of the Metallurgy and Materials Building to reduce traffic crossing the Green Heart. The Masterplan includes a strategy for the entrances to the campus that designates the two entrances off Pritchatts Road, and from SONR as the main entrances for service vehicles. The access from SONR to the plots to the south of the Bourn Brook has already been provided as part of the SONR project. It is proposed to form a bridge across the Bourn Brook to extend this route into the service area of the campus. South Gate, East Gate and West Gate are more heavily used by pedestrians, so vehicles entering here will be mainly limited to staff, student and visitors’ cars. Figures 92 and 93 showing the parking strategy and Figure 91 showing vehicular routes are included in the Transport section of this report, Section 10.0.
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Hybrid Planning Application

**Development Strategy: Phase 1**
- 10. Demolition of Old Sports Pavilion
- 9. Demolition of Old Gym
- 19. New Library
- 20. Pritchatts Road Surface Car Park

**Development Strategy: Phase 2**
- 4a. New Sports Centre and Car Park
- 14. New Access Road off Lady Oak New Road
- 5. New Orange Road Student Residences and Sports Pavilion
- 13. New Library

**Development Strategy: Phase 3**
- 2. Demolition of The Old Sports Pavilion
- 9. Demolition of Old Gym
- 14a. New Running Track on Munrow Site
- 16a. New Running Track on Munrow Site

**Development Strategy: Phase 4**
- 3. Grange Road Car Park
- 7. Demolition of Terrace Huts and replacement with surface car park
- 11b. Demolition of Existing Library
- 16c. New Surface Parking by Running Track

Figure 80: Indicative phasing - Phase 1
Figure 81: Indicative phasing - Phase 2
Figure 82: Indicative phasing - Phase 3
Figure 83: Indicative phasing - Phase 4
9.2 Indicative Phasing

As explained above, most of the projects in the Hybrid Planning Application are linked and many cannot start construction until others are completed. Provision of car parking is also phased to ensure that approximately the current number of spaces is retained at all times. Figures 82-87 show indicative phasing and the possible sequence for the projects. However the exact sequence will depend on the availability of funds and progress of included projects.

Phase 1
- Site prepared for new Sports Centre: demolition of Gun Barrels pub, bungalow and surface car park
- Site prepared for new Library: demolition of athletics track, substation and store; construction of new link road and car park
- Refurbishment of Aston Webb C Block
- Construction of additional parking spaces on Pritchatts Road car park with landscaping
- Construction of new Gisbert Kapp Car Park
- Temporary car park to north of Muirhead

Phase 2
- Construction of new Sports Centre and path towards Chancellors Court
- Construction of new library
- Construction of new library store
- Construction of new student residences and sports/social facilities by Grange Road Gate
- Construction of new bridge over Bourn Brook

Phase 3
- Demolition of Munrow Centre, Old Gym and Sports Pavilion
- Green Heart landscaping Phase 1: area to north of existing library
- Traffic calming and landscaping on Pritchatts Road

Phase 4
- Construction of new athletics track, sports pavilion and car park
- Demolition of existing Library
- Landscaping to site of Old Gym and Sports Pavilion
- Demolition of Chemistry West and research unit and Terrain Huts
- Landscaping to existing Grange Road Gate car park
- Construction of new link road to rear of Metallurgy and Materials Building

Phase 5
- Green Heart landscaping Phase 2: site of existing library and University Square
- Landscaping to site of Chemistry West/research unit
- Construction of new surface car park on site of Terrain Huts
- Construction of new foot/cycle path to the Vale with new crossing on Edgbaston Park Road and improvements to junction of Somerset Road and Edgbaston Park Road

As explained above, most of the projects in the Hybrid Planning Application are linked and many cannot start construction until others are completed. Provision of car parking is also phased to ensure that approximately the current number of spaces is retained at all times. Figures 82-87 show indicative phasing and the possible sequence for the projects. However the exact sequence will depend on the availability of funds and progress of included projects.
Figure 86: Long-term development sites

Figure 87: Indicative view of Green Heart enclosure and sub-division before future development

Figure 88: Indicative view of Green Heart enclosure and sub-division after future development
9.3 Other Proposals not forming part of the Hybrid Planning Application

9.3.1 East Gate
The proposals to upgrade the landscaping at East Gate already have Planning Approval and do not form part of the Hybrid Planning Application. The aim is to create a welcoming entrance to the University and an improved setting for the buildings around it – the listed Barber Institute and statue of King George I, the Guild and also King Edwards School. The design unifies the space and accommodates the complex patterns of movement across the plaza, and the control of vehicles entering the campus.

