University of Bristol
Hiatt Baker, Stoke Bishop development proposals

November 2011 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 additional student residences alongside Hiatt Baker Hall in Stoke Bishop. The development proposals are still at an early stage but the current scheme includes adding around 450 beds alongside the present buildings on the Hiatt Baker site and bringing a new roadway into the site from Parry’s Lane, thus providing access for the student bus services onto University land.

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

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

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

Consultation events

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

Local residents core consultative group

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

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

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

Five local residents from Shaplands, Hollybush Lane and Ormerod Road attended the initial round table meeting plus a representative of the Neighbourhood Planning Network. The intention is to reconvene with this group as the project develops and to widen representation to include for example a representative from Parry’s Lane. Attendees were shown the emerging proposals and had an opportunity to discuss any issues and queries with representatives from the University and the project team.
Key Stakeholders
A key stakeholder session was held on Thursday 10 November at Conference Centre, Wills Hall, Stoke Bishop. The aim of this session was to enable key groups to engage early on in the planning process as proposals develop, to listen to their views and to fully understand key concerns that they might have.

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

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

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

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

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

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

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

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

Feedback

Local Residents Core Group meeting – 1 November
The residents present generally considered that the initial concept proposals were looking good with many positive features. They understood the need for the University to provide the best facilities to attract future generations of students.

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

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

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

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

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

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

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

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

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

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

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

Minutes from the local residents core group meeting can be found at Appendix A.
**Key Stakeholder Session**

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

**Relationship between the University and the community**

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

**Density**

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

**Loss of car parking on site**

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

**University bus service --residents concerns/problems, particularly disturbance & noise at night**

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

**Impact on Parry’s Lane especially re traffic.**

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

**Environmental Impact**

Concern that an Environmental Impact Assessment is not required as part of the planning application and would like this revisited.

Although the City Council has confirmed that an EIA is not required for the planning application the team will be carrying out a whole range of detailed studies and assessments covering the environmental impact on the surrounding area including key views, ecology, landscape etc.

**Sustainability**

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

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

**Levels of lighting**

New lighting will be designed to ensure there is minimal light spillage outside the site.
Public Exhibition
Attendees were invited to provide general written feedback on comment forms (Appendix E) which were handed out at the exhibition and available as a download on the University website.

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

Breakdown of respondees
Up to the deadline of 22 November a total of 36 feedback forms had been returned.

In terms of identifying status, of those individuals who chose to provide further details, 33 are local residents, 1 person said they work also locally and 2 people were members of the university staff (one of whom was also a local resident) and 2 described themselves as other.

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

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

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

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

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

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

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

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

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

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

There were also comments on potential increase in noise and disturbance from additional students, loss of trees and the possibility of separating the road/bus terminus from the new development in terms of a planning application.
Views on some of these issues were localised and varied depending on proximity of residents to key elements of the proposals. For example immediate neighbours on Parry’s Lane had most issue with the new entrance/access for vehicles whilst others further away were in support of the new road/bus terminus. Likewise Shaplands’ residents and those immediately opposite on Parry’s Lane were most worried about overlooking from the new blocks and Shaplands’ residents were worried about an increase in overspill parking.

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

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

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

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

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

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

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

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

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

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

Summary of Key Issues

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

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

Next Steps

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

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

Appendices

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

Notes of Stoke Bishop Residents Meeting
Tuesday 1 November 2011

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ABC: 4.11.2011
Appendix B – Postcard Invitation

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

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

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

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

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

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

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

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

For further Information please contact:
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Tel: 0117 977 2002 email: info@abc-pr.co.uk
Appendix C – Catchment Area

Proposed catchment: UoB Stoke Bishop

Parrys Lane to junction Ormerod Road
Saville Road to junctions Parrys Lane/Hollybush Lane
Holly Bush lane to junction Ormerod Road
Shaplands
Orchard Close
Rylestone Grove
Wills Lane
Saville Gate Close
Appendix D – Exhibition Boards

INTRODUCTION

The University seeks to provide more student-centered accommodation. The Hiatt Baker Halls of Residence which has a bed allocation of 4230 students is currently under review. The University has been approached to consider proposals for the provision of an additional student accommodation facility. The University is therefore proposing to develop a new facility that would cater for the needs of an additional 1500 student rooms. This proposal is to be considered as part of a wider strategy to ensure that student accommodation is provided in line with the University’s strategic plan and to meet the requirements of the University’s students.

BACKGROUND

The development site is located within the University’s Campus Area. Important attributes include the area’s location on the University’s main campus, its close proximity to the main educational facilities, and its accessibility to the city centre. The University has extensive plans for development in the area, and this project is seen as an integral part of the University’s master plan.

SITE CONTEXT

The site is located to the north of the University’s central area, adjacent to the University’s main campus buildings. It is bounded by the University’s main campus buildings to the south, and the area’s main roads to the north and east. The site is well-connected to the University’s central area, with access to the University’s main campus buildings via several pedestrian and vehicular routes.

TRANSPORT LINKS

The site is served by a range of public transport services, including the University’s bus service and the local train service. There are several key amenities within walking distance of the site, including shops, cafes, and restaurants.

