Welcome to this second round of public consultation which shows updated proposals for new student accommodation at the University’s Hiatt Baker Hall together with associated transport improvements for the Stoke Bishop campus.

- At the first round of consultation, held last November, the University outlined its proposals to accommodate a further 460 students alongside the present buildings at Hiatt Baker in a series of townhouses and apartment blocks.

- The scheme also includes bringing a new road and vehicle access from Parry’s Lane creating a transport hub within the site which would allow the University bus services to pick up and drop off students from Hiatt Baker and other halls within Stoke Bishop.

- On display at the November exhibition were a series of boards showing the context and planning background, site constraints and early sketch proposals with an indicative site layout for both the student accommodation and the proposed new transport hub.

- Feedback from the public and other key consultees and the results of further site investigations and highways studies have helped to shape the ongoing design and planning work. This follow up exhibition shows how resulting scheme has changed and more detailed proposals.

Have Your Say

Having viewed the latest proposals please give your feedback on the comment form provided. You can also view the exhibition boards on line at;

www.bristol.ac.uk/stoke-bishop

Consultant Team

- Architects
- Planning
- Project Managers
- Mechanical & Electrical Engineering
- Landscape & Ecology
- Civil, Structural Engineers & Transport Consultants
- Public Relations
The University has identified a need to accommodate a growing number of students in its own halls of residence. Having reviewed a number of its sites across the city, Hiatt Baker has been chosen as the best location for additional student residences within the Stoke Bishop campus. The information displayed on this board summarises the content shown during the first Stakeholder Consultation undertaken in November 2011.

The Future Requirement

During 2010/11 around 18,700 students were registered at the University, split approximately 70/30 between undergraduates and postgraduates.

There has been a gradual increase in both home and overseas student numbers over recent years, at both undergraduate and postgraduate level. The University currently predicts a shortfall of 550 bedrooms by 2014/15.

The University believes that well managed halls of residence offer a better solution for growth in student numbers than the inevitable alternative of further conversion of private houses.

The University currently owns and manages around 3400 bed spaces within Bristol, 2100 of these are located within the six halls of residence at Stoke Bishop, the majority of which are occupied by first year students. It also has agreements with a number of private developers and nominates students for privately operated city centre halls of residence.

As well as planned new development, a major programme of renovation of existing halls and replacement of services infrastructure is also underway, together with a plan to improve energy performance and reduce carbon emissions.

Initial Project Outline

The initial proposal outlined at the first Stakeholder Consultation was to build accommodation for a further 460 students, alongside the present buildings at Hiatt Baker, in a series of town houses and cluster blocks.

The new development is to be carefully integrated within the existing Hall and mature landscaping on site. The new buildings are designed to achieve high standards of sustainability and accessibility.

The scheme also includes bringing in a new road and vehicle access from Parry’s Lane creating a transport hub within the site. This would allow the University bus services, to pick up and drop off students from Hiatt Baker and other halls within Stoke Bishop. The present site entrances from Shaplands would be closed to traffic, other than emergency vehicles, but would remain open for pedestrians and cyclists.

Site Context

The development area lies within The Downs Conservation Area. Important adjacent wildlife networks sites, city wide sites, open space, playing fields and recreational grounds, greenways or historic landscape designations that cover parts of the wider Stoke Bishop Hall of Residence site will need to be taken into account as part of the application proposal.

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.

There are significant level changes across the site on both a north/south and an east/west orientation. There are currently two vehicle entrances into the site from Shaplands.
2 - Your Feedback

During the previous consultation feedback was received from local residents and key stakeholder groups and organisations as well as from statutory consultees through the pre-application planning process.

KEY ISSUES RAISED BY THE LOCAL COMMUNITY

- Height of buildings and likely impact on adjacent properties
- Location and design of the new access road onto Parry’s Lane
- Potential increase in traffic and likely impact on Parry’s Lane
- Loss of trees
- Delay in relocation of bus stops/service from Saville Road
- Impact of additional students in terms of management and facilities
- Loss of onsite parking and impact on adjacent roads

WHAT HAS CHANGED OR PROGRESSED

As a result of feedback to date the following key changes have been made to the scheme. These and the updated detailed proposals are described in more detail on the following boards

Height and Impact Concerns

- The number of bedspaces being provided has been reduced from the 459 reported at the previous stakeholder to 429
- One townhouse has been removed from Block A facing onto Shaplands
- The height of the Blocks A and B facing onto Shaplands has been reduced by one full storey (approximately 2.85m), in order to reduce their prominence on the street scene. The storey heights of all buildings have been reduced to keep the floor to floor heights to the minimum.
- Block L, closest to Parry’s Lane, has had the ground floor level reduced by approximately 2.5m to reduce the visual impact on Parry’s Lane.
- Blocks C and M have been moved further into the site away from the boundary in order to avoid harm to the protected trees on the boundary, this also will reduce the visual impact on the views down Parry’s Lane.

