Statement of Community Involvement

1 Purpose of consultation

1.1 This Statement of Community Involvement (SCI) sets out the consultation activities that have taken place at a pre-application stage and shows how the results of this have influenced the proposals and other components of the planning application.

1.2 The statement comprises:
   - Introduction
   - Consultation process overview
   - Overview of November 2011 Consultation
   - Overview of February 2012 consultation
   - Summary

2 Introduction

2.1 The University of Bristol needs to increase the amount of student accommodation it can provide, and has appointed a project team to draw up proposals for providing additional student residences alongside Hiatt Baker Hall in Stoke Bishop.

2.2 The University’s proposed development area lies within The Downs Conservation Area. The site is bounded by the Shaplands residential estate to the north west and Parry’s Lane and a belt of mature trees to the east. The existing Hiatt Baker Hall of residence lies immediately to the west and the open landscape of the wider Stoke Bishop halls of residence to the south.

2.3 The development proposals in the current scheme includes adding around 430 beds alongside the present buildings on the site and bringing a new roadway into the site from Parry’s Lane, thus providing access for the student bus services onto University land. There are currently two vehicle entrances into the site from Shaplands.

2.4 The application site falls within the jurisdiction of Bristol City Council, and is governed by the policy context of the Bristol Local Development Framework. This comprises:
   - RPG 10: Regional Planning Guidance for the South West (2001);
   - The Joint Replacement Structure Plan (2002), saved policies;
   - The Bristol Local Plan (1997), saved policies;
   - The Bristol Development Framework Core Strategy, June 2011; and
   - Relevant Supplementary Planning Documents, which includes The Downs Conservation Area Enhancement Statement, 1993.

2.5 As part of the ongoing planning and development process, the University of Bristol appointed Avril Baker Consultancy (ABC) as an independent advisor, to draw up and co-ordinate stakeholder/public consultation activity during the preparation of a planning application. The aim was to guide the work of informing and engaging
with individuals, groups and organisations who either live or work nearby or who have a direct interest in the site.

2.6 Discussions were held at the outset with the Bristol Neighbourhood Planning Network (BNPN) regarding the current absence of an established local group in the Stoke Bishop area with whom the University could work with on pre-application consultation.

The University has a strong commitment to pre-application consultation and has ongoing dialogue with local amenity/planning groups across the University estate through its Community Forum and also actively involves local groups on individual projects as they come forward for planning. Without an established group, as in Stoke Bishop, it is more difficult to get feedback or consensus on issues on behalf of the community as a whole as individuals tend to have very specific concerns or views depending on where they live.

Discussions with BNPN revolved around resolving this and supporting the efforts by some local residents to set up a new Stoke Bishop planning group, through the Neighbourhood Forum. In the meantime it was therefore agreed with BNPN that the University would invite those residents representatives who meet regularly with Neil Sapsworth from the University’s Accommodation Services on student matters/travel issues, plus some other interested people, who had been contacted through BNPN, to come together and form a core local residents’ group for this project to represent those living in the local area.

An initial meeting of this core group took place on Tuesday 1 November and a follow up meeting with expanded membership to include Parry’s Lane residents took place on 21 February.

2.7 An initial round of public consultation took place early in November 2011 involving a key stakeholder session and a public drop-in exhibition. This was followed by a similar second round of consultation in February 2012 which demonstrated how the team had responded to feedback received within the emerging scheme design. From these two rounds of consultation summary reports were compiled (see Appendices A & B).

3 Consultation process overview

3.1 In order to obtain feedback from a wide range of stakeholders, including local residents, a series of meetings, briefings and consultation events have been held.

Every effort was made to raise awareness of the consultation locally by hand delivering invitations to nearby properties, and publicising the event on the University website. To allow as many local people as possible to view the consultation material the consultation events were held in the Conference Centre, Wills Hall, Stoke Bishop, a locally accessible venue. Opening times for the wider public included an early evening and a Saturday. Information and copies of the exhibition materials were also posted on the University website.

3.2 Following an inaugural meeting in November 2011 with the Stoke Bishop core consultative group, a further meeting was held on 21 February. The University and team representatives have been present at these meetings.
3.3 Representatives from the University and the project team also presented a brief overview of the scheme to the Stoke Bishop Neighbourhood Forum on 25 January 2011 and attended the Henleaze, Westbury-on-Trym, Stoke Bishop Neighbourhood Partnership meeting on 29 March 2012.

3.4 Other external briefings and presentations outside ABC’s scope of work have been undertaken by the University/project team including presentations to the Bristol Urban Design Forum and Bristol City Council’s Members Forum and discussions with Police Secured by Design officers.

4 Overview of November 2011 consultation – summary feedback report

4.1 Consultation events took place between the 1st and 12th November and focussed on the presentation of the planning context and an overview of initial development proposals. A key stakeholder session was followed by a public drop-in exhibition. The consultation material was also made available online through the University of Bristol website. In addition to their discussions with the team, attendees were invited to provide general written feedback on comment forms which were handed out at the exhibition. The ABC summary report for this stage is included at Appendix A. Summary feedback from this consultation is set out below.

4.2 The initial proposals presented in November drew a large number of comments and feedback. **Key issues raised were as follows:**

1) Height of the proposed buildings and impact on neighbouring properties
2) Location and design of the new access road onto Parry’s Lane
3) Resulting increase in traffic on Parry’s Lane
4) Loss of parking on site and possible overspill parking in neighbouring roads
5) Loss of trees
6) Delay in relocating the bus stops/bus service from Saville Road
7) Impact of additional students re. management and facilities

4.3 Main changes/developments to the scheme after the November consultation and as part of the design evolution were as follows:

**Overall**
- Number of bed spaces reduced from 459 to 429

**Height and Impact Concerns**
- Storey heights of all buildings reduced to keep the floor-to-floor heights to the minimum.
- One townhouse has been removed from Block A facing onto Shaplands and height of the blocks onto Shaplands (A&B) have been reduced by one full storey to lessen their prominence on the street scene.
- Block L, closest to Parry’s Lane, has had the ground floor level reduced by c2.5m to help reduce the visual impact on Parry’s Lane.
- Two blocks adjacent to Parry’s Lane (C & M) have been moved further into the site, away from the boundary, to avoid harm to the protected trees on the boundary and to reduce the visual impact on the views down Parry’s Lane.
Access, Highway Safety and Parking
- Designed to ensure there will be no harm to highway safety and no obstruction of the access during peak times.
- A new bus lane on the opposite side of Parry’s Lane and a box junction by the site entrance will improve traffic flow in and out of the site and ensure general traffic and buses do not wait for longer than is necessary.
- The bus hub in the centre of the site will create more space for waiting buses and provides more facilities for students using the bus service from across the campus.
- A full Traffic Assessment of highway safety issues and the proposed reduction in parking will accompany the final planning submission.

Boundary wall to Parry’s Lane
- Stone removed from the existing 3m high wall will be re-used in the new walls.
- New walls will be curved to provide a prominent ‘gateway’ and help to screen the new development.

Loss of Trees
- Significant trees adjacent to Parry’s Lane, many of which are covered by a TPO, will be retained and supplemented with new trees.
- New tree planting and other soft landscape works will help compensate for the loss of some trees within the site.
- Semi-mature trees will be planted in ground that currently does not have trees, on the Parry’s Lane boundary, to reinforce the tree-lined vistas of Parry’s Lane and improve the screening of the new development.
- New trees and a substantial hedge will be planted along the northern boundary to Shaplands to improve the screening of the site and create a secure boundary.

Materials, Design and Architectural Treatment
- Brick cladding will complement the existing brickwork of Hiatt Baker Hall.
- Coloured glazing panels will be introduced to add visual interest and highlights.
- Stairwells and social spaces in the cluster blocks will be clad with a lighter coloured panel cladding system to add contrast.

Impact of Additional Students on Management and Facilities
- Pastoral care team at Hiatt Baker will be increased from one Deputy Warden to three Deputies and from 11 to 22 Senior Residents.
- The main reception building will be refurbished to improve and extend facilities including administration, security, bar and cafes.
- The existing library building will be refurbished to provide improved social facilities for the students.
- The new accommodation is to be self-catered so will not significantly impact on the food catering deliveries to Hiatt Baker Hall.

5 Overview of February 2012 consultation – summary feedback report

5.1 A second round of consultation, consisting of a key stakeholder session and a public exhibition took place on 23rd and 25th February 2012. The consultation material showed the latest proposals and how the team had responded to feedback from the November consultation. Attendees were able to discuss issues and queries with the team and were invited to provide feedback both verbally and through comment forms which were handed out at the events. A summary report,
including comments and feedback received, is included at Appendix B. Summary feedback from this round of consultation is set out below.

5.2 In verbal feedback from the second round of consultation many people who spoke to team members acknowledged that the scheme had improved since the first round of consultation and appreciated that changes had been made to the layout and design. The team felt that there was generally more support this time round for the overall scheme although there was still strong opposition particularly from some nearby residents.

5.3 In the written comments that were received the area receiving most support was the landscape strategy with the least support for the new centralised parking arrangements with divided opinions on the design and transport arrangements.

Key issues raised were as follows:

i) Overspill car parking on residential streets – likely to be exacerbated by increase in student numbers and loss of car parking on the Hiatt Baker site.
ii) Criticism of the general architecture, height and style of the development - particularly the new blocks facing Parry’s Lane.
iii) Importance of retention and replanting of as many trees as possible, particularly trees on Parry’s Lane, to help screen the development from nearby houses.
iv) Likely increase in noise and disturbance arising from additional student numbers – as well as students congregating in the hub area from other halls of residence.
v) Need for a strong boundary along Shaplands.

5.4 As a result of the second round of consultation and ongoing design development the following key changes and more detailed proposals have been made to the scheme:

**Design/Architectural treatment**
- The addition of oriel windows to gables facing Parry’s Lane to help break up the elevations and add some light and activity on these prominent facades.
- The Wardens houses have been redesigned as one dwelling in the form of a two-storey house with a single storey extension. The elevation to Shaplands is now parallel to the street to make it more in keeping with the houses opposite and materials chosen to reflect those of the neighbouring houses.
- The design of the townhouses to Shaplands has been developed further and now includes a senior resident’s studio at ground floor with a front door facing Shaplands. These measures, together with the overall reduction in height of one storey, means that the townhouses are now more in keeping with the domestic scale of Shaplands. The introduction of the front door onto the street provides a more active street frontage and helps give a more domestic appearance.
- Following feedback from Secured by Design Officers the boundary with Shaplands has been redesigned to make it more secure and discourage students from walking through onto Shaplands.

**Landscaping**
- An additional mature Lime tree has been retained alongside the new entrance on Parry’s Lane, in addition to the retained TPO Lime trees elsewhere along the frontage.
• New semi-mature Lime and Pine trees will be planted to supplement the existing planting and help screen of the new development from Parry’s Lane
• Additional planting is being introduced to the north east of the site which will extend the wooded lower slopes
• The appearance/form of the edge of the site bordering Shaplands has been improved further by incorporating boundary hedge planting and a post and wire fencing within the centre of establishing hedges. These hedges will be grown to match the height and width of existing beech and laurel hedges currently on parts of the road boundary.
• Entranceways into the site, including those at the Warden’s accommodation, have been reworked to closely reflect the style of the driveways opposite on Shaplands
• The footpath linkages in and out of the Hiatt Baker site have been reworked as part of a campus-wide enhancement strategy in response to consultation feedback and to encourage greater student and public use of the bus service from the new central Hub.

Facilities at the Hub
• The Source Café has been further extended and the design refined to accommodate the large number of students waiting for a bus or using the cafe services.
• The kitchen servicing bay has also been redesigned to reduce any potential conflict between delivery vehicles and pedestrians moving towards the cafe terrace and bus waiting area.

Traffic/ Parking
A parking survey was undertaken to confirm the findings of the University’s own administration of parking permits. Key points are as follows:

• The number of parking permits issued since the introduction of the U6 service has fallen year on year. In 2009 around 70% of the available parking on site had been allocated via the permit system. By 2011 this figure was 50%.
• The survey showed how the car parks were used during the day. Peak occupancies varied across the halls and times of day but ranged from 24% occupied in University Hall to 78% occupied in Badock Hall. Overall occupancy in Stoke Bishop showed an absolute maximum of 56% (very similar to the permit figures).
• Demand for parking varied with the lowest take up at University Hall (1 space per 15 bedrooms) and the highest at Wills Hall (1 space per 7 bedrooms). Overall occupancy for Stoke Bishop was 1 space for every 9 bedrooms.
• Allowing for the loss of 81 spaces as a result of the proposed development and assuming that the additional new bedrooms (c230) require parking at the highest level recorded of 1 space per 7 bedrooms then the overall peak demand for parking is estimated to rise from the observed 56% to 88%.

This shows that there is sufficient reserve capacity in the Stoke Bishop Campus as a whole to accommodate both the reduction in capacity and the anticipated increase in demand - based on the worst conditions observed.

6 Outcome of the consultation process

The University’s aspiration is to create a well-thought-out development which provides a sustainable response to its need to increase the amount of student
accommodation it can provide whilst maintaining a good relationship with its local
neighbours.

The University and its project team have welcomed the opportunity to consult with
and meet key stakeholders and residents living close to Hiatt Baker Hall. They
would like to thank those who took the time to input into the consultation process.

As a result of the feedback received a number of changes, particularly to the
design, architectural treatment and layout have been made to the scheme following
each round of consultation and as part of the ongoing design process.

Through meetings and ongoing discussions throughout the consultation, the
University recognises that those living close to the halls of residence have wider
concerns relating to student behaviour, noise and disturbance. It is committed to
listening to and informing local residents, seeking to avert difficulties and
encouraging high standards of conduct by all members of the University
community. The wardens and staff of the University’s halls of residence and
student houses will continue to work hard to ensure that disturbance and
annoyance to neighbours is kept to a minimum.

The University also acknowledges that there are ongoing issues around overspill
parking and will continue discussions with neighbour representatives around their
concerns and possible further measures that can be explored.

This overspill parking is however not due to a lack of capacity within the existing
campus but is a matter of choice by the students involved. Given the parking
capacity available and the predictions that even in the worst case there will
continue to be sufficient capacity there is no technical reason for the development
proposals to increase the level of on street parking in the surrounding area.