9.3.2 West Gate and University Station
West Gate and the Station provide an important entrance to the University. A new plaza to the west of the station forms part of the hospital redevelopment and will enhance the approach to West Gate. The University will promote the refurbishment of the area of the bridge and station itself, including the potential to improve links to the canal, in the longer term.

9.3.3 Long Term Flexibility
The Masterplan provides a structure for the long term development of the University over a number of years, so it needs to be robust but also flexible to accommodate the University’s changing needs.

The University of Birmingham has been established in Edgbaston for over 100 years. Although the University does not currently have plans for large scale expansion, it is important that the Masterplan does not hamper future development. Therefore the Masterplan aims to protect potential sites for long term development and accommodates them within a landscape and infrastructure framework.

Figure 89 identifies areas of the campus where there are potential long-term development sites or the need for major refurbishment of existing buildings. The potential for infill developments on the Pritchatts Road Student Village is also identified.

Figure 89: Muirhead tower from the north following renovation

Figure 90: Muirhead Tower from the south following renovation

9.4 Renovation of Listed and Important Buildings
The University has a large stock of buildings which present particular problems for maintenance and energy conservation. In the last decade the University has undertaken major refurbishment projects on a number of landmark buildings at the Edgbaston campus. The Muirhead Tower is a fine example of what can be achieved in terms of preservation of the original architect’s vision fused with the modern functional requirements of an academic institution for those buildings that have a long term future.

The current Metallurgy and Materials building refurbishment continues this theme: the refurbishment design process included a dialogue with the building’s eminent architect.

Winterbourne House has been given a new lease life as a museum and conference space building on the attached garden’s reputation and offering a facility for the wider community. The conversion of University House, the first women’s accommodation at the University, into office and teaching space for the School of Business highlights the innovative solutions which have been achieved when dealing with an historically important University building.

An important site identified for potential long term development is to the north west of the Green Heart. Figures 89 and 90 opposite indicate how future development could form a frontage to the Green Heart Space. The University may also wish to carry out minor extensions and refurbishment projects which are not identified on the plan. These long-term sites do not form part of the Hybrid Planning Application, but are part of the University’s wider need to continue to improve the Estate.

In addition, the University will continue to carry out general landscape improvements, including at the main east west route through the campus and along the Bourn Brook.
9.5 Heritage Impacts
The heritage impacts of the proposed masterplan are addressed in detail in the Strategic Heritage Assessment, which is a separate document prepared by Alan Baxter & Associates. This section summarises the ‘heritage assets’ that may be affected by the Hybrid Planning Application proposals, and provides a summary of the impact assessment and justification for the proposals.

Those potentially affected by the proposals comprise:
- A cottage within the University’s Elms Plant Nurseries site at 37 Edgbaston Park Road (Grade II);
- The Elms Day Nursery, 33 Edgbaston Park Road (Grade II);
- The Great Hall & Quadrant Range (Grade II*);
- The Chamberlain Tower (Grade II);
- The South Lodge, Gates and Walls on Bristol Road (Grade II);
- The North Gates and Lodges on Pritchatts Road (Grade II); and
- The Metallurgy & Materials Building on the north side of Pritchatts Road (Grade II).

Where proposals for development may impact upon the significance of such ‘heritage assets’, the Government’s national planning policies on the conservation of the historic environment (specifically PPS5 policy HE6) require applicants to:

provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. This information together with an assessment of the impact of the proposal should be set out in the application … as part of the explanation of the design concept.

The Strategic Heritage Statement has been prepared to meet these requirements at an appropriate level of detail. It discusses the significance of all the designated heritage assets, including the contribution made by their settings.

Whilst, in some cases, the proposals will have a minor adverse impact on heritage assets, in other cases they will deliver substantial heritage benefits, better revealing assets’ significance. For example, the demolition of the current Library, and the creation of the ‘Green Heart’, will enhance the setting of the listed Webb & Bell buildings, and render Haywood’s design intentions more legible, giving his listed North Gates and Lodges greater meaning and enhancing their significance. It is important to note that such heritage benefits cannot be delivered in isolation; they are part of the overall package, the benefits of which significantly outweigh any adverse impacts. The proposed Gisbert Kapp car park, for example, whilst it may have a very minor adverse impact on views into and out of the Edgbaston Conservation Area, will facilitate the removal of parking from around the Listed North Gate and Lodges, thereby enhancing the settings of these listed buildings.