Boundary wall to Parry’s Lane

The stone removed from the existing 3m high wall will be re-used in the new walls, which will have a curved alignment to provide a prominent ‘gateway’ and help to screen the new development.

Loss of Trees

The scheme involves the removal of a significant number of trees within the site, however these are not particularly visible in public views. 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 are proposed as part of the scheme and this will compensate for the loss of 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 to improve the screening the new development. Similarly, new trees and a substantial hedge will be planted along the northern boundary to Shaplands to both improve the screening of the site from Shaplands and to help create a secure boundary to the development.

Materials, Design and Architectural Treatment

Extensive technical studies have been undertaken to determine the appropriate forms of construction, materials and elevational treatment of the buildings. The principal material will be a brick cladding chosen to complement the existing brickwork of Hiatt Baker Hall, window frames will be timber/aluminium composite windows of a dark colour, however subtly coloured glazing panels will be introduced to add interest and highlights. Stairwells and social spaces in the cluster blocks will be clad with a lighter coloured panel cladding system to add contrast.

Access, Highway Safety and Parking

This has been designed to ensure there will be no harm to highway safety and no obstruction of the access during peak times. A Transport Assessment is currently being undertaken and will form part of the formal planning application. This will assess highway safety issues as well as the proposed reduction in parking. A new bus lane is proposed on the opposite side of Parry’s Lane and a box junction by the site entrance to improve traffic flow in and out of the site and to ensure general traffic and buses do not wait for longer than is necessary.

As the majority of students will be using the bus hub for transport to the University the bus hub in the centre of the site has been designed to create more space for waiting buses and provide more facilities for students. The parking within the site has been reduced in line with BCC policies to that necessary for staff and disabled people.

Impact of Additional Students on Management and Facilities

The main reception building will be refurbished to improve and extend facilities including administration, security, bar and cafes. The existing library building will also be refurbished to provide improved social facilities for the students.

Several of the cluster blocks will be provided with rooms adapted for disabled people and will also include rooms for senior residents who will provide the pastoral care for the residents. The new accommodation is self-catered so will not a significant impact on the food catering deliveries to Hiatt Baker Hall. Waste and recycling will be managed within the site at a central recycling sorting station and satellite recycling disposal points.
4 - The Design Response
5 - The Design Response

View across 'The Square' towards Parry's Lane

View along courtyard between Blocks C and B towards Library building

Elevation Looking South Along New Access Road
6 - The Design Response

Proposed Materials

1. Brick Cladding on pre-cast concrete frame
2. Double glazed timber/aluminium composite windows
3. Coloured glazed or sold panel
4. Panelled cladding to cluster flat stairwells and social spaces

Highlighted Features:

1. Brick Cladding on pre-cast concrete frame
2. Double glazed timber/aluminium composite windows
3. Coloured glazed or sold panel
4. Panelled cladding to cluster flat stairwells and social spaces
7 - Verified Key Views

Notes:
- A Landscape and Visual Impact Assessment (LVIA) will be submitted as part of the proposed Planning Application.
- An LVIA is a tool for understanding the landscape character and visual amenity constraints and opportunities of the existing site to inform the design process.
- The LVIA will formally assess the potential impacts of the proposed development against the existing landscape character and against the context of existing views of the site.
- Viewpoints are selected for the LVIA where they are considered to be representative of publically accessible locations.
- Representative viewpoint locations were approved by Bristol City Council’s Landscape Officer.
- A Visually Verifiable Montage (VVM) is based upon an accurate 3D model shown in the context of an existing photograph and is used as a tool for assessing the scheme. The image is compiled using data which can be used to “verify” the accuracy i.e. it is creating an accurate vision of the final project.
- Distant views of the scheme are limited by the westerly aspect of the hillside and by the intervening built form and vegetation.
- In distant views from the west, the site is seen as a minor component in a broader view of the hillside occupied by a patchwork of development set within mature trees.
- The proposed development is visually separated from the curtilage of the Listed Wills Hall and the sloping parkland to the east.
8 - Verified Key Views

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- Locally, views to the Site are well contained by intervening built form and vegetation.
- Local vantage points are limited to Parry’s Lane, Shaplands and the rising ground to the east of the Hiatt Baker Halls.