To ensure the most efficient use of the available parking stock across the campus
the University is also proposing to centralise the parking permit system and
reviewing its car park permit policies to ensure that they are adapted to the new
site.

The introduction of the U6 service has provided a very real alternative transport
offer and has been successful in transferring trips away from the car reducing the
need to bring a vehicle to the site. The University already promotes this facility and
emphasises the lack of need for a car in all of its publicity and informational
material as well as the formal offer letter but will continue to review and improve on
this.

**Appendices**
APPENDIX A - November 2011 consultation summary report
APPENDIX B – February 2012 consultation summary report
Introduction

The University of Bristol needs to increase the amount of student accommodation it can provide, and has appointed a project team to draw up proposals for providing additional student residences alongside Hiatt Baker Hall in Stoke Bishop. The development proposals are still at an early stage but the current scheme includes adding around 450 beds alongside the present buildings on the Hiatt Baker site and bringing a new roadway into the site from Parry’s Lane, thus providing access for the student bus services onto University land.

The University has already had initial discussions with the Local Planning Authority and other key consultees including the Highways Authority and was keen to share its emerging proposals and take the project forward involving key stakeholders and the local community.

The University appointed Avril Baker Consultancy (ABC) as an independent advisor to draw up and co-ordinate stakeholder/public consultation during the preparation of a planning application. The aim being to guide the work of informing and engaging with individuals, groups and organisations who either live or work nearby or who have a direct interest in the site.

The consultation approach was to offer an initial round of public consultation in November to invite feedback on the early proposals. For the team to then work up more detailed proposals and follow up with a further round of consultation in early 2012 in advance of the submission of a planning application in Spring 2012.

Consultation events

This first round of consultation has included an initial meeting with a new Core Group of local residents (1 November) followed by a key stakeholder session and a public exhibition for near neighbours and general public (10 November).

Local residents core consultative group

As with other recent University development projects, the University is keen to involve the local community as proposals such as this go through the pre-application and planning process. The Bursar/Director of Estates regularly meets with a Community Forum covering amenity groups across the University’s wider estate to provide an update on current projects and highlight potential schemes as they come forward. The University’s wish to provide additional accommodation at Stoke Bishop was referred to at the Community Forum meetings in July & October 2011.

Discussions were then held with the Bristol Neighbourhood Planning Network regarding setting up a new Stoke Bishop group which could work with the University on the consultation for the Hiatt Baker project and also potentially get involved with other schemes that might come forward in the wider area.

To move this forward the University invited those residents who already meet regularly with Neil Sapsworth from the University’s Accommodation Services, plus some other interested people, who had been contacted through the Neighbourhood Planning Network, to come together for an initial meeting. The first meeting of the new Stoke Bishop group took place on Tuesday 1 November in the Conference Centre at Wills Hall, Stoke Bishop.

Five local residents from Shaplands, Hollybush Lane and Ormerod Road attended the initial round table meeting plus a representative of the Neighbourhood Planning Network. The intention is to reconvene with this group as the project develops and to widen representation to include for example a representative from Parry’s Lane. Attendees were shown the emerging proposals and had an opportunity to discuss any issues and queries with representatives from the University and the project team.
**Key Stakeholders**

A key stakeholder session was held on Thursday 10 November at Conference Centre, Wills Hall, Stoke Bishop. The aim of this session was to enable key groups to engage early on in the planning process as proposals develop, to listen to their views and to fully understand key concerns that they might have.

Invitees included the local MP, councillors and officers from Bristol City Council, service providers Avon and Somerset Constabulary and Avon Fire & Rescue, representatives from groups and organisations such as BPAC, Bristol Civic Society and South West Design Review Panel in addition to local interest groups Friends of the Downs & Avon Gorge and Westbury on Trym Society. As proposals will involve a new access route off Parry's Lane to be used by the University student bus service, First Bristol Ltd, South West Public Transport Forum and Sustrans were also invited to attend.

From a database of 54 names a total of 5 individuals attended the stakeholder event, with a number of others choosing to attend the informal drop-in sessions. Others responded that they would like to be kept informed. Attendees included representation from BPAC, Bristol City Council and Friends of the Downs & Avon Gorge.

The session comprised a formal presentation on the University’s requirements for more student accommodation, the planning context and an overview of emerging proposals followed by a general discussion and question and answer session. An exhibition of development proposals was on display with members of the team on hand to discuss aspects of the scheme.

**Wider Public**

Following the key stakeholder workshop, the exhibition was opened up to the wider public on Thursday 10th November 2011 from 3pm-7pm and again on Saturday 12th November 2011 from 10am-2pm

Postcard invitations (Appendix B) to attend the exhibition of development proposals were hand delivered to local occupiers and residents in streets/roads close to the proposed development site (Appendix C). An invitation to attend and overview information was also posted on the University of Bristol website.

Members of the public were invited to drop in at their convenience to view the exhibition and representatives from the project team were on hand to talk individuals through the display material, outlining the emerging proposals for the site and to answer any individual queries. A copy of the exhibition boards is included at Appendix D.

A total of 77 individuals passed through the exhibition, the majority of whom chose to sign in and/or leave contact details to receive further information.

Those attending included residents from: Coombe Lane, Elmlea Avenue, Hollybush Lane, Ormerod Road, Parry’s Lane, Rylestone Grove, Saville Gate Close, Saville Road, Shaplands and Wills Lane.

**Feedback**

**Local Residents Core Group meeting – 1 November**

The residents present generally considered that the initial concept proposals were looking good with many positive features. They understood the need for the University to provide the best facilities to attract future generations of students.

The proposed new estate road and central transport were strongly supported and those present felt that they could be flexible with regard to the current situation at Saville Road in light of the timescale of the proposals and would discuss this further with their neighbours.
Specific feedback was as follows:

**New road/transport hub**
Residents felt that this was a better location and set up than present arrangements on Saville Road and that it was important to include bus shelters as part of the proposals. It was agreed that still some way to go in terms of the detailed design/engineering of the road layout etc. Also agreed that the central square was a good idea and that a security post should be included in the scheme.

**Vehicular entrance from Shaplands**
Shaplands’ residents wanted reassurance that this new system would be able to cope with drop off at start of term particularly at start of new year/Autumn term.

**Parry’s Lane**
Residents emphasised importance of addressing issue of loss of any trees as a hot topic locally.

Residents raised the issue of vehicles turning into Parry’s Lane especially at peak times. The proposed zebra crossing further down the road was also mentioned. It was agreed that there was a need to further consider the interface between Parry’s Lane and the use of the new estate road.

**Accommodation:**
Residents supported having security presence in central square/at heart of site and complemented University on additional security staffing/management surveillance. Residents asked whether there would be any more shops to serve the additional students.

**Height/density**
Residents liked the concept of the two types of accommodation (town houses and cluster flats) but were unsure about height and wanted to see more information about how new buildings would work in relation to existing buildings and the topography of the site.

**Design/sustainability**
Residents wanted the University to ensure that the new development has a strong identity of its own.
Residents were keen to see design measures such as breaking up the roofline, quality materials. It was agreed that more detail on the design will follow at a later stage.

**Noise**
Concern re minimising noise and ensuring that any social facilities are located away from sensitive boundaries with residents.

**Student Parking/cycling**
Residents commented that student parking levels have greatly reduced at Hiatt Baker and parking generally has been much less of a problem this year. There was support for secure/covered cycle parking for students and visitors

**Timeframe**
Residents present understood that new road will not be ready until 2013 which means that present arrangements would continue for another year but n balance felt that the overall proposals would be worth it.

Minutes from the local residents core group meeting can be found at Appendix A.

**Key Stakeholder Session**
Following the team presentation the following issues were raised by individual stakeholders in the question & answer session:

**Relationship between the University and the community**
Student accommodation will be occupied 40 weeks of the year. Outside term time rooms would be available for conference use or additional University bookings. Main conference period is July to September.

**Density**
Acknowledgment that this is a high density development. Friends of Downs and Avon Gorge Trust support high density use in relation to the Downs.

**Loss of car parking on site**
Concern about possible additional parking in nearby streets
Currently car parking spaces are allocated per hall, in future this will be managed across the whole campus. Hiatt Baker car park use has been reducing in recent years and now very little take up. Future use can therefore be accommodated elsewhere on the campus.

**University bus service –residents concerns/problems, particularly disturbance & noise at night**
University has regular meetings with adjacent residents regarding student management and behaviour. The new proposals would improve the situation re the bus by taking the service away from local roads and into the campus and providing better facilities for dropping off/picking up students. The new central hub would also and provide increased supervision/management.

**Impact on Parry’s Lane especially re traffic.**
Concerns about volume of traffic on this road, access and safety e.g. children going to local school. The University’s transport consultants are in discussion with the Highways to model and test any future proposals re traffic and vehicle movements in Parry’s Lane and the wider area. Will also be designing the new access and junction to ensure it meets requirements.

**Environmental Impact**
Concern that an Environmental Impact Assessment is not required as part of the planning application and would like this revisited.
Although the City Council has confirmed that an EIA is not required for the planning application the team will be carrying out a whole range of detailed studies and assessments covering the environmental impact on the surrounding area including key views, ecology, landscape etc.

**Sustainability**
General support for a sustainable approach. Appreciation of the need to balance features such as solar panels on roofs with building in a Conservation Area.

The team is currently looking at a whole range of measures to reduce energy requirements and meet sustainability targets and aiming for a BREEAM Excellent rating. Looking carefully at orientation of the buildings to maximise natural sunlight and ensure natural ventilation, plus possibilities for solar power or combined heat & power solutions.

**Levels of lighting**
New lighting will be designed to ensure there is minimal light spillage outside the site.

**Public Exhibition**
Attendees were invited to provide general written feedback on comment forms (Appendix E) which were handed out at the exhibition and available as a download on the University website.

Comments could either be posted in the comments box on the day or sent through by post or email with a return date of 22 November 2011. In addition, verbal feedback of discussions with individuals at the exhibition was recorded by team members and this has also been included in the overall analysis.

**Breakdown of respondees**
Up to the deadline of 22 November a total of 36 feedback forms had been returned.
In terms of identifying status, of those individuals who chose to provide further details, 33 are local residents, 1 person said they work also locally and 2 people were members of the university staff (one of whom was also a local resident) and 2 described themselves as other.

Where a couple returned a comment form - two responses have been counted.

Summary of written feedback
The first three questions on the comment form asked respondees to say whether they were generally supportive, broadly supportive but with some concerns, opposed or undecided or of no opinion.

Principle of development
The opening question asked if there was support for the principle of developing further student accommodation within the Hiatt Baker site.

71% of those who responded showed a level of support with 25% generally supportive and a further 46% broadly supportive with some concerns. 27% were opposed and 2% undecided or of no opinion.

Site layout
Relating to site layout, the question asked if there was support for the proposed layout and arrangement of buildings on the site.

59% showed a level of support with 27% generally supportive and a further 32% broadly supportive but with some concerns. 32% were opposed and 9% undecided or of no opinion.

Transport improvements
The question asked if there was generally support for the principle of creating a new road and transport hub within the site, which would replace the current bus stop/arrangements on Saville Road.

64% showed a level of support for the proposals with 38% generally supportive and a further 26% broadly supportive but with some concerns. 33% were opposed and 3% undecided or of no opinion.

Additional Comments:
Respondees were also invited to provide additional comments after each question which have been collated together with verbal feedback from the team and summarised under specific topics.

Issues attracting most comments covered the increase in traffic and access onto Parry’s Lane, overspill parking on neighbouring roads, the proposed height of the new buildings and impact on neighbouring properties.

There were also comments on potential increase in noise and disturbance from additional students, loss of trees and the possibility of separating the road/bus terminus from the new development in terms of a planning application.

Views on some of these issues were localised and varied depending on proximity of residents to key elements of the proposals. For example immediate neighbours on Parry’s Lane had most issue with the new entrance/access for vehicles whilst others further away were in support of the new road/bus terminus. Likewise Shaplands’ residents and those immediately opposite on Parry’s Lane were most worried about overlooking from the new blocks and Shaplands’ residents were worried about an increase in overspill parking.

Traffic, Access & Parking
Whilst most of the written comments focussed on issues or concerns there were favourable comments around bringing the bus service into the University site. A small number of residents on
Parry's Lane living opposite the proposed new entrance were particularly opposed to the proposals for a new access and road taking buses and other service vehicles into the site and resulting increase in traffic on Parry's Lane.

In discussions those further away from the proposed access on Parry's Lane were mainly supportive of the idea of the new road and terminus although some had concerns about the additional time this would take in terms of replacing the current arrangements on Saville Road.

Shared comments were around:
- Loss of car parking on site resulting in increased parking in adjacent roads, particularly in Shaplands
- Possible increase in parking on the Downs
- Effect of higher volume of traffic on Parry’s Lane which is already a busy route
- Concern re slow buses pulling out into Parry’s Lane at peak times and queuing traffic adding to difficulty for those turning out of adjacent roads
- Increased traffic on Parry’s Lane causing potential risk to pedestrians especially children on their way to Elmlea School
- Differing views on whether the junction should be traffic light controlled or not
- Saville Road arrangements only affect a handful of houses but new proposals especially increased traffic will affect many more properties on Parry's Lane and in adjacent roads
- More focus needed on cycle routes through and across campus

Individual comments included: safety of cyclists as the cycle lane forces bikes to keep left where less visible plus suggestions for adding double yellow lines in Shaplands, closing off the access to University Hall completely and ensuring that vehicle access to the Caretaker’s building avoids Shaplands.

**Height & Scale of development**
Most of the written comments on this topic were from adjacent residents in Shaplands and those living nearby in Parry's Lane.

Shared comments were around:
- Density of development and likely impact generally on the wider area
- Height of new blocks nearest Shaplands re. overlooking – suggestions that should not be higher than existing buildings and view by some that preferably only 2 storeys
- Height and proximity of the new blocks facing Parry’s Lane - encroaching on privacy and overlooking

**Design & Layout**
There were understandably few comments on this topic as the proposals are at such an early stage.

Comments received included:
- New development should be in keeping with the character of the existing houses on Shaplands – a couple of people suggested use of brick
- Dislike of flat roofs – would like to see more architectural detail on upper floors/roofline
- Concerns about views into the site through the new entranceway
- Unhappy about any tree loss whilst others supported strategy of keeping trees where possible
- Importance of landscaping and consideration of wildlife e.g. badgers
- Support for sustainable development and sources of energy such as PV, solar etc.

