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 increased 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 in-bound 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 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 respondees 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 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

In the interests of sustainability we provide hard copies of reports and/or summary reports excluding appendices. To receive a full copy of the report, including appendices, please contact ABC on tel: 0117 977 2002 or email: info@abc-pr.co.uk
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:

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

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

University of Bristol

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/utestates/stoke-bishop

For further information please contact:
Avril Baker or Carolyn Jones
ABC, 6 Llwyned Avenue, Bristol BS4 2EV
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 extension round of public consultation which shows updated proposals for new student accommodation at the University's High Street Hall together with associated transport improvements for the Stoke Bishop campus.

- At the time of consultation there were some students who were occupying rooms in the existing halls of residence on campus.
- The scheme shows a phased approach to delivering the new accommodation, which is currently under way.
- The design of the new accommodation includes

Consultant Team

- Architects
- Planning
- Project Managers
- Structural & Civil Engineering
- Landscaping & Savills
- Civil Engineers and Structural Engineers
- Public Relations

Base Your Say

Having viewed the latest proposals please give your feedback on the comments form at:

www.craigm.gaut.com

1 - Previous Stakeholder Consultation

The University has identified a need to accommodate a growing number of students in its own halls of residence. Having reviewed a number of sites across the city, Hiatt Baker has been selected to seek planning consent for additional student accommodation within the Stoke Bishop area. This consultation exercise was carried out in November 2011.

The Need for More Student Accommodation

The University has identified the need to accommodate a growing number of students in its own halls of residence. Having reviewed a number of sites across the city, Hiatt Baker has been selected to seek planning consent for additional student accommodation within the Stoke Bishop area. This consultation exercise was carried out in November 2011.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.

Initial Project Outline

The initial project outline sets out the key development requirements, including the number of student accommodation spaces, the type of accommodation, and the associated transport improvements.

The development area is located in the University area and incorporates the existing halls of residence. The University currently provides a total of 750 student accommodation spaces, but demand is increasing and further development is required.

The University is also exploring the possibility of future developments, and this consultation exercise is an opportunity to gather feedback from students and the local community.
3 - The Design Response

4 - The Design Response
7 - Verified Key Views

- A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the proposed Planning Application.
- The LVIA will help to understand the visual and landscape characteristics of the site and how they are affected by the proposed development.
- The LVIA also identifies the key benefits and constraints of the site.
- The LVIA process is managed by an independent consultant to ensure objectivity.

8 - Verified Key Views

- A Sample Viewpoint is being used to assess the visual impact of the proposed development.
- The viewpoint is located at a significant distance from the site to ensure an accurate representation of the site.
- The viewpoint is used to assess the overall impact of the development on the surrounding area.
- The viewpoint is also used to assess the impact on the surrounding landscape and the visual quality of the area.

March 2012
11 - University Transport and Management Strategy

The University's Transport Strategy promotes the use of alternative modes of transport to the private car. It includes improvements to facilities for cyclists, walkers, passengers and users of public transport and more efficient use of the remaining car parking provision across the Stoke Bishop campus.

- A new access to the campus will be added with direct access to the bus stop, and a pedestrian path will be provided for the University.
- The University’s Transport Strategy will reduce the number of vehicles entering the campus.
- A new bus route will connect the campus with the University and the city centre.
- The University’s Transport Strategy will also reduce the number of cars entering the campus.
- The University’s Transport Strategy will also reduce the number of cars leaving the campus.

12 - Sustainability

All parts of the project require a high level of sustainability. This applies equally to the construction of the buildings and to the energy use and carbon emissions. Issues regarding the use of the buildings and their energy consumption are addressed in this chapter.

- Energy efficiency
- Water usage
- Material selection
- Waste management

The University aims to achieve the highest standards in sustainability. The University will be a leader in sustainability and will aim to develop a sustainable environment.

Off-site Construction

The mechanisms for achieving the off-site construction of buildings have been initially explored. The off-site construction will be used to reduce the construction time and the development will be of a higher standard, which reduces environmental impact.