D
Before

Existing Representative View D - View from Parry Lane (840/54) opposite Shaplands Trees in full leaf.

After

Representative View D - Verifiable Visual Montage (VVM) Trees in full leaf. Proposed trees modelled at 5 to 7 years after planting.

E
Before

Existing Representative View E - View from approximate location of proposed Bus Access route. Trees in full leaf.

After

Representative View E - Verifiable Visual Montage (VVM) Trees in full leaf. Proposed trees modelled at 5 to 7 years after planting.
9 - Landscape Strategy

Landscape Concept Plan

**PRIMARY SPACES**
- Zone 1: 'The Square'
- Zone 2: 'The Hub'

**SECONDARY SPACES**
- Zone 3: 'Gateway Courtyard'
- Zone 4: 'Townhouse Courtyards'

**TERTIARY SPACES**
- Zone 5: Links and Paths
- Zone 6: Footpaths
- Zone 7: Tree-Lined Boundary

**EXISTING LANDSCAPES TO BE MANAGED AND RETAINED**
- Zone 8: Parkland

**Indicative Materials Palette**
- a. Coloured asphalt paving
- b. High quality concrete flag paving
- c. Exposed aggregate block paving
- d. Clay paving to building thresholds
- e. Buff-coloured resin bound gravel
- f. Reinforced grass maintenance paths
- g. Porous resin bound gravel
- h. Asphalt
- i. Wooden and Aluminium Seating
- j. Signage
- k. Hand Rail
- l. Timber traffic bollard
- m. Cycle Shelter and Stands
- n. Uedd Recycling Bin
- o. Gabion Retaining Structure
- p. Balustrade

**Edges**
- Existing Shaplands edge
- New framework of student apartment buildings and townhouses
- Building relate to hierarchy of interconnected, publicly accessible amenity spaces
- Small building footprint and orientation allows terracing of Sita with existing sloping ground

**Built Form**
- Existing Shaplands edge
- New framework of student apartment buildings and townhouses
- Building relate to hierarchy of interconnected, publicly accessible amenity spaces
- Small building footprint and orientation allows terracing of Sita with existing sloping ground

**The 'Square' and the 'Hub'**
- The Square is the main student amenity space
- The Hub is a new public transport node in the heart of the campus
- Enhanced setting to the student café (Source)

**Student Courtyards**
- Proposals provide a secondary tier of spaces beyond The Square
- Courtyards provide an attractive setting to student townhouses and Reception
- A new courtyard will create an attractive new entrance into the Sita from Perry's Lane
- All courtyards will include evergreen and seasonal ornamental planting

**Linking Spaces**
- A third tier of spaces will provide the physical pedestrian connections through the Sita
- Linkages will comprise urban paved streets with accessible steps and ramps
- Additional linkage spaces comprise organic pathways through the surrounding green landscape

**Topography and Access**
- The design seeks to rationalise the existing gently sloping ground into usable terraced spaces
- Access between levels follows anticipated pedestrian movement routes (desire lines)
- Planting beds stress furniture and tree planting are located to frame movement corridors

**Defensible space**
- Amenity spaces are carefully designed to provide a mixture of defensible 'private' student space and public congregation and movement zones
- Sense-of-place will encourage student 'ownership' and responsibility for the landscape
- A 'secure by design' brief has been adopted by the design team

**Tree planting proposals**
- Existing trees are retained within the scheme wherever possible to ensure that the wider sylvan setting of the Sita is maintained
- On-going highway, structural and architectural designs will be developed to accommodate existing trees and avoid damage to their rooting zones
10 - Landscape Strategy

Ecological Design Concept Plan

1. Retention / strengthening of tree-belt as wildlife corridor. Of potential value to foraging / commuting bats & nesting birds in particular.

2. Sensitive lighting within built-footprint will seek to avoid & reduce light spill onto retained and proposed habitat features.

