

# 11.0 Conclusion

## 11.1 Scheme Summary

### Realising a high quality place – The proposals will:

- Deliver sustainable development and optimise the site's potential through responding to its context, constraints and opportunities.
- Reinstate Henry Street to provide a new 1,400 sqm public space (New Henry Street), providing improved access to and encouraging use of the Bath-Bristol cycle route.
- Promote walking and cycling through substantive improvements to pedestrian connections and footpaths along Kingsland Road, Sussex Street and Alfred Street, with new on-site greening supporting biodiversity and including over 60 new trees on what is currently a wholly hard-surfaced site.
- Be car-free, except for four 'blue badge' spaces, with support for traffic-calming measures along Kingsland Road.
- Achieve BREEAM Excellent throughout, and through on-site greening, achieving a strong Biodiversity Net Gain score.

### Deliver ongoing economic and local community benefits

- The development will support 500 jobs and create £45 million in GVA (Gross Value Added) each year during the 2.5 year construction period.
- After opening for the target 2026/2027 academic year, the scheme as a whole will accommodate 75-80 FTE jobs and the students alone will spend £5.6m in the local area every year.

### Achieving a truly mixed use scheme – The proposals will:

- Deliver over 1,000 sq m of outward-facing light-industrial maker-spaces that will together host 37 full-time equivalent (FTE) jobs, targeted to the local creative sector and providing street-level activity onto New Henry Street, Sussex Street and Alfred Street.
- In addition, provide over 500 sqm of street-facing commercial uses along Kingsland Road, including space for a new local supermarket to serve the local community at the key junction with Sussex Street. Altogether these spaces will accommodate 29 FTE jobs.
- Create a new community space on Kingsland Road, managed by Dominus Real Estate and operated in partnership with the local community. This flexible space will be capable of hosting a range of activities, with an emphasis on education and skills.
- Provide high-quality professionally-managed purpose-built student accommodation for 705 students close to the University of Bristol's new Temple Meads campus. As a better alternative to the private rented sector, this will address local housing need and support student wellbeing. There will be a range of appealing shared indoor and outdoor spaces for study, wellbeing and day-to-day needs. The accommodation will be operated by Dominus under a detailed Student Management Plan, with an emphasis on providing pastoral care for students in coordination with their university.
- All activity will be sensitively managed alongside the local community, including servicing and deliveries



Illustrative view from Kingsland Road, north of railway bridge



# 12.0 Appendix

## 12.1 Design West Review 01 - Response



Confidential\*

Tristram Taylor  
Dominvs  
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W1H 5FJ

Sent by email : [tristram.taylor@dominvsgroup.com](mailto:tristram.taylor@dominvsgroup.com)

23 Jan 2023

Dear Tristram,

**DWB056 New Henry Street 10 Jan 2023**

### Introduction

Thank you for asking the Panel to review the proposals. As ever, the Design Review Panel wishes to support the project team in realizing the maximum economic, social and environmental benefit from the scheme, through good design.

We are extremely grateful for the information provided to the Panel prior to the review and for the well-prepared presentation to the Panel at the meeting.

The Panel was able to visit the site prior to the meeting and all members of the Panel are familiar with the setting.

There were no potential conflicts of interest reported prior to the meeting, or at the start of the meeting.

We appreciated the constructive and open engagement of all those present and we offer the following observations, which we hope are of help in the development of the proposals for the site.

### Project Context

The project is intended to provide 600-650 student bedrooms of various types, associated communal student facilities, commercial space at ground floor and some community space. A pre-application request has been submitted. The intention is to provide 1.5sq m/bed of communal space as opposed to the normal 1 sq m/bed, to enhance the residential offer.

The site sits within an area of the city which is rapidly evolving. The site is within close proximity to the new University of Bristol Temple Quarter Enterprise Campus. There is a direct cycle and pedestrian route to the Temple Meads to the north, with the possibility that this will also extend to the east to join with the Bristol to Bath cycle route. Currently the site accommodates 3-4 businesses at low density.

The intention is to integrate employment and business use within the ground floor of the development, as this mix is considered to be supported by market conditions and suited to the character and needs of the local area.

There is a nightclub to the east, with the associated noise constraints.

The development is designed to be car free.

The Dings is immediately to the west and early and on-going consultation with the local community has taken place. The outcomes of this have helped to inform the design approach.

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The site is outside the flood zone.

### Heritage

There are no listed heritage assets on, or adjacent to the site. However the Dings had a particular character that the design team is mindful of and the Conservation Areas of Old Market and Silverthorne Lane are relatively nearby.

### Sustainability

The aim of the project team is to establish ambitious targets for operational carbon, embodied carbon and net gains in biodiversity (NGB). This approach was welcomed by the Panel and we encourage the team to set these targets as part of the current stage of work.

If the RIBA 2030 targets are adopted, they are likely to influence key elements of the design strategy and material choice and so integration of very low carbon principles at this stage would offer the best prospect of meeting the aims of the project with respect to sustainability.