Other specific areas being addressed are:
- Building design
- Material selection
- Water usage
- Waste management
- Energy efficiency

The University aims to achieve the highest standards in sustainability. The University will be a leader in sustainability and will aim to develop a sustainable environment.
13 - Next Steps

Your Feedback:
Your comments and views on these updated proposals are important to the team continue to develop the scheme.
Please complete a comment form and return post to the site provided on return to ABC or via an internal advisory.

What Happens Next:
Following the recent round of consultation and engaging discussions with the local Planning Authority and other consultation groups, it is important to continue with the University and its project team on the work which includes the scheme and proposing at the necessary scale and details to support a planning submission.

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

Once the application has been formally submitted by Bristol City Council it will be advertised.

As part of the consultation process, The Council will then undertake a consultation and decision on part of the statutory process.

Subject to planning consent work could start in the late summer, 2013. The new building would then be completed in 2015 and the student accommodation completed in August 2014 to enable the students to move in the first day of the academic year.
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 rose 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 &quot;boxes&quot; - 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>
<td></td>
</tr>
<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>Concerned about impact to neighbourhood during construction process - how will this be minimised??</td>
<td></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></td>
<td></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>
</tr>
<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>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Still concerned about the loss of student parking and the impact on increased parking in surrounding streets. A never ending issue!!</td>
<td>Seems to be carefully thought out and very pleasant design of buildings and grounds.</td>
<td></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></td>
<td>The design of the buildings is visually intrusive - square concrete &amp; glass blocks will look like offices/shops regardless of “brick” 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>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>13</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>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>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>16</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>
<td>Why a bus lane - surely not necessary?</td>
<td></td>
</tr>
<tr>
<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>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>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. 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>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>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 trees adjacent to Parry's Lane. 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 trees to be retained.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>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. 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 very safe.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Text</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Given the 'loaded question', it is impossible to tick anything than the 'opposed' box - as I am in</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>disagreement with the overall development. No or Yes would have been better. You are simply</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>changing a concept that I am opposed to.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>* You can not make such definitive statements. Parrys Lane is not wide enough for such a dedicated</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>bus lane. What happens to cyclists? Ref Q5. Parking permits will fail. Students already park in</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>local roads ie Elmlea Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Planned buildings are 'unsightly/ugly' and not in keeping with a development in a residential area.</td>
<td>You state that there is sufficient car parking across Stoke Bishop campus bit already there are</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Furthermore there will be fewer trees to screen these from surrounding roads. Any new trees</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>planted will take time to grow. None of the changes seem to have addresses any of the concerns of</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>local residents; the attitude appears to be will do it anyway!!!</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>New buildings look like a prison block. Not a suitable design for a residential area</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Students are already parking in Elmlea Avenue. This is causing congestion for traffic exiting</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parrys Lane. This will only get worse + more dangerous</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>I have a concern that students will park on Rylestone Grove. If they park opposite my house in</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>the stretch running to Parrys Lane I will have difficulty getting in and out of my drive. What</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>will be done to stop this happening. We already have parents of Elmlea School children parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>here twice a day</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Three issues. 1. Proximity to the Parrs Lane Wall. All other residences (private &amp; university) in</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>the vicinity are set back. Can this development not be further back into the site? 2. The very</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>modern elevation is out of keeping with the predominate 1930s houses of Parrys lane. 3. The</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>location is lined with deciduous tree. Further up the hill are evergreen, which would hide the</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ugly buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>We are concerned that students will bring cars to Bristol + with nowhere to park them on-campus</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>leave them in Shaplands, Elmlea Avenue and Rylestone Grove. These are currently quiet residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>roads with very little on-street parking. Has residential only parking for these roads been</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>considered is this becomes an issue?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hoping that this means the U6 bus will no longer wait on the Downs where it causes an obstruction</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>and the waiting students seem to produce a lot of litter.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td>Suggestion</td>
<td>Response</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>29</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 ‘drips 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>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>I think the buildings are too high and the view from Parrys Lane will be bland brick walls</td>
<td>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>
</tr>
</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.
| 33 | 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! |
| 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%.
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.