**General/miscellaneous**
Other specific points raised in written forms and/or in discussions with the team included:
- Management of additional students in terms of noise and disturbance
- Increased noise/activity at night with taxis/night buses dropping off
- Wish to see application split so that road/bus terminus can be brought forward sooner
- Scope to provide a new mini convenience store, possibly on land near Wills Hall, as no shops nearby for students
- Concern that the additional development will affect near neighbours house prices

A more detailed analysis by question can be found at Appendix F.

### Summary of Key Issues

Taking into account the feedback from all who participated in the first round of consultation key issues raised are as follows:

8) Height of the proposed buildings and impact on neighbouring properties
9) Location and design of the new access road onto Parry’s Lane
10) Resulting increase in traffic on Parry’s Lane
11) Loss of parking on site and possible overspill parking in neighbouring roads
12) Loss of trees
13) Delay in relocating the bus stops/bus service from Saville Road
14) Impact of additional students re. management and facilities

### Next Steps

The University would like to thank those who took part in the consultation. Feedback from this first round of consultation and from ongoing discussions with the Local Planning Authority and other key groups and organisations will be carefully considered by the project team as they continue to work up the proposals.

A further round of consultation is due to take place in early 2012.

### Appendices

- Appendix A – Local Residents Core Group meeting – 1 November Minutes
- Appendix B – Postcard Invitation
- Appendix C – Catchment Area
- Appendix D – Exhibition Boards
- Appendix E – Comment Form
- Appendix F – Detailed analysis by Question
Appendix A – Local Residents Core Group meeting – 1 November Minutes

Notes of Stoke Bishop Residents Meeting
Tuesday 1 November 2011

Attendees:
Residents:
Tony Hoare – Stoke Bishop Neighbourhood Forum
Roger Gamlin – Shaplands
Leela & Stuart Grant – Shaplands Neighbourhood Watch
John Swallow – Hollybush Lane
Clare Wilks – Bristol Neighbourhood Planning Network

University/Team:
Patrick Finch – Bursar and Director of Estates
Karen Harbinson – University Capital Projects - Project Manager
Neil Sapsworth – University Director of Accommodations Services
Jeremy Bladon & Julie Marie Laming – CSJ Planning
Avril Baker – ABC

Introduction:
Clare Wilks outlined work of the Neighbourhood Planning Network in supporting local group and encouraging input to the planning process at an early stage.

Neighbourhood Planning Forum
Tony Hoare is looking at setting up a planning panel as part of the Stoke Bishop Neighbourhood Forum which could input on projects such as this. He would be interested in other people joining such a group. Next meeting of Forum is 7 January.

University context:
Patrick Finch explained that this is very early days in terms of the project and consultation but keen to involve local community early on. At sketch scheme stage and that this will be developed further over coming months.

Patrick and Neil Sapsworth set the scene re the University’s projected growth and further demand for student accommodation. University has seen steady growth and now has some 13,500 undergrads and 5,000 post grad students. Has been looking to private sector accommodation providers to make up shortfall in beds but this is tailing off in current climate.

University has reviewed options and recognise there is an opportunity within Stoke Bishop for a further c450 beds though will continue to review other sites within city. In addition to beds also looking to deal with public transport issues in Stoke Bishop in the form of a new transport hub.

Neil added that year on year growth in numbers and the additional requirement to accommodate international foundation programme students in their first year of undergraduate study would see the shortfall of 130 beds this year increase to c400 beds in 2013-14. Preference is to house freshers and international students in University halls to ensure they receive community/social life with pastoral care and warden management system in place.

View from some residents that over the past year measures such as student management and staffing and the relationship between residents and the University has been working much better.

Hiatt Baker proposal
Proposing to build new accommodation adjacent to and integrated into the present Hiatt Baker hall. New development would be on the current car park area with wardens houses
demolished and relocated. Although the wider Halls of Residence is a large site, significant parts are designated nature areas or topography precludes any development. Building on this area is one of a limited number of options and probably the only significant opportunity.

New road/transport hub
Proposing to bring in a new road, through a new entrance from Parry's Lane, which would run through the site thereby creating a transport hub. This would allow 3 buses at any time to drop off/pick up and provide a centralised point for taxis/services etc. Would also create a focal point for the campus with connecting routes to bring students in from other nearby halls. Bus shelters would be provided which is not the case at the moment.

Residents felt that this was a better location and set up than present arrangements on Saville Road and that it was important to include bus shelters as part of the proposals.

Still some way to go in terms of the detailed design/engineering of the road layout etc

Residents agreed that the central square was a good idea and that a security post should be included in the scheme.

Vehicular entrance from Shaplands
Present entrance would be closed off to traffic apart from pedestrians & cycles and emergency vehicles via the entrance from Shaplands to University Hall

Shaplands residents wanted reassurance that this new system would be able to cope with drop off at start of term particularly at start of new year/Autumn term. University recognise this is a very busy time. A new online booking system with timed slots had been introduced and this seemed to be working well.

Parry’s Lane
Recognise this is an important boundary. Entrance to be located where least impact on trees and the wall. Will be providing additional tree and shrub planting as part of the development. Currently undertaking arboricultural surveys and assessment as part of Nicholas Pearson Associates landscaping strategy

Residents emphasised importance of addressing issue of loss of any trees as a hot topic locally.

Team has had discussion with Highways officers. In principle they have accepted this approach and the team’s transport consultants are looking at geometry of this junction onto Parry’s Lane, splay/visibility, traffic counts and whether any control/ights would be required.

Team had considered using existing entrance from Parry's Lane but it is in a designated nature conservation area so not possible.

Residents raised the issue of vehicles turning into Parry’s Lane especially at peak times. The proposed zebra crossing further down the road was also mentioned. It was agreed that there was a need to further consider the interface between Parry’s Lane and the use of the new estate road.

Accommodation:
Two types of residence – town houses and cluster flats, self catered though access to communal dining facilities as well. Accommodation will be in use 40 weeks of the year with the potential for conference/external bookings.
Warden accommodation will be relocated to alongside Shaplands which will provide additional surveillance in this area. Will also be upgrading present other communal facilities on site to serve all students.

Residents supported having security presence in central square/at heart of site and complemented University on additional security staffing/management surveillance.

Residents asked where students would buy food if self catering and whether there would be any more shops. University will be bringing in flexible meal plan and widen use of catering facilities e.g can get takeaways. Not currently looking at bringing in external retailers on site.

Height/density
Proposing up to 4 storeys on town houses and cluster flat blocks using the gradient of the site to work the new buildings into the landscape. University needs the height to achieve the required bed numbers. No new buildings would appear above the height of the tallest existing building on site.

There was discussion around existing and proposed density and height of existing buildings.

Residents liked the concept of the two types of accommodation (town houses and cluster flats) but were unsure about height and wanted to see more information about how new buildings would work in relation to existing buildings and the topography of the site.

The team is aware of the height issue and has suggested key views to assess the impact on surrounding area but these have not yet been agreed with the Council so too early to show concept views at public consultation. But it was agreed that at the exhibition there will be some sections to show the relative heights of existing and proposed buildings across the site.

Design/sustainability
Design of accommodation will be unique to the site. Town house concept is a new development but has been tried and tested at other Universities. The University confirmed that it will be involving students in the design through the current JCRs.

Residents wanted the University to ensure that the new development has a strong identity of its own.

Residents keen to see design measures such as breaking up the roofline, quality materials. Agreed more detail on the design will follow at a later stage.

Aiming for sustainable design to BREEAM excellent and A or B level Energy Accreditation. These targets will drive design features/specification e.g minimal heating, choice of materials etc. Residents supported this target.

Noise
Re minimising noise will look at design measures such as double glazing; also sound insulation goes hand in hand with sustainable design measures. Overall management of the site will also be important. Will not locate any social facilities near sensitive boundaries with residents.

Student Parking/cycling
Residents commented that this has greatly reduced and has been much less of a problem this year.

Student parking is down by between 50 – 70% on previous years, primarily due to the large increase in take up of the bus service. It was confirmed that there would be a loss of student
car parking spaces at Hiatt Baker but that there is capacity at other halls and in future spaces will be centrally managed/allocated across the Stoke Bishop campus. There will also be plenty of secure/covered cycle parking for students and visitors.

Timeframe
Intention it to submit a full planning application in Spring 2012 with a view to getting consent Summer 2012. Appoint main contractor Autumn 2012 with the new road completed in 2013 and the residences completed 2014.

Residents understood that new road will not be ready until 2013 which means that present arrangements would continue for another year but in balance felt that the overall proposals would be worth it.

It was confirmed that construction traffic would use the new estate road and not Shaplands.

Next Steps
First pre-app has just been submitted. Team has met the planning case officer, Martin Seaton, on site and is expecting a response to the pre-app submission within the next 3 weeks.

First round of public consultation - November 2011. Hand drop of invite postcards has already gone out to adjacent streets.

It was agreed to get this small group together again in early 2012 before the next round of public consultation which is scheduled for February 2012.

General summary
The residents considered that the initial concept proposals were looking good with many positive features. They understood the need for the University to provide the best facilities to attract future generations of students. The proposed new estate road and central transport were strongly supported and those present felt that they could be flexible with regard to the current situation at Saville Road in light of the timescale of the proposals and would discuss this further with their neighbours.

ABC: 4.11.2011
Appendix B – Postcard Invitation

Public Consultation Exhibition of emerging proposals for Hiatt Baker Hall, Stoke Bishop

Thursday 10 November 2011
3pm – 7pm
Saturday 12 November 2011
10am – 2pm

Wills Hall Conference Centre, Parry’s Lane
Stoke Bishop, Bristol BS9 1AE

The University has appointed a project team to draw up proposals for providing additional student residences alongside Hiatt Baker Hall in Stoke Bishop and bringing a new roadway into the site, from Parry’s Lane, which would provide access for the student bus services on University land.

The development proposals are still at an early stage but the current scheme includes adding around 450 beds alongside the present buildings on the site.

The University is keen to involve the local community as these proposals go through the pre-application and planning process. It is currently liaising with the Bristol Neighbourhood Planning Network and a new local group in the Stoke Bishop area which is being established to represent the interests of the wider community in relation to this project.

Following initial discussions with the Local Planning Authority the University is now keen to hear the views and comments from those who live or work nearby.

A first round of public consultation, in the form of a drop-in style exhibition, will take place on Thursday 10th and Saturday 12th November in the Conference Centre at Wills Hall in Stoke Bishop (see details overleaf).

Feedback from this event together with ongoing discussions with the City Council and other consultative groups will be considered by the team as more detailed proposals are developed.

A further round of public consultation will follow in early 2012 after which a planning application is then due to be submitted in Spring 2012.

During the exhibition the consultation information will also be available to view online at: www.bristol.ac.uk/estates/stoke-bishop

For further information please contact:
Avri Baker or Carolyn Jones
ABC, 5 Ulysses Avenue, Bristol BS4 2BV
Tel: 0117 977 2002 email: info@abc-pr.co.uk
Appendix C – Catchment Area

Proposed catchment: UoB Stoke Bishop

Parrys Lane to junction Ormerod Road
Saville Road to junctions Parrys Lane/Hollybush Lane
Holly Bush lane to junction Ormerod Road
Shaplands Orchard Close
Rylestone Grove Wills Lane
Saville Gate Close
Appendix D – Exhibition Boards
University of Bristol – Hiatt Baker Hall, Stoke Bishop
Public Consultation – November 2011
Comments Form

Thank you for visiting the exhibition today.
The University and its team are interested in hearing your views on these early proposals for new student residences and transport improvements on the Hiatt Baker site.

Please take a few minutes to answer the following questions, then either post your completed form in the comments box provided or return it to the address below no later than Tuesday 22 November 2011.

The scheme is at a conceptual stage and this exhibition therefore focuses on the principles of development, the overall layout of the new buildings and the new transport arrangements. As the scheme develops there will be further information about the design, form and architectural treatment of the buildings, landscaping and palette of materials which will form part of the next round of consultation in February 2011.

Principle of student accommodation
The University needs to provide more of its own student accommodation for first year and international students in response to growing numbers. Stoke Bishop has been identified as the only University owned location with capacity for such additional development

Q1. Given this position do you generally support the principle of developing further student accommodation within the Hiatt Baker site? (please tick one of the boxes below)

☐ Generally support the principle of development  ☐ Broadly supportive but have some concerns
☐ Opposed to proposals  ☐ Undecided / no opinion

Site Layout
Q2. Based on the information displayed at the exhibition do you generally support the proposed layout and arrangement of buildings on the site?

☐ Support proposals  ☐ Broadly supportive but have some concerns
☐ Opposed to proposals  ☐ Undecided / no opinion

Please add any further comments or suggestions about the site layout

Transport improvements
Q3. Do you generally support the principle of creating a new road and transport hub within the site, which would replace the current bus stop/arrangements on Saville Road?

☐ Support proposals  ☐ Broadly supportive but have some concerns
☐ Opposed to proposals  ☐ Undecided / no opinion
Please add any other comments or suggestions around transport and access.

Site and Context
Q4. Are there any other aspects or issues about the site and its context which you think the team should be aware of?

Please add any further comments about the site and its context.

Q5. Do you have any other further suggestions or comments about the proposed development?

Please add any further comments about the overall development or the project.

About You
It would be most helpful if you could highlight one or more of the options below.

☐ I am a local resident  ☐ I work locally  ☐ I am a student at the University
☐ I am a member of the University’s staff  ☐ Other

If you have not already registered with us and wish to be kept informed about the progress of the project, please provide the following contact details.