We are aware that student housing is a building type where the predicted energy performance can be substantially lower than actual performance. We therefore encourage the design team to consider the environmental systems to be employed at an early stage with respect to heating and ventilation in particular. Some degree of post occupancy evaluation might also be helpful to enable the actual performance of the building to be assessed, with the results helping to inform design decisions for future developments undertaken by the project team.

We would also welcome a whole life carbon assessment being made as the design develops, as this is likely to inform design decisions related to all scopes of the assessment, including most obviously, scope A.

It was suggested that a naturally ventilated approach would be used. This approach may not work for all spaces on all facades without mechanical assistance or additional façade treatment, such as shading devices or solar control glazing. Overheating analysis is important to carry out at an early stage and should be calculated on a worst-case basis where windows or ventilation panels have restricted openings for safety reasons.

### Movement, Connectivity and Transport

As part of the overall movement strategy for the site we suggest that it would be helpful to prepare a movement plan which clearly illustrates the existing and proposed active travel and vehicular movements around the site and in the wider area. This should include provision for vehicular servicing and delivery, and some indication of the major desire lines and bus stops.

We suggested that the provision of disabled spaces is confirmed. We suggest consideration is given to a possible inclusion of car pool space(s) within the scheme and that EV charging to all spaces is provided. We understand that servicing/loading is likely to be from the Alfred Street and Sussex Street frontages and we would encourage you to consider how these would provide a convenient route for deliveries to the commercial units that they serve.

We noted the ramp access to the cycle path was still being considered. Given the change in level and the ramp length required we suggest the ramp may need to run along almost the full length of the northern elevation of the western block. If it sloped up from west to east it would appear to run directly along the main cycle desire line.

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We also noted the size and layout of the cycle stores is based on 1 in 4 students using a bicycle. We appreciate the students' use of this storage in some developments is lower than 1 in 4, but given this site location, and in order to promote active travel as much as possible, we suggest consideration is given to increasing the provision of storage for bicycles, e-bikes, micromobility and associated charging facilities. This should be as easy and convenient to access as possible, and therefore may benefit from relocation once the arrangement of ramps to the cycle path is confirmed.

We suggest some further thought is given to the design of the junction between the north of New Henry Street and the cycle path as this junction provides a key part of the rationale for the site layout.

We suggest it may be helpful to consider a trolly service route in the northeast corner to serve the commercial units in this area.

We appreciate that connecting the cycle route to the east is not within the gift of the project team, but we strongly encourage you to use your best efforts to secure this improvement in active travel connectivity, given the benefits it offers.

#### Landscape and Public Realm

Essentially, we observed that the scheme was organised around 2 open spaces: New Henry Street and the student courtyard. We suggest that the character of each of these 2 principal spaces is explored in more detail and adjusted to best realise their potential.

For example, we noted that the street was 20m wide whereas the courtyard was 18m wide. Given the open-ended nature of the street, we suggest that it may be preferable to reduce the width of the street to create a more intense 'maker' street or mews. Correspondingly, the courtyard, as a fully enclosed space, would appear to benefit from a more generous width. The courtyard at first floor level might also accommodate some form of perimeter circulation in the manner of a collegiate quad, with entrances off it. Overshadowing analysis should help inform landscaping design and how the courtyard could be used. The courtyard is proposed as including a lower central level and while this offers light and air to the ground floor communal spaces it presents a design challenge with respect to the resolution of the overall courtyard.

It would seem appropriate to consider the courtyard as the principal amenity space for the students, while concentrating as much community and commercial activity as possible in New Henry Street. As such perhaps the frontage to the entrance on New Henry Street for the housing may be reduced to allow more diversity and continuity of the small-scale maker space units.

There was some debate about the preferred location of the grocery store. This could add to the vitality of New Henry Street. Alternatively we suggest locating it as a corner shop on the junction of Kingsland Road and Sussex Street. Ideally this would be done in conjunction with carriageway improvements, potentially creating a raised table at the junction to calm traffic and encourage connectivity with the Dings and a more defined sense of place at the corner (we noted the team's identification of strong corners as a characteristic of the Dings).

We also suggested a generous raised table on Kingsland Road to the north of this to encourage ease of crossing and a physical link between the Dings and the community space within the scheme. This might help integrate the Dings with the development as a single space, by softening Kingsland Road as a low-speed community street, rather than being a divisive traffic corridor. This reflects the comments received from the community engagement. The triangular nature of the site on this corner also suggests the opportunity for a wider pavement width at this point associated with the crossing, and the

independent entrance into the community space. This may help the frontage and offer the Dings community a useful foothold on the western boundary of the site.

We suggest that there may be scope for combining some of the designated refuse, taxi and delivery bays to offer more flexibility and enhance the streetscape. We welcome the use of street trees and perhaps these could be extended.

We suggest enhancing the soft landscape along the northern boundary to contribute to the character of the cycle route.

We suggest the raingardens and planting within New Henry Street is considered, to ensure there is ample hard space to allow flexibility of use through the year.