PLANNING POLICY CONTEXT

The site is subject to a number of planning policies and guidelines, including the University’s planning framework and the Local Plan. The site is zoned as a mixed-use area, with a mix of residential and commercial uses.

SITEMARKING

The site is to be marked with a boundary fence to indicate the development site. The fence will be constructed using a robust and durable material, and will be painted in a distinctive colour.

SECURITY MEASURES

The site will be secured with a perimeter fence, and will be monitored by security cameras. Access to the site will be controlled by a security gate, and will be restricted to authorized personnel.

REFERENCES

The development will be designed and constructed in accordance with the University’s sustainable building guidelines. The site will be designed to minimize its environmental impact, and will include features such as renewable energy generation and rainwater harvesting.
The proposed access solution has been designed as a series of discrete blocks which allow each block to be set at the optimum balance required to the design of the site and bring the influence of the development.

The access provides for different types and sizes of entry to the blocks. It is considered that the overall shape of the site will be a broad curve with setbacks and that the access is set on airport flyover (residential development) on the access to the development is set at a rate for a four-vehicle traffic compliance and fully zoned by the new building.

The site access indicates that the block heights and positions have the highest setting and allows for the balance required to be achieved in the site.

AVRIL BAKER CONSULTANCY

November 2011
Appendix E – Comment Form

University of Bristol – Hiatt Baker Hall, Stoke Bishop
Public Consultation – November 2011
Comments Form

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

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

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

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

Q1. Given this position do you generally support the principle of developing
further student accommodation within the Hiatt Baker site? (please tick one of the
boxes below)
☐ Generally support the principle of development  ☐ Broadly supportive but have some concerns
☐ Opposed to proposals  ☐ Undecided / no opinion

Site Layout
Q2. Based on the information displayed at the exhibition do you generally support
the proposed layout and arrangement of buildings on the site?
☐ Support proposals  ☐ Broadly supportive but have some concerns
☐ Opposed to proposals  ☐ Undecided / no opinion

Please add any further comments or suggestions about the site layout

Transport improvements
Q3. Do you generally support the principle of creating a new road and transport
hub within the site, which would replace the current bus stop/arrangements on
Saville Road?
☐ Support proposals  ☐ Broadly supportive but have some concerns
☐ Opposed to proposals  ☐ Undecided / no opinion
Please add any other comments or suggestions around transport and access

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

Please add any further comments about the site and its context

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

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

About You
It would be most helpful if you could highlight one or more of the options below.
☐ I am a local resident  ☐ I work locally  ☐ I am a student at the University
☐ I am a member of the University’s staff  ☐ Other

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

<table>
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<th>Name:</th>
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<td>Organisation (if applicable):</td>
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Please post in the box provided or return to the address below by Tuesday 22 November to
Avril Baker Consultancy (ABC), 5 Lilymead Avenue, Bristol BS4 2BY
e-mail: info@abc-pr.co.uk  Tel: 0117 977 2002  Fax: 0117 977 4255

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

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

Principle of development:

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

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

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Site layout:

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

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

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

Access/parking (10)
6 people had concerns about possible increase in student/staff parking in Shaplands, especially given loss of current car spaces on site. 1 person suggested yellow lines. Another wondered if students were unable to walk through from Shaplands would this be less likely. Another mentioned the caretakers building (replacing garages) and that access to this needs to avoid Shaplands.

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

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

Height and scale of development (12)
7 people had concerns about proposed four storey blocks near Shaplands, in terms of privacy, blocking
sunlight, overlooking and noise disturbing peace and tranquillity, with suggestions for 3 or even 2-storey maximum. There were several people concerned about height and design of the new warden's accommodation.

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

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

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

**Miscellaneous (12)**

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

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

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

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

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

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

**Transport improvements**

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

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

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AVRIL BAKER CONSULTANCY

November 2011
Additional comments:

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

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

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

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

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

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

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

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

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

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

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

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

**Traffic / Car parking (12)**

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

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

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

**Bus service/buses**

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

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

**Design/layout (4)**

2 people wanted the new buildings to be in keeping with the houses on Shaplands.

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

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

**Increased noise/disturbance**

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

**Trees/planting**

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

**Miscellaneous**

Additional comments included:
Support for as much of the energy needed on this site to be from sustainable sources such as PV and solar water heating and questioned whether a ground pump had been considered
Suggestion that a large area adjacent to Durdham Hall could be developed, with access via Hollybush Lane, or areas adjacent to Wills Lane
A comment that previously told that students did not like living in Stoke Bishop, and understand that part of Churchill Hall was not even being used
Adding a 450 bed complex with attendant support and services will devalue properties in this area.

**General Comments**

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

In addition to repeating comments relating parking concerns, building heights, access routes, and potential increase in disturbance resulting from an increase in student numbers, the following new comments were made:

- Please look at either a 'split' application or two separate applications so that the access and bus hub can be expedited.
- Have the local wildlife population been considered - especially badgers.
- Students have no local shops near the Stoke Bishop campus. There is vacant land on university property adjoining Wills Hill. Would it not be prudent for the University to talk to supermarket outlets to open a mini convenience outlet on their land.
- Have you taken into consideration the Cote Paddock/Orchard Close and Katherine House residents who are old and sometimes infirm.