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Please post in the box provided or return to the address below by Tuesday 22 November to

Avril Baker Consultancy (ABC), 5 Lilymead Avenue, Bristol BS4 2BY
e-mail: info@abc-pr.co.uk  Tel: 0117 977 2002  Fax: 0117 977 4255

The information you provide will not be passed to any third party and will only be used to communicate with you about this specific project. If at any time you wish to have your details removed from our database, please contact ABC on 0117 977 2002.
Appendix F – Detailed analysis by Question

The opening statement talked about the principle of student accommodation and the need for the University to provide more of its own student accommodation for first year and international students in response to growing numbers. Stoke Bishop has been identified as the only University owned location with capacity for such additional development.

**Principle of development:**

**Q1:** The opening question asked if, given this position, there was support for the principle of developing further student accommodation within the Hiatt Baker site.

71% of those who responded showed a level of support with 25% generally supportive, 46% broadly supportive with some concerns, 27% opposed and 2% undecided or of no opinion.

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**Site layout:**

**Q2.** Relating to site layout, the question asked if based on the information displayed at the exhibition, there was support for the proposed layout and arrangement of buildings on the site.

59% showed a level of support with 27% generally supportive, 32% broadly supportive but with some concerns, 32% opposed and 9% undecided or of no opinion.

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Additional comments mainly related to access, parking and building heights.

**Access/parking (10)**

6 people had concerns about possible increase in student/staff parking in Shaplands, especially given loss of current car spaces on site. 1 person suggested yellow lines. Another wondered if students were unable to walk through from Shaplands would this be less likely. Another mentioned the caretakers building (replacing garages) and that access to this needs to avoid Shaplands.

2 people questioned whether there would be additional car parking. 1 suggested closing off access to University Hall completely.

Individual concerns included: problems of buses turning right into Parry’s Lane, problem that the cycle lane forces bicycles to keep left making them less visible.

**Height and scale of development (12)**

7 people had concerns about proposed four storey blocks near Shaplands, in terms of privacy, blocking sunlight, overlooking and noise disturbing peace and tranquillity, with suggestions for 3 or even 2-storey maximum. There were several people concerned about height and design of the new warden’s accommodation.

A further 3 people also mentioned the proximity and height of proposed new buildings nearest to Parry’s Lane with concerns about overlooking and the impact of this scale of development on the local area.

There were a couple of general comments about the impact of the development on the character
of the surrounding area and the likely increase in noise and security issues.

Individual comments included; a dislike of the flat roof design suggesting a 4th storey in a sloping roof; a concern about 6 buses per hour using Parry’s Lane and a question as to where 400 or more cars will park?

Miscellaneous (12)

Impact of more students – 3 people mentioned noise re. additional students moving around the site, another compared it to getting permission for a 450 bed hotel and cited existing problems with noise and litter.

Trees – 1 person wanted to see trees kept and maintained as they help to soften the buildings and reduce noise, another mentioned the potential loss of 30 trees.

Bus service – 1 person was concerned at the loss of the U6 service from Saville Road whilst another wanted the proposals for the bus terminus to have a separate planning application from the rest of the development.

Road access – 1 person suggested the road and new development should be moved to nearer Wills Hall where there is more space.

Walking & Cycling routes – 1 person wanted more focus on this and for cycle parking to be associated with the development and not centralised.

Level of Information – 1 person wanted more information, another felt it was too early in the process to comment whilst a third was happy with the proposals at this stage.

Transport improvements

Q3. Asked if there was generally support for the principle of creating a new road and transport hub within the site, which would replace the current bus stop/arrangements on Saville Road.

64% showed a level of support for the proposals with 38% generally supportive, a further 26% broadly supportive but with some concerns, whilst 33% were opposed and 3% undecided or of no opinion.

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Additional comments:

In support:
One person was 100% in favour of the bus hub being accessed off Parry’s Lane and positioned well within the campus and wanted bus hub to proceed as a matter of urgency and that the building should be dealt with separately. Another felt that the proposals would be an improvement on student transport into town

Main concerns were around volume of traffic, access onto Parry’s Lane and loss of car parking on site causing overspill onto adjacent streets.

New access /traffic on Parry’s Lane (15)
Concerns about the new road access and traffic on Parry’s Lane included problems of additional
vehicles, particularly the additional buses (6 per hour) turning out into what is already a very busy road, especially at peak times. A number of these had specific concerns around the safety of pedestrians, particularly children crossing/walking to and from Elmlea School and also cyclists. Several others mentioned the problem of slow buses pulling out of the new entrance.

There were differing views about how to best manage the new access/junction with several concerns that a traffic light could add to queuing traffic and make it more difficult to exit Shaplands, Elmlea Avenue or Rylestone Grove. A couple of people mentioned the need for some form of traffic control and possibly traffic calming.

Several residents on Parry’s Lane added that they felt the new access was in the wrong place.

*Increased noise/disturbance/inconvenience*
3 people had concerns about the extra noise and disturbance of more students/buses arriving/leaving with one saying this was inappropriate in a conservation area. Another cited problems with diesel fumes and asking if buses would turn off their engines when waiting.

*Loss of car parking*
5 people were worried that the loss of car parking spaces on site would lead to more on-road parking in the vicinity.

*Saville Road*
6 people wanted to keep the present arrangements for the student bus service in Saville Road. Specific additional comments included 2 who felt that that it works well at present and has had a positive effect on the number of cars in the area and another that it only affects a small number of residents compared with the new proposals.

1 person added that H6 bus is a public bus, that buses should remain on public highways and that creating a few stops in Parry’s Lane, Coombe Lane (for sports centre), Stoke Park Road, Saville Road was more feasible, effective and convenient for students and public.

*Other*
- The university needs to take all the effects of its student population within its grounds and ensure the large population does not affect neighbours in any way
- There was little/no specific info available re the proposed internal changes & how they would impact on the surrounding road system
- Transport improvements must be expedited to prevent further broken promises to local residents, and to avoid further damage and inappropriate use of the downs
- 1 household were opposed to the idea to block off access to Shaplands saying should never have been set up in the first place given that the University sold the land for private development.

*Site and Context*

Q4. Asked if there any other aspects or issues about the site and its context of which the team should be made aware.

A number of people made the same comments again on issues already mentioned above particularly around parking and traffic on Parry’s Lane.

*Traffic/Car parking (12)*
5 people made further comments on parking. Concerns centred on loss of car parking on site and likely overspill onto other local roads, particularly Shaplands and Elmlea Avenue though 1 person did appreciate the University’s efforts to discourage car use.

A couple of people went on to say that student parking on local roads causes disruption and increases the risk to safety, including access by emergency vehicles. 1 person in particular
referenced this in relation to the needs of parents dropping off children at the local school and also stated that there is only the one access route from Parry’s Lane to the school. Another commented that there is an unofficial one-way system in operation coming out of Elmlea Avenue.

2 people felt the University has a responsibility to provide sufficient car parking for students and visitors and 1 mentioned that when the economic climate improves more students will bring cars.

**Bus service/buses**
2 people support the proposal. 1 of whom wanted carefully consideration of the access/egress onto Parry’s Lane. 2 people wanted the terminus to be in place as soon as possible as previously promised by the University – one of whom said this was a condition of their support for the whole scheme.

1 person commented that the Hollybush lane area cannot take an influx of another 460 students at the same bus stop on Saville Road. Another suggested a new 46 bus stop at the junction of Saville Road and the slip road to Parry’s Lane, which would be on a level site.

**Design/layout (4)**
2 people wanted the new buildings to be in keeping with the houses on Shaplands.

2 people mentioned height with one saying they hoped that the proposed buildings would be no higher than the existing buildings.

1 person generally felt that the architectural reputation of Bristol University development is disastrous citing new projects generally as being rout of context and felt this was going to be the case again.

**Increased noise/disturbance**
3 people had concerns about the impact of additional student numbers in terms of noise and disturbance especially at night. 1 person thought this could be a problem if outdoor events are held in the central square where students congregate another was particularly worried about increased noise at night.

**Trees/planting**
3 people mentioned the importance of keeping trees and sympathetic planting/landscaping. One person suggested keeping mature tress presently on site and adding others where appropriate.

**Miscellaneous**
Additional comments included:

Support for as much of the energy needed on this site to be from sustainable sources such as PV and solar water heating and questioned whether a ground pump had been considered

Suggestion that a large area adjacent to Durdham Hall could be developed, with access via Hollybush Lane, or areas adjacent to Wills Lane

A comment that previously told that students did not like living in Stoke Bishop, and understand that part of Churchill Hall was not even being used

Adding a 450 bed complex with attendant support and services will devalue properties in this area.

**General Comments**

Q5. Respondees were asked to outline any further suggestions or comments they might have about the proposed development.

In addition to repeating comments relating parking concerns, building heights, access routes, and potential increase in disturbance resulting from an increase in student numbers, the following new comments were made:
Please look at either a 'split' application or two separate applications so that the access and bus hub can be expedited.

Have the local wildlife population been considered - especially badgers.

Students have no local shops near the Stoke Bishop campus. There is vacant land on university property adjoining Wills Hill. Would it not be prudent for the University to talk to supermarket outlets to open a mini convenience outlet on their land.

Have you taken into consideration the Cote Paddock/Orchard Close and Katherine House residents who are old and sometimes infirm.
University of Bristol
Hiatt Baker, Stoke Bishop development proposals

February 2012 Consultation - Summary Feedback Report

Prepared by Avril Baker Consultancy
Introduction

The University of Bristol needs to increase the amount of student accommodation it can provide, and has appointed a project team to draw up proposals for providing around 450 new student bed spaces in purpose-built accommodation alongside the present Hiatt Baker Hall in Stoke Bishop. The scheme also involves bringing a new roadway in from Parry’s Lane and creating a transport hub within the site to accommodate the student bus services on University land.

Discussions continue with the Local Planning Authority, the Highways Authority and other consultees and the University is committed to sharing its emerging proposals and taking the project forward involving key stakeholders and the local community.

Avril Baker Consultancy (ABC) was appointed as an independent advisor to draw up and co-ordinate stakeholder/public consultation during the preparation of a planning application. The aim being to guide the work of informing and engaging with individuals, groups and organisations who either live or work nearby or who have a direct interest in the site.

A first round of public consultation took place in November 2011. Comments and feedback from the consultation together with input from the City Council and other key stakeholders has helped inform the development of the proposals. Further site investigations and highways studies have also been carried out to support the ongoing design and planning work.

The project team has worked up more detailed proposals to present to the public prior to the submission of a planning application in late Spring 2012.

Consultation events

A second round of consultation was organised to show how the team had responded to issues raised in the previous consultation and how the scheme had progressed.

Local Residents Core Group

A meeting for the Local Residents Core Group was held on Tuesday 21 February 2012, which was attended by 9 local residents. Detailed minutes of the meeting are included at Appendix A.

Patrick Finch welcomed attendees on behalf of the University and outlined the previous consultation and key issues raised by the public. He explained that this feedback, together with responses from other consultees and various studies and site investigations, had been taken on board by the team in preparing the latest proposals.

Jeremy Bladon from CSJ Planning summarised the key changes since the last consultation. Stewart McDowell from AWW Architects then ran through the emerging design and layout. Jamie Farnell from Nicholas Pearson Associates outlined the landscape strategy and Andy Jenner from Capita described the transport and highways proposals.

Attendees then took part in a round table discussion session.

Key Stakeholders Session

A key stakeholder session was held on Thursday 23 February 2012 from 2pm at Wills Hall Conference Centre, Parry’s Lane, Stoke Bishop. Representatives of key stakeholder groups were invited to attend a presentation of the updated proposals, following which there was an opportunity to view the exhibition boards and discuss the proposals in more detail with members of the University and the project team.

Invitations to attend were issued to the local MP, councillors and officers from Bristol City Council, service providers including Avon and Somerset Constabulary and Avon Fire & Rescue, representatives from groups and organisations such as Bristol Physical Access Chain, Bristol Civic Society and South West Design Review Panel in addition to local interest groups Friends of the Downs & Avon Gorge and Westbury on Trym Society. The proposals involve a new access...
route off Parry’s Lane for the University student bus service, and representatives of First Bristol Ltd, South West Public Transport Forum and Sustrans were also invited to attend.

From a database of 62 names a total of 5 individuals attended the stakeholder event, with a number of others choosing to attend the informal drop-in sessions. Others responded that they would like to be kept informed. Attendees included representation from Bristol Physical Access Chain and Stoke Park Residents Association & Bristol Neighbourhood Partnership.

**Public Exhibition**
Following the key stakeholder workshop, the exhibition was open to local residents and neighbours on Thursday 23 February from 3.30 – 7pm and again on Saturday 25 February from 10am – 2pm.

An invitation (see Appendix B) to drop in to view an exhibition of the latest development proposals was hand delivered to local occupiers and residents in streets/roads close to the proposed development site (see Appendix C).

Members of the public were invited to drop in at their convenience to view the exhibition. Representatives from the University and the project team were on hand to talk individuals through the display material, and to show how the team had responded to issues raised in the previous consultation and the scheme had progressed. A copy of the exhibition boards is included at Appendix D.

A total of 69 individuals passed through the exhibition, the majority of whom chose to sign in with postcode or address details. Attendees were invited to complete a written comment form which could be posted at the exhibition or returned to ABC in an SAE provided.

Those attending included residents from : Downs Edge, Elmlea Avenue, Hollybush Lane, Littlestoke Road, Ormerod Road, Parry’s Lane, Rylestone Grove, Saville Gate Close, Saville Road, Shaplands, and Stoke Hill.

During the exhibition the consultation information was also made available to view online at www.bristol.ac.uk/estates/stoke-bishop with a downloadable comment form (Appendix E).

**Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership**
Following a presentation/discussion session at the Stoke Bishop Neighbourhood Forum on 25 January the University was invited to attend the wider Neighbourhood Partnership on 29 February. Due to the layout of the meeting it was not possible to make a presentation or take the exhibition material so the session focussed on questions from the members.

The meeting was attended by Patrick Finch, Bursar and Director of estates, Neil Sapsworth Director of Accommodation services and Avril Baker, consultation co-ordinator.

**Feedback**

**Local Residents Core Group**

Following a run through by team members of the latest proposals and the draft consultation boards the following key issues were raised in the discussions session. (See Appendix A for more detailed notes of the meeting).

Main concerns raised were around reduction in parking at Hiatt Baker and resulting overspill car parking in adjacent roads, the need for more supervision/management of additional students and ways of mitigating the visual impact of the new development on Parry’s Lane and Shaplands.