The location, height, alignment and massing (and, in the case of the detailed applications, architectural treatment and materials) of the new buildings have been sympathetically designed with regard to the settings of listed buildings and views into and out of the Edgbaston Conservation Area. Similarly, the detailed design of other interventions, such as highway improvements and the new pedestrian and cycle route to the Vale, has been considered with regard to the settings of listed buildings and the character and appearance of the conservation area and registered landscape.

None of the impacts amount, individually or collectively, to ‘substantial harm’ (in the terms of PPS5), on which basis they should be weighed against the public benefits of the scheme as a whole. These benefits are outlined in the Planning Statement. General refurbishments to the Students Union, Gisbert Kapp and the listed Ashley Building have enabled the buildings to accommodate the functional needs of the academic and social life of a 21st century University. Refurbishments to the listed Barber Concert Hall and Aston Webb Great Hall, both important public-facing spaces, have introduced modern technology whilst preserving and building upon their architectural heritage.

10.0 Future Transport Position

10.1 The Proposals and the Transport Strategy
The proposed developments are set out in Section 9 of this document.

The University’s vision is to replace significant elements of the University’s facilities (the Sports Centre and the Library) and create a World Class Campus with a pedestrian-friendly environment and a new landscaped ‘Green Heart’ open space at the centre of the Edgbaston Campus.

The transport strategy is inextricably woven into the Hybrid Application and the Masterplan. The key transport elements to achieving the vision are:

1. Create high quality nodes of social activity linked by a high quality intelligent network of routes;
2. Create vehicle routes into and through the Campus, which complement the creation of the pedestrian environment and provide accessibility to car parking and for servicing.
3. Rationalise car parking to complement the pedestrian environment and provide sufficient capacity to meet demand in conjunction with the delivery of a Sustainable Travel Plan.

The vision for pedestrian routes and social activity nodes is as set out in the plan Routes, Places and Hubs of Activity. The major routes are:
- North-South from the Vale to South Gate
- North-South from Staff House Square to Grange Road
- East-West from East Gate to West Gate
- East-West along Pritchatts Road from Edgbaston Park Road to Vincent Drive

The University has already completed a scheme to improve pedestrian movement through the Campus at Staff House Square and South Steps and is working with BCC and the Hospital Trust on the New Hospital Plaza improvements. The University also has plans to improve the East Gate area. These schemes complement the creation of high quality pedestrian routes.

The two key projects which enable the creation of the enhanced public realm are the...
Key
- Car parks to be removed
- Car parks to be altered

Figure 92: Parking Strategy - spaces to be lost

Figure 93: Parking Strategy - spaces provided
New Sports Centre and the new Library. The New Sports Centre enables the existing Munrow Sports Centre to be demolished and the running track to be repositioned enabling the Library to be relocated. By removing the Library from the central area, a new Green Heart can be created which can be extended northwards to link the academic departments north of Pritchatts Road with the Central Campus area. Improving the connectivity between the Campus areas north and south of Pritchatts Road will be further enhanced by careful traffic management and public realm/environmental treatment of Pritchatts Road.

Aligned to the overall vision there are three new vehicle route elements to the Application (see figure 91):

- A new link from the University’s internal Ring Road north to Pritchatts Road. This new route enables a new Library site to be created fronting onto the Green Heart together with longer term new build. It allows the Ring Road crossing the future Green Heart to be downgraded and provided in the form of a low speed pedestrian-friendly vehicle route. The additional entrance into the University on Pritchatts Road will allow existing vehicle movements to be dispersed and reduce movement along a central section of Pritchatts Road as it meets the Green Heart.
- A new vehicle route off SONR into the south western corner of the Campus will be created by a new bridge over the Bourn Brook. This route will be available for service/delivery vehicles including HGVs and will provide access to the servicing area of the Campus.
- The completion of a vehicle route linking the current route behind Metallurgy & Materials to the current route behind Gisbert Kapp will simplify servicing and reduce movements on Pritchatts Road.

In order to create the vision a number of car parks will be rationalised/relocated. In general terms this means removing car parking from the central area of the Campus and locating it away from heavily used pedestrian areas. It is to be noted that the total number of parking spaces within the Campus will not change as a result of the proposals.

The University is committed amongst other things to promoting more sustainable travel modes and reducing the reliance on single occupancy car travel as set out in the previous section. This is being carried forward through the University’s Sustainable Travel Plan 2010-2015. The University will seek to achieve a 5% reduction in single occupancy trips through its Sustainable Travel Plan measures.