3. Parkland / diverse meadow grassland of potential value to a range of species, including ‘parkland birds’ such as Green Woodpecker.

4. Species-rich grassland, reflecting adjacent downland communities & providing ecological ‘buffer’ to locally designated wildlife sites.

5. Bat / bird boxes to be installed on retained mature trees.

6. Swift boxes / Sparrow terraces to be installed on new halls of residences.

To provide an up to date ecological evidence base, the following surveys will be undertaken to inform the final design and any mitigation requirements:
- Extended Phase I Habitat Survey & Desk Study
- Breeding Bird Survey (BBS)
- Assessment of trees / buildings for suitability as potential roost sites for bats
- Bat activity surveys

Indicative Planting Palette

- q. Planted trees in retaining structure
- r. Formal hedge
- s. Specimen tree in grass
- t. Amenity lawn
- u. Wall mounted climber
- v. Amenity shrub and ornamental grasses
- w. Species diverse grassland
- x. Wall mounted climber - crib wall
The University’s Transport Plan aims to promote the use of alternative means of transport to the private car. It includes improvements in facilities for cyclists, walkers, motorcyclists and users of public transport and more efficient use of the remaining car parking provision across the Stoke Bishop campus.

The development features a significant change to the access and operation of Hiatt Baker Hall, University Hall and the public U6 bus service. The new access arrangements are being developed in conjunction with the City Council Highways Officers and are currently being reviewed by them. Surveys of traffic volumes, speeds and queue length are also being undertaken.

- A new access off Parry’s Lane will allow the existing Hiatt Baker entrance from Shaplands to be closed to all vehicles and the existing University Hall access, also off Shaplands, to be gated for emergency vehicles only
- All vehicles requiring access to Hiatt Baker Hall, University Hall and the Transport Hub will access the site off Parry’s Lane (See image opposite)
- At peak times the creation of a ‘box junction’ will allow a gap in queuing traffic to be maintained. This will enable buses to exit the site during the peak periods and to utilise the newly created bus lane to clear the junction
- The bus lane will benefit the existing public bus services on Parry’s Lane
- The reduction in carriageway width on Parry’s Lane may encourage a reduction in vehicle speeds

The Transport Hub is central to the main population of the Stoke Bishop Campus. It will provide a focal point for the public U6 service but also address the needs of various University and club buses, taxis and other deliveries that operate to and from Stoke Bishop.

- The Hub is within 400m walking distance of all the Halls except Churchill.
- It provides three boarding and alighting bus stops which will operate independently allowing each bus to arrive at / depart from any stop without waiting for others to clear.
- The public U6 bus service is very popular with the student population carrying on weekdays typically some 2500 passengers per day. 65% of the campus are now using the U6 bus service compared to just 6% before its introduction.
- The development will remove some 85 useable car parking spaces at Hiatt Baker
- Demand for parking permits has been falling year on year and the supply of car parking spaces across the Stoke Bishop campus exceeds demand.
- There is more than sufficient car parking across the Stoke Bishop Campus to accommodate both the reduction in parking spaces, as a result of the loss of existing car parking at Hiatt Baker, and the likely increase in demand for car parking generated by the proposed development.
- The University’s parking permit scheme will be centralised as part of this development to make more efficient use of overall capacity across Stoke Bishop rather than relying on the individual Halls to manage the parking spaces adjacent to their buildings.

Hiatt Baker team

Gordon Trevett, the Warden for Hiatt Baker, will be responsible for residents of both the current Hiatt Baker Hall and the new accommodation.

To support the additional student numbers the pastoral team at Hiatt Baker will be increased from one Deputy Warden to three Deputies and from 11 to 22 Senior Residents and will be supported by a similar increase in administrative and facilities staff. New Warden’s accommodation will be built on site, adjacent to Shaplands, whilst the Deputy Wardens and Senior Residents will be accommodated throughout the existing blocks and the new buildings to provide a presence across the community.

The security team for Stoke Bishop will also relocate to Hiatt Baker and will be based at the heart of the site where they can provide additional surveillance and management around the new transport hub.

Student behaviour

The University takes a very serious view of issues relating to student misbehaviour. Students are made aware of the appropriate regulations and disciplinary procedures and the warden deals with misconduct in line with these policies.