**Visual impact of the new development on adjacent roads/residents**
Parry’s Lane – concern, especially from residents living directly opposite the new entrance, about the visual impact of the new blocks and potential tree loss. There were discussions around replacement planting and timing/size of trees to provide maximum screening as early as possible. The University is intending to plant trees in advance to give more time for screening planting to mature. An additional concern was raised about visual impact of photo voltaic cells on the roofs of new blocks.

Shaplands - less concerns generally about the new development given that heights reduced and blocks pulled back from boundary although one persons questioned the design/view of the warden’s house. There were discussion around boundary treatment with preferences for substantial hedge planting and/or fence.

**Car parking**
Shared concerns from residents generally about reduction in car parking spaces on the Hiatt Baker site and resulting overspill parking onto adjacent streets. Point made that cars are often left there unused during term time. View expressed that the University could and should be doing more to tackle car parking issues and preventing students bringing cars and that other Universities have taken a tougher stance re. no car policies. The University confirmed that parking on site has reduced as take up of U6 bus service has increased. There is ample capacity across the Stoke Bishop campus to cater for car parking requirements by staff and students. The University would support a residents parking zone around Stoke Bishop if this is what the majority of local residents want as well.

**Staffing/Student Management**
A concern, from Parry’s Lane residents, about surveillance and management of additional students living in Hiatt Baker, particularly regarding noise/disturbance at night and also potentially from additional students congregating in the hub area. The University confirmed that staffing levels will increase from present provision with 3 deputy wardens, and increase the warden’s time. 1 deputy warden to live in Home Farm and the other 2 would live on site. Taxis would also be encouraged to pick up/drop off in the hub area, where dedicated taxi parking will be provided, and not on Parry’s Lane.

**Additional amenities/facilities**
Proposal is to extend the Source cafe and rearrange the staircase to create a new canopy and space for waiting students with weather protection and real time information on bus services. Other facilities on site are also being improved/refurbished including the library and providing students with access to other amenities/facilities on the wider campus.

**New entrance off Parry’s Lane**
Discussion around how buses would enter/leave the site, how the proposed box junction and bus lane would operate and arrangements for cyclists. Particular concerns from the Parry’s Lane residents living opposite about turning in/out of their driveways at peak times when traffic is queuing. View from the team that the new bus lane would however improve this situation.

**Arrangements for cyclists**
The University is liaising with Bristol City Council about buses and cyclists sharing the bus lane inbound to Bristol/up the hill. New covered/secure cycle parking will be provided in an undercroft with additional hoops outside each block.

**Relocating bus service**
Residents near Saville Road want certainty about when the new arrangements will be in place. The University is aiming for have the roadway in place by June/July 2013 and the student housing completed in summer 2014. Point made that current bus stops are convenient for Churchill Students – whereas the new hub will be much further away. The University is also reviewing footpath network across the campus and will be improving lighting and signage.
Key Stakeholder Session
Following a presentation by the team against the backdrop of the exhibition the following issues were raised by individual stakeholders in a question & answer session.

Design/layout:
Q. Why are there flat roofs as these are prone to leakage?
A. Adding pitched roofs would make the buildings higher and also make the rooms at the top a different size and space to the rest. Modern technology has also moved on and roofing material is now significantly more robust.

Q. Are green walls being considered as well?
A. Yes this is under consideration and advice is being sought from Biotecture - a specialist in this field.

Q. Will the proposed development affect the adjacent woodland area?
A. No there are no plans to change/alter this area.

Q. How will the surfaces be treated through the new square in relation to those with mobility needs?
A. The road way and pedestrian areas will be treated differently. Not going for a full shared space concept instead there will be kerbs to delineate the edge of the carriageway with a 25mm to enable accessibility by wheelchairs.

Public Transport
Q. U6 buses can be used by public - where is the nearest public stop to Hiatt Baker e.g. for near neighbours to use?
A. The nearest stop into Bristol is Blackboy Hill and then Clifton Down.

Q. What times would the bus lane operate?
A. This is still to be agreed with the City Council.

Cycle provision/facilities
Q. What will happen to the existing cycle lane on Parry’s Lane?
A. Currently in discussion with the City Council regarding the possibility of a shared cycle and bus lane going up the hill towards the roundabout. This model has been implemented in other parts of the city. The cycle lane down the hill would remain.

Q. Is there cycle parking on site?
A. Yes – secure cycle parking will be provided in the undercroft of Block H and additional hoops with facility to lock bikes will be provided outside each block.

Parking
Q What is the University doing about overspill car parking in local rounds?
A. This is an ongoing issue and the University has had regular dialogue with residents nearby. From a legal perspective if a car is taxed and not causing an obstruction it can legally park on any road. However the University does take this issue seriously and is advising new students in the prospectus/welcome packs not to bring cars and promoting the bus service. It was added that this issue had been made very strongly at the recent residents meeting and that the University is aware that it needs to do more. The ultimate option is a residents parking scheme but that will be for the residents to decide whether they want to pursue this option.

Q. What about staff and visitor parking?
A. Staff & visitor parking will be available at University Hall where there is ample capacity.
Public Exhibition
Attendees were invited to provide general written feedback on comment forms which could either be posted in the comments box on the day or sent through by post or email with a return date of Tuesday 6 March 2012. In addition, verbal feedback of discussions with individuals at the exhibition was recorded by team members and this has also been included in the overall analysis.

Breakdown of respondees
Up to 15 March 2012 a total of 35 feedback forms had been returned.

In terms of identifying status, of those individuals who chose to provide further details, 26 are local residents and 2 people indicated they live/work locally. Where a couple returned a comment form - two responses have been counted.

Summary of written feedback
The comment form was split into four key topic areas:

- Design response
- Landscape strategy
- Transport improvements
- Community use

In each case, respondees were asked to indicate whether they were generally supportive, broadly supportive but with some concerns, opposed or undecided or of no opinion regarding proposals being brought forward.

Design response:
An opening statement was presented stating that the accommodation blocks closest to Shaplands and Parry’s Lane had been reduced in height and pulled back from the boundary to help reduce the prominence of the new buildings on the street scene. The question was posed whether these changes have addressed some neighbours concerns about height and impact.

45% of those who responded showed a level of support with 24% generally supportive and a further 21% broadly supportive with some concerns. 36% were opposed and 10% undecided or of no opinion.

Respondees were invited to indicate their support for the palette of materials proposed which includes brick, timber/aluminium composite windows and coloured panels of glazing and render.

51% of those who responded showed a level of support with 30% generally supportive and a further 21% broadly supportive with some concerns. 30% were opposed and 19% undecided or of no opinion.

1 additional comment was made:
Variety added by coloured panels will help - but not sure it's enough given the rest is very plain block.

Landscape Strategy
Respondees were asked to respond to the following statement regarding the proposed landscape strategy: New tree planting and soft landscaping will help to compensate for the loss of some trees, help to screen the new development from public view and provide attractive new social spaces within the site.

63% of those who responded showed a level of support with 44% generally supportive and a further 19% broadly supportive with some concerns. 34% were opposed and 3% undecided or of no opinion.

There were 20 additional comments regarding the proposed landscape strategy.
The majority of comments related to concerns over the height and design of the new student residences. 16 people commented that they felt the design of the proposed new halls of residence are not in keeping with the style and character of the surrounding residential area, and that the buildings are too high and too modern in design making them too visually intrusive.

One person added that the character of the Downs Conservation Area is of low density development and the scale and massing of development would therefore impact detrimentally on the Conservation Area. Another individual stated that whilst the height of some blocks has been reduced, they felt that little or nothing has been done to lessen the impact of blocks proposed adjacent to Parry's Lane, and the height of Block E appears to have been increased by one storey from the original proposals.

6 people mentioned in particular their concerns regarding the impact of the facades on Parry's Lane – the 'hard' edge of the buildings, and the proposed palette of building materials as being wholly inappropriate for the area, particularly the coloured glazing panels and cladding. 4 people also added that in order for the planting to screen the buildings then evergreen should be used and “lots of it!!” One resident of Shaplands suggested that they would recommend that a brick wall be built matching the height of Parry’s Lane instead of having a hedge to separate Shaplands and the site.

3 people expressed their concerns regarding the removal of some of the existing trees with 1 person querying why only 3 trees appear to be being kept, when nearly all the large trees in the area have a preservation order on them.

Miscellaneous comments:

- The team should consider a cycle route from the site to join up Hollybush Lane through to Saville Road.
- Are there plans to impose a 20mph zone at Parry’s Lane junction?
- Given the 'loaded question', it is impossible to tick anything than the 'opposed' box - as I am in disagreement with the overall development. No or Yes would have been better. You are simply changing a concept that I am opposed to.
- Having lived and worked in Bristol almost all my life, Bristol Uni does not have a sympathetic architecture/ design signature or reputation in the city.

**Transport improvements**

Transport improvements which the University is proposing include the provision of a new bus lane on the opposite side of Parry’s Lane and a junction box at the new entrance to help improve traffic flow in and out of the site and avoid queuing at peak times. The new bus lane will also benefit existing bus services on Parry’s Lane and help to reduce traffic speeds.

Respondees were asked to indicate whether they support these proposed transport and traffic measures.

**Opinion was divided with 31% generally supportive and a further 16% broadly supportive with some concerns, whilst 50% were opposed. 3% were undecided or of no opinion.**

1 individual also queried why a bus lane was being proposed, adding "we never have queues on this part of Parry’s Lane".

Responses were invited regarding a proposed new centralised parking system which the University would like to introduce to make more efficient use of car parking spaces across the Stoke Bishop campus.

**35% of those who responded showed a level of support with 16% generally supportive and a further 19% broadly supportive with some concerns. 56% were opposed and 9% undecided or of no opinion.**
Local residents have longstanding concerns regarding students parking in residential streets, and so not surprisingly the majority of comments regarding transport improvements stated parking as the key issue which needs to be addressed with 21 people expressing concern regarding the loss of parking spaces at Hiatt Baker and the potential impact on surrounding roads.

Recent Travel Surveys undertaken by the University show that there is sufficient capacity within the existing campus car parks, but uptake of campus parking permits by students is low which has resulted in some over-spill parking in neighbouring streets. A number of suggestions were put forward by responders to encourage students to park at halls including a reduction in the annual parking fee or even free parking and the possibility of introducing a residents’ only parking scheme for the roads most affected. 2 people suggested that the University should actively pursue its policy of discouraging students from bringing cars to halls of residence. 2 people commented that, in addition to students, parents of Elmlea School children are parking twice a day exacerbating the on-street parking problem in the area. 1 person suggested that a multi-storey car park will be needed within the new development to cope with the increase in student numbers.

10 people commented that they had concerns regarding the possible impact of increased traffic flow on Parry’s Lane and the surrounding area. A number queried whether a bus lane and boxed area would help to solve the problem, or would add to problems with traffic congestion. In particular 6 people were concerned over the introduction of a bus lane in what is a school catchment area with potential danger for pedestrians and particularly cyclists – what would be the impact of increased traffic on the current cycle lanes on Parrys Lane, and is Parry’s Lane wide enough for such a dedicated bus lane.

1 person stated that it was essential that the transport hub was in place before any accommodation was built.

Community Use
As part of the supporting facilities around the transport hub the intention is to extend the present cafe to include a local convenience store.

People were asked to indicate if they would be likely to use such a shop for newspapers, groceries etc.

29% responded that they would, 50% stated they would not and 21% were undecided or had no option.

Additional Comments:
Respondees were invited to provide any further comments regarding the development proposals or the project overall.

Issues attracting comments, in order of number of comments received:
- Parking issues (8)
- Concern over design and height of buildings (7)
- Negative impact of the proposed development on the local area (6)
- Concerns regarding increased traffic/bus access (5)
- Querying the need of a ‘convenience store’ on site (4)
- Student behaviour and noise (2)
- Construction timescales, working hours and minimising impact on neighbourhood during the construction process (2)
- Querying justification for need for additional student accommodation (1)
- Generally support proposals/layout/design (1)
- Concern over loss of trees (1)

A detailed spreadsheet of written responses can be found at Appendix F.
In addition to written comments, those attending the consultation were able to discuss specific topics and areas of concern with University representatives and the professional team. This verbal feedback been collated and is summarised below under specific topics.

**Transport**
- The bus route was generally supported, apart from immediate neighbours in Parry’s Lane.
- Support for the box junction scheme and bus lane.
- Pulling back development from the Shaplands/Parry’s Lane junction was supported.

**Landscaping**
- Much interest in trees and in particular the boundaries.
- 2 residents of Shaplands requested that a definable boundary be put in place (hedge, fence or wall) along Shaplands particularly from the Warden’s house to University Hall.

**Parking**
- Main concerns about car parking on street and how the University could do more to prevent it.
- Concerns appear to have widened to roads beyond Shaplands including Ormerod Road, Elmlea, Stoke Park Road.
- Residents saw the bus service as an attraction for commuters (esp. if CPZ extended as far as White Tree) who would park in residential roads and use U6 Mon-Friday to access city centre.
- Loss of staff parking on site was an issue for University staff.
- Concern about parking on Shaplands – one option could be to limit the access between the road and the accommodation by continuing the 3m high stone wall from Parry’s Lane and gating off the access between Block A and the Library building.

**Design**
- Some criticism of the general architecture and particularly the Parry’s Lane frontage.
- A few adverse comments concerning flat roofs - understood after the photo voltaics were explained.
- Some concern about the heights of the new blocks and how these related to the existing buildings.
- A Shaplands resident requested removal of Block A as it is opposite his house.
- Could consider softening the ‘harsh’ top edge of the buildings particularly those that can be seen from Parry’s Lane by the use of mansards.

**Miscellaneous**
- Some acknowledgement that the scheme had improved since the first Pre-Application.
- A small number of people had concerns about site management.
- Some interest in the shop as a potential benefit to the local community.

**Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership**

Following a brief update from Patrick Finch there was a question and answer session from councillors and members of the forum. (see Appendix G)

Key areas for discussion focussed on concerns around:
- loss of parking spaces on the Hiatt Baker site and resulting overspill parking in adjacent streets and possible measures by the University to address this
- significant increase in student numbers and additional management/surveillance required to prevent noise and disturbance to neighbours
- high density and intensive development of the site
Summary of Key Issues

Feedback from the team from discussions with those who attended the exhibition indicated that many people acknowledged that the scheme had improved since the first round of consultation and appreciated that changes had been made to the layout and design. The team felt that there was generally more support this time round for the overall scheme though there was still strong opposition from nearby residents which came through in the subsequent comment forms.

In the written comments the area receiving most support was the landscape strategy with the least support for the new centralised parking arrangements with divided opinions on the design and transport arrangements.

The main concern raised was around overspill car parking on residential streets which it was felt would be exacerbated by the increase in student numbers and removal of car parking on the Hiatt Baker site.

There was also criticism of the general architecture, height and style of the development, particularly the new blocks facing Parry’s Lane, and importance placed on the retention and replanting of as many trees as possible trees on Parry’s Lane to help screen the development from nearby houses. There were also comments on the need for a strong boundary along Shaplands.

Other comments from adjacent neighbours focussed on the likely increase in noise and disturbance arising from the additional numbers of students living at Hiatt Baker as well as from students congregating in the hub area from other halls of residence.

Next Steps

The University would like to thank those who took part in the consultation. Consultation feedback from the public and ongoing discussions with the Local Planning Authority and other key groups and organisations is being considered by the project team. Following the two rounds of consultation, the intention is to work up more detailed proposals prior to submitting a planning application to Bristol City Council in April 2012.

Appendices

- Appendix A - Local Residents Core Group minutes 21 February 2012
- Appendix B – Postcard invitation
- Appendix C – Catchment area
- Appendix D – Exhibition boards
- Appendix E – Comment form
- Appendix F – Written responses matrix
- Appendix G - Henleaze, Stoke Bishop and Westbury- on-Trym Neighbourhood Partnership
Appendix A - Notes of Stoke Bishop residents meeting - 21 February 2012

Attendees:

Residents:
Irene Alden – Parry’s Lane
David Brown – Shaplands
Roger Gamlin – Shaplands
Leela Grant – Shaplands
Kate & Tony Hoare – Ormerod Road
Jennifer & Roy May – Parry’s Lane
Martina Peattie – Stoke Park Road
John Swallow – Hollybush Lane

University/team:
Patrick Finch - University Bursar & Director of Estates
Karen Harbinson – University Capital Projects – Project Manager
Neil Sapsworth – University Director of Accommodation Services
Jeremy Bladon – CSJ Planning
Jamie Farnell – Nicholas Pearson Associates
Andy Jenner and James Gage – Capita
Stewart McDowell – AWW Architects
Avril Baker - ABC

University Welcome/Update:

Patrick Finch outlined the previous consultation and that the key issues raised by the public had been:

15) Height of the proposed buildings and impact on neighbouring properties
16) Location and design of the new access road onto Parry’s Lane
17) Resulting increase in traffic on Parry’s Lane
18) Loss of parking on site and possible overspill parking in neighbouring roads
19) Loss of trees
20) Delay in relocating the bus stops/bus service from Saville Road
21) Impact of additional students re. management and facilities

This feedback together with responses from other consultees and various studies and site investigations had been taken on board by the team in preparing these latest proposals. A series of consultations sessions would be taking place in the next week.

Jeremy Bladon from CSJ Planning ran through the key changes since the last consultation.

- Height of blocks facing Shaplands had been reduced from 4 to 3 storeys
- Blocks facing Parry’s Lane had been pulled back
- Floor to ceiling heights had been reworked resulting in reduced height overall
- Block L (nearest Parry’s Lane) has been dug into the ground by 2.5 metres so although 4 storeys the overall height is less.
- More detail has been provided re the new access road and the transport hub – this has been discussed with Highways
- To protect tree roots blocks had been pulled back onto the site away from the Parry’s Lane boundary.
- More detail has been provided re architectural treatment, design and materials which include using a brick finish to reflect existing buildings on the Hiatt Baker site

Stewart McDowell from AWW Architects ran through the design and layout:
• Sustainability and reducing energy use and carbon footprint has been a key factor influencing the design and materials
• To reduce carbon footprint proposing to use building materials made off site and which will influence the final appearance of the buildings but also have a lesser impact on neighbours in terms of construction time and the build e.g no scaffolding
• Within these limitations aim to make both the buildings and the spaces around them attractive
• Working closely with authorities such as fire brigade to ensure the layout meets their requirements for access etc
• Layout - consists of a combination of town houses around the edges of the site with cluster apartments in blocks in the centre around a new landscaped square
• Added visual interest is being introduced through coloured glazing panels

Jamie Farnell from Nicholas Pearson Associates presented latest thinking on landscape treatment:

• Brief is to encourage pastoral care for student by creating community spaces
• Windows overlooking spaces will provide passive surveillance
• A main square where the footpath and bus route converge and a series of smaller courtyards
• Footpaths help to connect the spaces providing routes for both ambulant and disabled users as well as grounds maintenance
• Footpaths will also help to link the old and new buildings
• Ecological surveys – will be taking place from March to assess any bats, badgers and breeding birds etc. Aware of badgers locally and that bats use Parry’s Lane as flight path
• Trees – will be carrying out a full arboricultural survey, which will accompany the planning application. This will cover quality and life span of all trees.
• Have already moved the buildings back from the 12 trees which have TPOs to protect their roots.
• Will not be touching the woodland area
• At present looking at felling 50 trees, retaining 65 trees with 5 – 6 additional trees which it may also be possible to keep, This includes the pine tree nearest the proposed new entrance off Parry’s Lane.
• Replacement tree planting – will be semi –mature in areas where there are no trees.
• Proposing to dig up the car park to extend the tree belt along Parry’s Lane
• Along Shaplands proposing to plant new trees and to take away the hard edge by replacing with a lawn and trees to create a strong boundary
• Still considering the specification of the warden’s house

Discussion points:

View from a Shaplands resident that the new development as viewed looking down the road is visually intrusive

Staffing/supervision
Staffing will be increased from present provision so that 3 deputy wardens, and increase the warden’s time. 1 deputy warden to live in Home Farm and the other 2 would live on site.

Tree Planting on Parry’s Lane
Looking at option to plant trees a year earlier to give them more time to grow as don’t need planning permission to plant in the car park area

Stone wall along Parry’s Lane
Any stone will be reclaimed and reused the stone to help create curved walls at new entrance
Facilities at the Hub
Will extend the Source cafe and proposing to rearrange the staircase so as to create a new canopy and space for bus shelters with weather protection and real time information on bus service

Andy Jenner from Capita described the transport and highways proposals:

- Layout broadly same as at previous consultation with a new vehicular entrance off Parry’s Lane, cul de sac through to Hiatt Baker and University Hall.
- Location of the hub based on the centre of population across the Stoke Bishop campus - so that apart from University Hall only a 400m walk
- First entrance will be closed on Shaplands and the access to University Hall closed apart from access for emergency vehicles
- Geometry of road dictated by the requirements of the U6 bus. This runs every 10 minutes at peak times and approx every 15 – 20 minutes for the rest of the day. This equates to 6 buses in/out per hour capable of carrying 2,500 people per day.
- Currently undertaking a questionnaire on bus usage but previous surveys indicate that at least 60% travel by bus but this is likely to have increased
- Square treated as buses coming/going will delineate the carriageway through raised kerbs
- Entrance – developed in conjunction with Bristol City Council. Considered a signalised junction but as this would be in isolation was agreed this would not work. Instead developing a priority system using a box junction so that if there are static queues in Parry’s Lane there is a gap for exiting vehicles.
- New bus lane on Parry’s Lane tapers in after Elm Lea and runs up to the bus stop (replacing the present cycle lane) before rejoining the main traffic
- The affect of narrowing the carriageway will help to slow traffic speeds
- Bus lane priority only runs inbound to bristol
- Bus lane will also assist the no41 bus service up to the bus stop
- University believe that better and safer to have buses picking up/dropping off on site including night buses
- Hub area to include enhanced cafe and possibly small shop and cash point

Discussion points:

Concern from one resident about additional difficulty of reversing into her driveway – though it was pointed out that the bus lane could make this easier for her.

Others had concerns about ability of Parry’s lane residents to turn out of driveways and merge with traffic

Arrangements for cyclists
Talking to BCC about buses and cyclists sharing the bus lane in bound to Bristol/up the hill. Shared bus/cycle lanes have been trialled elsewhere in the city.

As part of new development covered/secure cycle parking will be provided in an undercroft.

Car parking
Concern from residents about reduction in car parking spaces on site and resulting overspill parking onto adjacent streets. Cars left there unused during term time cause frustration to residents. Particular problem with parking in Stoke Park Road
University confirmed that parking on site has reduced as take up of U^ has increased. There is ample capacity across the Stoke Bishop campus to cater for car parking requirements by staff and students. There is an additional charge for car parking whilst the bus service is included in the students’ room rental.
Concern that University could and should be doing more to tackle car parking issues. Other Universities have taken a tougher stance re no car policies.

University would support a residents parking zone around Stoke Bishop if this is what the majority of local residents wants as well

Saville Road
Current bus stops are convenient for Churchill Students – new hub will be much further.

Footpaths
University is also reviewing footpath network in the area as some paths go in the wrong direction. Will also be proposing improvements to lighting and signage.

Taxis
Issue for some local residents with taxis picking up/dropping off at entrance/on Parry’s Lane causing noise/disturbance
University view that this will improve as taxis will all be encouraged to pick up/drop off on the hub area; Especially as more likely to get a return fare.

Supervision
Concern from some residents that no surveillance at night when there is noise and disturbance.
University will be increasing levels of warden/staff supervision and will take this into account

Sustainability
University has been set target by BCC to provide 20% renewable energy – proposing to go for photo voltaic cells mounted on the roofs.

Concern that if these are angled they will be very visible – why not mount on existing blocks instead
University need to provide panels to meet the sustainability targets but the panels on the new blocks will be set behind a 600mm parapet.

Visual impact
View from Parry’s Lane is the most visually intrusive – need to ensure adequate planting/screening. More information is needed on this aspect especially proposed tree planting

Leisure facilities/amenities
In tandem with the new development other facilities on site are being improved/refurbished including the library and providing students with a u card giving access to other amenities/facilities on the wider campus such as Durdham.

CATS and wireless provision will be created across the site

Timing
Concern about when the Saville Road arrangements will cease.
University is aiming for have the roadway in place by June/July 2013 and the student housing completed in summer 2014.

Consultation
Point made that Parry’s Lane is in a different neighbourhood to the rest of the area.
Suggestion from other residents that they should set up a neighbourhood watch scheme.
Appendix B – Postcard invitation

Public Consultation Exhibition of the updated proposals for Student Accommodation at Hiatt Baker Hall, Stoke Bishop

Thursday 23 February 2012
3.30pm – 7pm
Saturday 25 February 2012
10am – 2pm

Wills Hall Conference Centre, Parry’s Lane
Stoke Bishop, Bristol BS9 1AE

The University and its project team are drawing up proposals for providing around 450 new student bed spaces in purpose-built accommodation alongside the present Hiatt Baker Hall in Stoke Bishop. The scheme also involves bringing a new roadway in from Parry’s Lane and creating a transport hub within the site to accommodate the student bus services on University land.

The University is committed to involving the local community as these proposals go through the pre-application planning process and is keen to hear the views of those who live and work nearby.

A first round of public consultation took place in November 2011. Comments and feedback from this consultation together with input from the City Council and other key stakeholders has helped inform the next stage in the development of the proposals. Further site investigations and highways studies have also been carried out to support the ongoing design and planning work.

A second round of public consultation, in the form of a drop-in style exhibition, will take place on Thursday 23 and Saturday 25 February in the Conference Centre at Wills Hall, Stoke Bishop.

This exhibition will show how the team has responded to issues raised in the previous consultation and how the scheme has progressed.

Feedback from this second round of consultation, together with ongoing discussions with the City Council and other consultative groups, will inform the final scheme. A planning application is then due to be submitted in April 2012.

During the exhibition the consultation information will also be available to view online at www.bris.ac.uk/estates/stoke-bishop

For further information please contact:
Avril Baker or Carolyn Jones
ABC, 5 Llymyad Avenue, Bristol BS4 2BY
Tel: 0117 977 2002 email info@abc-pr.co.uk
Appendix C – Catchment Area

Proposed catchment:
UoB Stoke Bishop

Parrys Lane to junction Ormerod Road
Saville Road to junctions Parrys Lane/Hollybush Lane
Holly Bush lane to junction Ormerod Road
Shaplands
Orchard Close
Rylestone Grove
Willis Lane
Saville Gate Close
Appendix D - February Consultation Exhibition Boards

Welcome

Welcome to this initial round of public consultation which shows updated proposals for new student accommodation on the University's main campus together with associated transport improvements for the Stoke Bishop campus.

- The scheme includes a new, multi-storey car park, facing east towards the main entrance to the campus.
- The scheme also includes the re-arrangement of the existing pedestrian access from Park Lane creating a new entrance point to the north of the car park.
- The scheme will accommodate approximately 800 new student bedrooms, which will be mainly in the new car park and also in older accommodation blocks.
- In addition, the proposals will include office accommodation for the University administration and associated transport improvements.

Have Your Say

Having viewed the latest proposals, please give feedback on the comments form provided.

www.campusconsultation.com

Consultant Team

- Atkins
- BALM
- BDP
- C&G
- AD & CR
- Hawkins
d
- PKA
- Fawkner
- Mace
- Atkins
- BALM
- BDP
- C&G
- AD & CR
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- Fawkner
- Mace

1 - Previous Stakeholder Consultation

The University has identified a need to accommodate a growing number of students to its own halls of residence. Having reviewed a number of sites across the city, Havelock House has been chosen as the base location for additional student residences within the Stoke Bishop campus. The information displayed on this board was shown during the first stakeholder consultation undertaken in November 2011.

The Future Requirement

During 2011 over 9,500 students were registered at the University, with approximately 7,000 between undergraduate and postgraduate.

The University has a high proportion of students living in halls, and the need to accommodate more students has been identified as a priority. The University is currently short of 100 student bedrooms.