The BCC Screening Opinion has confirmed that the development does not require an EIA but does require traffic impacts arising as a result of the New Sports Centre and Grange Road Residencies to be considered.

10.2 Traffic Impacts

A number of changes to the parking facilities within the Campus are proposed. These changes are required to facilitate the redevelopment proposals. The total number of parking spaces within the Campus will not change as a result of the proposals in the Hybrid Application.

The proposed New Sports Centre and the Grange Road residencies will generate some new trips and the changes to the location of car parking in the Campus will redistribute trips around the local road network. These impacts have been assessed in the Transport Assessment for the peak periods.

Overall, the changes in the numbers of vehicles using these roads is small and therefore the overall impact on the local highway network is not significant and is restricted to the network surrounding the University.

10.3 Car Parking

See Figures 92 and 93

While car parking is being relocated the operation of the car parks in terms of permits, costs and car parking fees will not change from that currently in force. The University has recently introduced a graded tariff for visitors and staff/students who do not have/show a permit. The University reserve the right to change the tariff and the management of their car parks to deal with this type of issue.

During the course of the development of the proposals set out in the Hybrid Planning Application it will be important to ensure that there is not a significant reduction in the overall availability of car parking as this could impact on local roads, neighbours and residents. As part of the Transport Assessment and based on the programme for development stretching into 2017 the impact on car parking numbers of the phasing of the development has been assessed.

In order to avoid a significant reduction in car parking during the development period it has been proposed that a temporary car park located to the north of the Muirhead Tower, an area currently being used as a contractors compound, be used to provide car parking for about 65 vehicles. With this car park in place, on the basis of the University’s indicative programme for development, the average number of spaces provided above the current provision during the development period would be 22 spaces. The maximum number of spaces above the current provision would be around 60 spaces. The maximum reduction would be around 50 spaces. The car park phasing is indicative and is provided to show how car parking will be managed to ensure there are not extended periods when car parking provision at the University is significantly reduced during the construction stage. This principle will be followed if the development programme changes.
10.4 Travel Plan
The University will update their existing Sustainable Travel Plan 2010-2015. This will include a review of progress towards targets and a new staff and student travel survey. The updated plan will reflect changes at the University as a result of the Hybrid Application.

10.5 Proposed Works to the Highway
The proposals contained in the Hybrid Application involve the following works to the public highway:

• Traffic management/ environmental/public realm improvements to Pritchatts Road as it crosses the Campus with improved pedestrian facilities.
• A new internal road link and access onto Pritchatts Road from the University’s internal Ring Road. The new access onto Pritchatts Road will be accompanied by the removal of the access to North Car Park and the access to the German Institute which are both close to the proposed new access junction.
• The existing access to the Gun Barrels Public House will be closed and the access to South Car Park will be modified and replaced by an entrance to the drop off/ servicing area for the New Sports Centre and an access to the multi-storey car park.
• The existing exit from Pritchatts Road Car Park will be modified to provide a right turn and a left turn exit lane onto Pritchatts Road.
• The creation of the Vale Pedestrian and Cycle Route will be accompanied by an improvement of the crossing facility on Somerset Road with a widened central refuge. A signal controlled crossing will be provided across Edgbaston Park Road close to the junction with Somerset Road to enable students to access the Tennis Courts area more easily and safely.

The proposed Grange Road Bridge which will give access into the south west corner of the Edgbaston Campus for service/delivery vehicles will utilise the existing access constructed as part of the Selly Oak New Road.

11.0 Closing Statement
The University of Birmingham has a national and international status and plays a key role in the City of Birmingham. The University aims to continually improve academic quality and to invest in the campus and facilities that are used by its students and staff as well as the wider community.

The Masterplan provides a framework for the long term development of the campus and, specifically, for the development of the twenty one projects which form the first phase of the Masterplan and comprise the Hybrid Planning Application. The Masterplan integrates strategies for urban design, landscape and ecology, heritage and archaeology, transportation and parking to ensure that the campus develops in a coherent way. Of the first phase projects, the University’s need for a new sports centre and new library are key factors in the Masterplan proposals, generating a sequence of linked projects. These include public realm, landscape and infrastructure works which support the other proposals. Together the projects will deliver a step change in the quality and character of the University estate.

The University was founded over 100 years ago and a number of past masterplans have influenced the form and character of the existing campus. The new Masterplan is therefore one plan in a series of plans: it acknowledges the contribution of the past plans and builds on them. The University will continue to develop and must be in a position to respond to changing needs. The Masterplan is designed to be robust but flexible and will be regularly reviewed.