The Warden is the main contact for the local community and is responsible for managing the behaviour, as far as is practicable, of students in the wider residential community. Ongoing dialogue with local residents and amenity groups is maintained through their involvement in student induction, social events and representation on the Hall Advisory Committee.

Start/End of term arrangements

Collection at the end of term is rarely a problem as residents leave over a period of 2/3 weeks. At the start of term an on line booking system will be introduced for arrival slots. At Hiatt Baker the current single day for arrivals will extended to 2/3 days.

Junction improvements to Parry’s Lane

Details of The Hub
All parts of the project aspire to the highest levels of sustainability. This applies equally to the construction of the buildings as well as the target energy use and carbon emissions. Issues regarding the form of the buildings and choice of renewable energy supply are addressed below.

Energy Efficiency

Minimising energy in use is a fundamental aspect of the sustainability criteria of the project. The buildings have been designed in orientation and form to minimise the requirement for energy intensive services. Measures to minimise the energy consumption of the buildings include:

- A building envelope with additional insulation to provide a performance which has a 50% improvement on the Building Regulations Standards.
- A heat recovery system on bathroom and kitchen ventilation systems will provide heat to social and bedroom spaces.
- Highly efficient LED lighting with presence detection to ensure lighting is switched off when no occupants are present.
- Roof mounted photovoltaic panels to provide sufficient electrical energy from sunlight to aim to reduce carbon dioxide emissions by 20%.

Wider issues

The development will be BREEAM ‘Excellent’ rated and the Warden’s accommodation is to achieve Code for Sustainable Homes Level 5.

The project is addressing all aspects of sustainability. The site is served by good transport links and the development will be on land that is already developed which reduces ecological impact.

Other specific aspects being addressed are:

- Providing plenty of cycle storage spaces and space for recycling of waste
- Designing out waste - using panels and bathroom pods made off-site to reduce the amount of waste produced during the construction
- No mechanical cooling or use of refrigerants (refrigerants can be harmful to the environment)
- Low water-consuming fittings in kitchens and bathrooms
- Sustainable materials with low volatile organic compounds content (reducing harmful emissions) and from responsible sources, plus recycled where possible. E.g., using recycled aggregate within concrete and all timber products will be from a sustainable source, such as FSC certified.
- Thermographic testing of the final construction to check for any heat loss
- Collecting data on energy and water through extensive metering once the buildings are in use

Off-Site Construction

The methods of construction also contribute to working towards a low carbon footprint. Materials and construction technologies are being studied to ensure they are appropriate and that waste is kept to a minimum.

To that end, the development is being designed around a concept of using as much off-site manufacture of components as possible. Constructing elements of the building off-site results in lower transport usage, reduced site waste, less noise during construction, improved site safety.

Parts of the building that can be constructed off-site include:

- Structural frame using prefabricated concrete panels
- WC and shower rooms
- Brickwork cladding panels eliminating need for scaffolding
- Complete window walls to bedrooms.
- Staircases
- Lift and shaft assemblies.
Your Feedback

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

Please complete a comment form and either post in the box provided or return to ABC at the address shown

What Happens Next

Feedback from this second round of consultation and from ongoing discussions with the Local Planning Authority and other consultative groups will be carefully considered by the University and its project team as they work towards finalising a scheme and preparing all the necessary reports and studies to support a planning submission.

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

Once the application has been formally registered by Bristol City Council it will be available to view online at www.bristol.gov.uk. The Council will then invite further consultation and discussion as part of the formal planning process.

Subject to planning consent work could start on site in the late summer, 2012. The proposed new road would then be finished in 2013 and the student residences completed by Autumn 2014 to enable new students to move in for the start of the academic year.

Anticipated Timeline

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<tr>
<th>Date</th>
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<tr>
<td>Oct 2011</td>
<td>Pre-application 1 submission</td>
</tr>
<tr>
<td>November 201</td>
<td>1st stakeholder consultation</td>
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<tr>
<td>Feb 2012</td>
<td>2nd stakeholder consultation</td>
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<tr>
<td>April 2012</td>
<td>Submission of Planning Application</td>
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<tr>
<td>July 2012</td>
<td>Planning Application determined</td>
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<tr>
<td>August 2012</td>
<td>Start On Site</td>
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<tr>
<td>September 2013</td>
<td>New Access and transport hub completed</td>
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<tr>
<td>August 2014</td>
<td>Buildings completed</td>
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