The University believes that well managed halls of residence offer a better environment for students in terms of the conversion of private houses.

The University currently has plans to manage around 750 student bedrooms in halls, of which 250 are currently available for student accommodation. The majority of these rooms are in Havelock House, which is due to be completed by the end of 2013.

The University has agreed with a number of private developers and institutions to procure additional student accommodation.

Initial Project Outlines

The initial proposal outlined for the first stakeholder consultation was to build additional accommodation for 100 student bedrooms, alongside the current buildings at Havelock House.

The new development is to be located to the north of the site and is intended to be completed by the end of 2013. The new buildings will provide high standards of accommodation and accessibility.

The scheme also includes bringing in a new pedestrian route and access from Park Lane creating a new entrance point to the north of the site. This would allow the University to improve access to the site and support the development of new student accommodation, as well as providing access to the car park and other student facilities.

The scheme includes the provision of approximately 100 new student bedrooms, which will be mainly in the new car park and also in older accommodation blocks.

Dissemination

The department area has been developed in the Cotton Conservation area. The plans propose a new, high standard of student accommodation, with access to the campus facilities and excellent views of the city. The scheme will accommodate approximately 800 new student bedrooms, which will be mainly in the new car park and also in older accommodation blocks.
5 - The Design Response

6 - The Design Response
7 - Verified Key Views

8 - Verified Key Views
11 - University Transport and Management Strategy

The University Transport Strategy aims to promote the use of alternative modes of transport on the University campus. It includes provisions for free parking, carpooling, and the development of a public transport system to improve the flow of traffic on campus.

The strategy focuses on reducing the number of vehicle trips to the University and encouraging the use of alternative transport modes. It includes provisions for the development of a carpooling program, the expansion of public transport services, and the introduction of a new parking system.

The University Transport Strategy will be implemented in phases, starting with the development of a new carpooling program. The next phase will involve the expansion of public transport services, followed by the introduction of a new parking system.

12 - Sustainability

All parts of the project are subject to the highest levels of sustainability. This applies equally to the construction and operation of the new building as well as the integration of the advanced technology used in the building.

Energy Efficiency

Energy efficiency is a fundamental aspect of the sustainability strategy. The building is designed to meet the latest energy efficiency standards, and it includes features such as heat-recovery systems and solar panels.

Building and demolition waste is recycled, and the building is designed to be as energy-efficient as possible. The building also includes features such as high-performance windows and insulation to reduce energy consumption.
13 - Next Steps

Your Feedback is critical.

Your comments and views on these updated proposals are important as the team continue to develop the scheme.

Please complete a comment form and return to the box provided or return to ARIE or the indicative office.

What Happened Next?

Feedback from the recent round of consultation and ongoing discussions with the local Planning Authority and other consultation groups will be carefully considered by the University and its partners, as they work towards finalising a scheme and proceeding to the necessary approval and statutory process.

The University is intending to submit a full planning application in April 2012.

Since the application has been formally submitted by Bristol City Council it will be available for public inspection. The Council will then seek further consultation and feedback as part of the formal planning process.

Subject to planning consent work could start in the late summer 2012. The proposed new look would form the first phase in 2013 and the student accommodation completed by Autumn 2014 to enable new students to move in the first year of the academic year.

Anticipated Timeline

Dec 2011
Pre-application / submission

February 2012
First consultation

Feb 2012

3rd stage public consultation

April 2012
Submission of planning application

July 2012
Planning Application determined

August 2012
Start construction

December 2013
New accommodation and transport hub completed

August 2014
Buildings completed
University of Bristol - Hiatt Baker Hall, Stoke Bishop
Consultation February 2012

STAKEHOLDER REPLY FORM

Name: 
Organisation: (If applicable)
Address: (including postcode)
Tel:  
Email: 

Key Stakeholder session:
Thursday 23 February - presentation starts at 2pm (registration at 1.45pm)
Conference Centre at Wills Hall in Stoke Bishop

Please note that this session is by invitation only to key stakeholders and representatives of user groups.
The exhibition is open to the general public at the following times:
Thursday 23 February 2012 from 3.30pm – 7pm
Saturday 25 February 2012 from 10am – 2pm

Please tick one as appropriate:
☐ I am able to attend the ‘meet the team drop-in session’ on Thursday 23 February
☐ I am unable to attend the stakeholder session on Thursday 23 February but plan to drop in to the exhibition at some point on either Thursday or Saturday
☐ I am unable to attend but would like to be kept up to date
☐ I am not interested in receiving further information

To help us with arrangements on the day, it would be helpful if you could advise us of any special requirements you may have regarding disabled access, or any hearing/visual impairments.

Please return this reply form ASAP to:
Avril Baker Consultancy, 5 Lilymead Avenue, Bristol BS4 2BY / Fax 0117 977 4255
For postal recipients a stamped addressed envelope is enclosed
If you have any queries please call: Tel 0117 977 2002 or e-mail: info@abc-pr.co.uk
## Appendix F – Additional written responses matrix

<table>
<thead>
<tr>
<th>Form No</th>
<th>Q3 Further Comments design, architectural t/ment &amp; landscaping</th>
<th>Q5 Further Comments Transport, traffic, parking</th>
<th>Additional comment overall development or the project</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Despite the height reduction &amp; reduction in flat numbers, and the ameliorating effect of the additional planting, I still consider the new buildings will detract from the street scene - too massive &amp; out of keeping with the road generally</td>
<td>The bus lanes &amp; junction box will just add to disruption for motorists, both temporary and permanent. Parrys Lane is already very busy and the new development will be another significant increase. The centralised parking system sounds good in theory but in practice with 85 spaces lost at Hiatt Baker &amp; more demand from the new flats there will inevitably be a massive increase of parking in surrounding streets, causing many problems</td>
<td>I consider there to be low justification for the proposition of need for such a large additional number of student flats. At the same time the proposed development would significantly degrade the local environment - dense blocks of no great architectural merit giving rise to parking and other problems including noise from students late and night - already a major disbenefit locally and likely to increase substantially.</td>
</tr>
<tr>
<td>4</td>
<td>Unless the University significantly reduces the annual parking fee for the students, the extra influx of students will inevitably lead to roads like ours( &amp; Elmlea Avenue) being filled with students parked cars!</td>
<td></td>
<td>Sorry but I think the proposed buildings look like 1960s “boxes” - not exactly imaginative</td>
</tr>
<tr>
<td>5</td>
<td>Essential that Transport Hub is in place prior to accommodation. Hollybush &amp; Saville Road cannot support present numbers &amp; would be in an impossible situation to have any increase. Students using Hollybush Lane are already in considerable danger - the University should be held responsible for any accidents.</td>
<td>Vital that bus hub goes ahead quickly. The proposed bus access on to Parrys Lane is less of a problem than junction of Saville Road on to Parrys Lane</td>
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<tr>
<td>6</td>
<td>Real concerns about impact of traffic on Parrys Lane. Need support from University to ensure that students park on site &amp; not in surrounding roads - free parking in halls??</td>
<td></td>
<td>Concerned about impact to neighbourhood during construction process - how will this be minimised??</td>
</tr>
<tr>
<td>7</td>
<td>The hard edge of the buildings facing Parrys Lane is out of keeping with architecture in the area</td>
<td>But only of charged at a rate that the students will use it. We do not want parking in local streets</td>
<td>I would like - clear idea of construction period and working hours used.</td>
</tr>
<tr>
<td>8</td>
<td>Final facing of buildings not in keeping with area - too modern overall design</td>
<td>Students are already parking dangerously on the corner of Elmlea Avenue and we feel this will increase, since the road is used extensively for school traffic further parking will increase difficulties</td>
<td>Turning right and uphill out of the new road onto Parrys Lane will prove a problem especially in snowy conditions. Traffic regularly speeds both up and down the hill and will have to brake sharply to accommodate buses.</td>
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<tr>
<td>9</td>
<td>do more with the facades facing on to Parrys Lane - visually too plain and massive. Think more about cycle route from the site to join up to the Hollybush Lane through to Saville Road</td>
<td></td>
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<td>10</td>
<td></td>
<td></td>
<td>Seems to be carefully thought out and very pleasant design of buildings and grounds.</td>
</tr>
<tr>
<td>11</td>
<td>Is it planned to impose a 20mph zone at Parrys Lane junction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>if you accept planting is designed to screen the buildings use evergreen and lots of it!!</td>
<td>There is no way there is enough parking on site. The local area has 2 schools and student cars - parking and the height of the buildings to the road need addressing - 10m high red brick walls and 100s of card flooding the local streets is not the way forward!</td>
<td>Local residents are very concerned about the lack of on site parking and the imposing nature of the buildings especially closed to the road. Bristol University have overreached the development doubling the capacity and producing a design not appropriate or sympathetic to the local area - you do not have my support with the current design</td>
</tr>
<tr>
<td>13</td>
<td>The design of the buildings is visually intrusive - square concrete &amp; glass blocks will look like offices/shops regardless of &quot;brick&quot; cladding. The proposed designs are not appropriate for the buildings which can be seen from outside the University boundaries.</td>
<td>I have serious concerns about loss of car parking at lower end of the site. Students will be disinclined to walk up hill to park cars some distance away. Potential serious impact on surrounding roads. A multi-storey car park will be needed within the new development.</td>
<td>I understand the need for more student accommodation but this should not be achieved at the expense of a sensitive residential area.</td>
</tr>
<tr>
<td>14</td>
<td>1. Our house 1 Shaplands will be overlooked of Block A and B will be constructed, and our house value will be dropped by £50k according to an Estate Agent. Who is going to compensate? We would like you to consider removing your plan of Block A and B. 2. We recommend you to build a brick wall matching the height of Parrys Lane instead of having hedge to separate Shaplands and the site. 3. New trees to be planted by Shaplands side are evergreen.</td>
<td>University should provide more parking spaces to students. When we went for second round public consultation on Sat 25 Feb 2012, we spotted approximately 25-30 cars parking in the car parks plus 5 parked before our house in Shaplands. The number of cars can be more then doubled when student beds double and economy pick up, Shaplands then can become students car park.</td>
<td>Current plan still shows there is an open access to Shaplands in the delivery site. To ensure a complete closure to Shaplands, we recommend you to have a gate or door fitted there. This will prevent students from using the access and park their vehicles in our street.</td>
</tr>
<tr>
<td>15</td>
<td>1. Our house 1 Shaplands will be overlooked of Block A and B will be constructed, and our house value will be dropped by £50k according to an Estate Agent. Who is going to compensate? We would like you to consider removing your plan of Block A and B. 2. We recommend you to build a brick wall matching the height of Parrys Lane instead of having hedge to separate Shaplands and the site. 3. New trees to be planted by Shaplands side are evergreen.</td>
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</tr>
<tr>
<td>16</td>
<td>Cannot properly visualise the actual look of the accommodation from the drawings. We knew the land would possibly be built on the and just hope it will not cause great disruption and look out of place in the area.</td>
<td>Have concerns from all three while the building point of view and afterwards.</td>
<td>Glad too have had an opportunity to look at the plans, but will have to reserve judgement.</td>
</tr>
<tr>
<td>18</td>
<td>I would not want traffic lights on Parrys Lane as this will slow the flow of traffic down, much better without traffic lights. Many Universities across the UK do not permit students to have cars if in Halls, could this be an option for Bristol?</td>
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<td>19</td>
<td>Why a bus lane - surely not necessary?</td>
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<td>20</td>
<td>In response to &quot; Take up of the U6 bus services continues to increase and there is sufficient car parking across the Stoke Bishop campus to deal with parking needs of current and future residents of Hiatt Baker&quot; COMMENT: traffic and parking will be a nightmare current evidence says this is not the case. We have 4 student cars permanently parked in a dangerous position on Elmlea Ave.</td>
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<td>21</td>
<td><strong>The buildings are now blocks of flats unlike the previous designs which tried to fit in with the residential area by looking more like houses. The new designs are ultra modern and DO NOT FIT in the surrounding residential locality. Only 3 trees appear to be being kept, how is this possible when nearly all the large trees in the area have a preservation order on them seems inconceivable. The landscaping doesn't compensate for the destruction of all the present trees.</strong> Students are already parking in Elmlea Ave to avoid parking charges on site + I can only presume this will continue to get worse. The bus lane + boxed area will not solve the traffic needs of the project + bikes will be placed at serious risk with this project as buses try to pass them in the bus lane. I believe the whole project is ill conceived..</td>
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<td>22</td>
<td><strong>Whilst the height of some blocks has been reduced, little or nothing has been done to lessen the impact of blocks proposed adjacent to Parry's Lane, and the height of Block E appears to have been increased by one storey from the original proposals. The proposed palette of building materials is wholly inappropriate for the area, particularly the coloured glazing panels and cladding. The original proposal included &quot;town houses&quot; and much was made of this in the initial consultation round. The revised drawings, elevations, and artists impressions show stark blocks of flats. The response to the consultation describes &quot;...strengthening/retention of tree-belt as wildlife corridor.&quot; but the revised plans indicate removal of all but three tress adjacent to Parry's Lane.</strong> No effective action has been taken to address the concerns about increased traffic, and the safety of cyclists on Parry's Lane. The new bus access off Parrys Lane should be abandoned. The current stops on Saville Road already provide much safer bus access to a location which is convenient for students to access all the Halls on the Stoke Bishop campus. If these stops were made permanent it would save a great deal of expense in creating the proposed new access off Parrys Lane, as well as freeing up space on the campus for additional accommodation further away from Parrys Lane boundary, in turn allowing more of the existing tress to be retained.</td>
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<td>23</td>
<td><strong>Buildings not very attractive - do not fit residential area. TREES - trees that are currently in place at Parrys Lane boundary as deciduous i.e. in winter would have a full view of ugly blocks. Would love to see new evergreen planting to provide year round screening where possible</strong> Very concerned about parking. You say the number of spaces available is adequate but you must make it free to park there or students will still park on neighbouring road AS THEY DO NOW (despite spaces being available currently). Not happy about Bus lane -lose cycle lane - Bristol is Britain’s first cycling city. Also traffic speeds do not need reducing - usually queuing problem Parking is a real concern. Currently we have 3 cars regularly parking at bottom of Elmlea Avenue. Twice a day there is severe congestion on this and nearby roads with Elmlea School traffic Many cars parked - chaos and not v. safe.</td>
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<td>24</td>
<td><strong>Given the 'loaded question', it is impossible to tick anything than the 'opposed' box - as I am in disagreement with the overall development. No or Yes would have been better. You are simply changing a concept that I am opposed to.</strong> &quot;You can not make such definitive statements. Parrys Lane is not wide enough for such a dedicated bus lane. What happens to cyclists? Ref Q5. Parking permits will fail. Students already park in local roads ie Elmlea Ave&quot; Q6 There are already sufficient local shops for this area. In General Bristol have one of the lowest number of applicants for students. With the 'Ice rink' development - why is there a need for this?</td>
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<td>Comments</td>
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<td>25</td>
<td>Planned buildings are 'unsightly/ugly' and not in keeping with a development in a residential area. Furthermore there will be fewer trees to screen these from surrounding roads. Any new trees planted will take time to grow. None of the changes seem to have addresses any of the concerns of local residents; the attitude appears to be will do it anyway!!! You state that there is sufficient car parking across Stoke Bishop campus bit already there are cars parked 24/7 in Elmlea Avenue; this will only get worse. I cannot see the necessity for a convenience store on the campus; there are local shops close enough for students use. Deliveries in will add to the traffic problems on Parrys Lane. If buses are to solve all transport problems cannot students use these for shopping trips?</td>
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<td>26</td>
<td>New buildings look like a prison block. Not a suitable design for a residential area. Students are already parking in Elmlea Avenue. This is causing congestion for traffic exiting Parrys Lane. This will only get worse + more dangerous. It appears to me that this concept is not about improving education but solely commercial</td>
<td></td>
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<tr>
<td>27</td>
<td>I have a concern that students will park on Rylestone Grove. If they park opposite my house in the stretch running to Parrys Lane I will have difficulty getting in and out of my drive. What will be done to stop this happening. We already have parents of Elmlea School children parking here twice a day.</td>
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<tr>
<td>28</td>
<td>Three issues. 1. Proximity to the Parrys Lane Wall. All other residences (private &amp; university) in the vicinity are set back. Can this development not be further back into the site? 2. The very modern elevation is out of keeping with the predominate 1930s houses of Parrys lane. 3. The location is lined with deciduous tree. Further up the hill are evergreen, which would hide the ugly buildings. We are concerned that students will bring cars to Bristol + with nowhere to park them on-campus leave them in Shaplands, Elmlea Avenue and Rylestone Grove. These are currently quiet residential roads with very little on-street parking. Has residential only parking for these roads been considered is this becomes an issue? Hoping that this means the U6 bus will no longer wait on the Downs where it causes an obstruction and the waiting students seem to produce a lot of litter.</td>
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<tr>
<td>29</td>
<td>EMAIL</td>
<td>Can I make the following suggestion please:- In order to reduce the amount of traffic hold up at the top of Blackboy Hill all during term time where students insist in crossing the zebra crossing in 'dribbs and drabs' which holds up the traffic necessarily. Can all your students catch the Student bus from the Downs down to Queens Road instead of walking across the Downs. Also, is it possible for your buses to have a cycle rack facility so that students can begin or end their journeys using a bicycle please?</td>
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<tr>
<td>30</td>
<td>I think the buildings are too high and the view from Parrys Lane will be bland brick walls. Students are still parking on Elmlea Ave and Rylestone Grove. Taking away all the parking spaces can only realistically make this worse.</td>
<td></td>
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</tbody>
</table>
The design seems to have gone backwards from the original plans which were
town houses with style and character to fit in better with the location. The new
proposals look modern and out of place and aesthetically pleasing. Whilst the
current buildings are modern, they are well hidden whereas the proposed
buildings are far more visible and close to the ‘old’ walls, notwithstanding the
suggestion that they will be hidden. It is unclear why those changes have
occurred and no doubt we will be provided with a compelling reason. The
design, allowing for an additional 429 student places, fails to accommodate any
adequate parking facilities even for a proportion of that. Indeed, you are losing
85 spaces. I do not believe that the parking issue has been considered
sufficiently or at all. You say that most students will use the ‘hub’. Whilst that
may be so, what happens to their cars (which you will be unable to
discourage)? We already have students parking on Elmlea Avenue close to
the junction with Parrys Lane, which causes difficulties for traffic turning into
the road and those emerging. This practice has started to occur since the
beginning of this academic year which probably accounts for the fall in the
requirement for parking permits to which the proposals refer. There will only
be one place for the cars to go and that is on the surrounding roads. Many of
us have drives into and out of which it is difficult to manoeuvre if, as I have no
doubt will happen, cars park close to or opposite drives and, as referred to
above, remain in situ. I cannot see any discouragement to this. Even if students
are using the hub, then those cars are going to remain in situ for long periods
of time, as indeed they do now, clogging up the surrounding roads. If such
practice is occurring now, goodness knows how it will develop in the coming
months and years. Even if 20% of the additional students have cars, aside of
those that have them already, then with the loss of 85 spaces means a heavier
burden elsewhere. If not on the surrounding roads, then where is it proposed
that they go? Precisely what is meant by the centralised parking permit scheme
being centralised to make more efficient use of capacity in Stoke Bishop? What
is meant by Stoke Bishop? Just the campus area or wider? Of course there can
be no control over surrounding areas. The suggestion of more efficient use of
the parking with the campus is an interesting one. They might be able to make
more efficient use, but they cannot in any way control the wider area. It is a
hollow statement and the proposals are short on practical solutions for an
issue which is wholly foreseeable. Finally there remains the issue of noise.
Whilst I understand that there may be greater number of wardens, their
presence does not always appear to have any effect even currently. Noise,
particularly in the summer months, can be heard some way away. With
buildings closer to Parrys Lane, this too can only increase. The University
needs to ensure it pays more than lip service to such matters.
Could you confirm where in the planning process the current design is as when I attended the public open events a few weeks ago I was given the strong impression all consultation was complete and a finalised design had been agreed and was being prepared for submission to Bristol City Council. I am a local resident and have concerns about the design being out of step with the current architecture and the complete disregard of the architect to concerns about student parking creeping onto roads which serve 2 local schools. Take up of university parking spaces may well have reduced but only as a result of students parking on local roads. The reducing numbers of cars parked at the university does not equate to reduced numbers of cars - this is a flawed assertion. It can only be stated that fewer students are choosing to park at the university.

The design does seem to disregard points made in your initial submission and I do have concerns about the un qualified and un attribute points you have made which have now been taken as key design concepts. For example:

**Design/sustainability**

Residents wanted the University to ensure that the new development has a strong identity of its own.

Who said this and what did they mean - I can not believe residents wanted 10m high red brick walls running along Parry's lane when they suggested the building have a strong identity. That is certainly not the impression I have got from speaking with my neighbours. One could reasonable argue that the original elements of Hiatt Baker, the Bath stone and quad design has a strong identity and one I am sure you would get much more local support for were it to be chosen.

Residents were keen to see design measures such as breaking up the roofline, quality materials.

Again this seems to have been mis read to be 10m high red brick walls? I note your point New development should be in keeping with the character of the existing houses on Shaplands a couple of people suggested use of brick - a few people, I am sure would like to see no development at all - the architect has taken the red brick to be a key design feature, I do not believe the majority of local resident would want this.

I am a believer in the planning process and I genuinely hope the design can be discussed in an open and honest way with both sides being able to compromise their position.
**EMAIL**

**Having lived and worked in Bristol almost all my life, Bristol Uni does not have a sympathetic architecture/design signature or reputation on the city. This project continues with negative, insensitive design totally out of keeping with the residential area it occupies with a design of what is basically “little boxes” (not so little) rivaling Soviet style apartment blocks in Moscow. No amount of colour glass tricks will change the fact that it remains intrusive, insensitive and excessive. It is far to ambitious in numbers of planned occupants to do anything other than create a self contained state as opposed to integration with its surroundings and sensitivities,**

**Creates potential of new traffic congestion in what is a school catchment area with new dangers from the excessive speed already experience, from car AND cycles alike. With unknown effect of continually running of bus engines in loading and drop off. Add this to the almost certain unauthorised excess parking that will occur in non dedicated area makes a potential nightmare, especially after students suss it the layout usually after the first term. No car intake must be vigorously pushed as a matter of University policy as with other similar set ups in other universities where it becomes a long term/term time parking dump.**

**I continue to OBJECT STRONGLY to the overall scale of the project, particularly with the continuation of STORY buildings which, again, are TOTALLY out of context with the surrounding and with total lack of sensitivity to the residential area in which the invasion is planned. Adequate disguising landscape will take about 30 years!**

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**34 post**

**The design of the proposed new halls of residence are not in keeping with the style and character of the surrounding residential area. the buildings are more akin to modern office blocks than residential buildings**

**Concerns about increased traffic on Parrys Lane and impact on current cycle lanes on Parrys Lane**

---

**35**

**The development involves the removal of a number of trees without any justification. The character of the Downs Conservation Area is of low density development. The development of such a large number of blocks of student accommodation would detract from the character and appearance of the Conservation Area. No consideration has been given to the surrounding townscape which comprises low density development. the scale and massing of development is also too great and will impact detrimentally on the Conservation Area.**

**There will not be enough parking on-site and this will lead to overspill on surrounding road network**

**The convenience store will generate more traffic and encourage public to use site when really it should be retained for student use**
Appendix G - Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership

Notes taken by ABC:

Key issues raised by Roy May in written public forum statement:

- Tree loss and root protection to retained trees
- Increase in students on site – nearly doubling present numbers - representing overdevelopment of the site
- Reduction in parking on site and resulting overspill parking in nearby roads
- Preference for keeping present bus arrangements in vicinity of Saville Road
- Impact of buses entering/leaving site onto Parry’s lane in terms of increased traffic, noise pollution and inconvenience to local residents
- Likely increase in student related noise and disturbance

Summary of issues raised during general debate with ward councillors and Neighbourhood partnership Ward members

*Would the accommodation/facilities be used year round?*
Student letting would be for 40 weeks of the year. Anticipate some conference activity over 6 week summer period

*What is the current bus provision?*
U6 bus service runs during the academic year under a contract with Wessex Direct. This is the second year the service has been running. Saville Road has proved unsatisfactory and the University is trying to find a better location for the bus stops nearer to the majority of students across the 6 halls of residence.

*Concern at loss of parking spaces on site and resulting parking on local roads especially with 430 more students in the vicinity. Particular issues with parking in Elm Lea Road and Stoke Park Road.*
University recognises the issue of car parking nuisance and the need to look at a range of measures to discourage students having cars and parking locally. This has already been raised in recent discussions with local residents. The bus service is increasingly popular and car parking on campus has been reducing. There is capacity across the Stoke Bishop campus to deal with student parking needs and the car parks have never been at full capacity. Students are currently charged £90 per annum to park and this can be looked at further.

*View that development represents over intensive use of the site*
When the University looked at potential areas for new development it had to take into account protected areas, green spaces and trees which limited options. The view was taken that using brownfield land was the most logical approach. Overall the total development density across the campus is increasing by less than 5%

*View that proposed student numbers are too high with resulting implications for proper management of the site.*
Response: The University is proposing to increase staffing/warden input from 1 to 3 deputy wardens, from 10 to 20 senior residents and increasing the warden’s time. The University is already managing some 2000 students across the campus
Concern that bus terminus is now part of the application – preference to separate out of the application as goodwill gesture to local residents
Response: the new bus hub is an integral part of the application and this has been the basis of discussions with the Council planning officers

The University was complemented on its comprehensive and thorough consultation process

What percentage of students are from overseas?
Approximately 15%.

MINUTES OF THE MEETING OF THE
HENLEAZE, STOKE BISHOP & WESTBURY-on-TRYM
NEIGHBOURHOOD PARTNERSHIP
WEDNESDAY 29TH FEBRUARY 2012 AT 7 PM
HELD AT RED MAIDS SCHOOL, WESTBURY ROAD,
WESTBURY-ON-TRYM, BRISTOL BS9 3AW

MEMBERS

Ward Councillors
Councillors Clare Campion-Smith (P), Glenise Morgan (P) - Henleaze
Councillors Peter Abraham (P), John Goulandris (P) - Stoke Bishop
Councillors Geoff Gollop (A), Alastair Watson (P) - Westbury-on-Trym

Neighbourhood Partnership Ward Members
Henleaze - Valerie Bishop (P), Dennis Brown (P), Joyce Fey (P), Simon Tomlinson (P)
Stoke Bishop - Tony Hoare (P), Gay Huggins (P), Wendy Hull (P), Alan Preece (P)
Westbury - on - Trym - Alan Aburrow (P), Sue Boyd (A), David Mayer (P), Vacancy (A)

Partners Attending
Jenny Hodges - equality representative
Also present : Andrew McGrath-Area Coordinator, Steve Gregory-Clerk to the Neighbourhood Partnership, Alan Berridge and Gareth Williams Highway Officers.

1. APOLOGIES FOR ABSENCE
Councillor Geoff Gollop, Sue Boyd, Mark Runacres, police representative, Jackie Longworth - equality representative, Stuart Pattison, Community Safety Officer.

6. BRISTOL UNIVERSITY, HIATT BAKER HALL, PARRY’S LANE -
DEVELOPMENT PROPOSALS
The Partnership received a brief presentation from Patrick Finch, Bristol University regarding proposals for a 430 bed student accommodation development with associated bus service provision and on site car parking.

(At this point Statement 4 was received and given full consideration by the Partnership).

Questions were then invited and the following points were made -
• conference facilities on the site were anticipated to be available for approximately up to six weeks in the summer period;
• bus service provision for students would be provided for nine months during the academic year. The Saville Road bus stop would be relocated to an on site terminus near Hiatt Baker Hall;
• additional bus service capacity would be provided to accommodate the increase of the student population;
• in response to serious concerns raised about increased on street car parking in the area, the University confirmed that control of car parking was a key part of the proposals with up to 300 spaces being provided on site;
• it was clarified that on site car parking for students would be subject to a charge of £90 a year;
• the new site would employ one warden and three deputy wardens to control noise and other possible nuisance behaviour.

The Partnership thanked Patrick for attending the meeting.