We noted the landscaped rooftops indicated on the sections. We encourage the design team to give early consideration to the integration of planting requirements, depths and loadings as otherwise the landscape opportunities may be limited. The design team clearly appreciates the challenges associated with providing roof-top landscaped amenity space for student housing of this type. We are aware of the sort of concerns which can lead to such amenity spaces either failing to be maintained through the procurement process, or not being accessible in use. We support the design team in seeking to address these challenges as the spaces could contribute to the residents' experience, however we suggest that delivery and maintenance arrangements of these spaces is confirmed as soon as possible. If this is not possible the design would need to adapt to their loss. We also appreciate that the roof spaces will need to help accommodate plant, PV arrays and potential provision for BNG, so committing to the nature of the roof scape would usefully integrate all these requirements.

Given the importance of New Henry Street to the success of the scheme we suggest that if the double-aspect units along the northern boundary are required to prioritise one frontage, it should be New Henry Street, with Alfred Street more suited to servicing.

We had some concerns as to the impact on New Henry Street of the bridge link, given its width and soffit height. However, we appreciate the advantages of this element, but it will require high quality design so as to ensure it enhances the character and quality of the street.

We suggest the pre-application process includes agreements on any key viewpoints.

#### Uses

The potential for occupiers such as small businesses and start-ups to thrive along New Henry Street and within the Dings may be related to unit size and rent levels. Discussions with agents and interested parties will help determine unit size preference. Careful consideration should also be given to the size of the community space. If too large it may be unaffordable for community groups or bodies to lease.

#### Layout

We welcome the design team's careful and thoughtful consideration of the individual room design and room types. The townhouse typology appeared a particularly innovative and attractive addition to the mix and we welcome its inclusion within the scheme. We suggest that there may be advantages in employing the townhouse type on part of the western edge of the site. We queried if the townhouses could extend to ground, possibly as 4 storey units, and it was explained that the ground floor was required for commercial and community uses. Nevertheless, we suggest an option that included the town houses on the upper floors along Kingsland Road, potentially with single stair clusters on the corners, might help create a more varied streetscape and a slightly reduced massing, of the sort reportedly raised by residents during the consultation. We were concerned that the early sketches of

this elevation suggested a uniformity and scale that may not be appropriate in the context of the Dings on the other side of the road.

We noted and welcomed the efforts made to minimise the number of single aspect north facing rooms.

The elevations are at a very early stage, but we encourage the team to develop the elevations to suit orientation and environmental requirements.

#### Conclusion

The Panel welcome the opportunity to comment on the proposals and we are grateful for the clear information provided by the team. We welcome the project being brought to us at the current stage when comments of the Panel are able to be considered as part of the evolving design for the site.

The project team is clearly an expert and experienced one, with the capabilities necessary to deliver an excellent scheme. A considerable amount of high-quality thought has helped to inform the proposals which are being developed for the site. However, we believe that there are some areas where some further development of the designs would be beneficial and our comments have tried to focus on these areas.

We hope the Panel's observations are helpful in supporting you in designing a project that optimises the potential of the site.

Yours sincerely,

Prof Alex Wright  
Chair, Design West

cc. Patricia Gomez, Peter Insole Bristol City Council


#### In attendance

Panel	Prof Alex Wright Michele Lavelle Phil Parker Joy Stone	Architect (Chair) Landscape Architect Transport Engineer Architect
Client:	Tristram Taylor Ed Law Georgia Bird	Dominvs Dominvs Dominvs
Project team:	Cormac Farelly Jason Ramlugon Caroline Walsh	AHMM AHMM Churchman Thornhill Finch
Design West:	Pippa Goldfinger	Panel Manager

\*Confidential: As this scheme was not the subject of a planning application, this letter is in confidence to those listed. DW reserves the right to make the guidance known if made public by others in whole or in part. The letter can be released if subject to a Freedom of Information request or to any public inquiry concerning the scheme. The letter would also be made available to a subsequent DW session for the same site (or, if relevant, an adjacent site). The letter could be made public when the scheme is subject to a planning application if the applicants or the Local Planning Authority require it. Design review can also occur at application stage in which case the resulting letter would supersede the first. If you do not require this letter to be kept confidential, please let us know.



## 12.2 Design West Review 02 - Response



Confidential\*

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Sent by email : [tristram.taylor@dominvsgroup.com](mailto:tristram.taylor@dominvsgroup.com)

7 Mar 2023

Dear Tristram,

**DWB061 New Henry Street 28<sup>th</sup> February 2023**

**Introduction**

Thank you for asking the Panel to review the proposals for a second time. As ever, the Design Review Panel wishes to support the project team in realising the maximum economic, social and environmental benefit from the scheme, through good design.

We are extremely grateful for the information provided to the Panel prior to the review and for the well-prepared presentation to the Panel at the meeting.

The Panel was able to visit the site prior to the first meeting and all members of the Panel are familiar with the setting.

There were no potential conflicts of interest reported prior to the meeting, or at the start of the meeting.

We have not repeated the majority of comments on aspects of the scheme also covered in the first review. However, we suggest it may be helpful to also revisit our first letter, as together both letters represent a full summary of the matters discussed.

We appreciated the constructive and open engagement of all those present, and we offer the following observations, which we hope are of help in the development of the proposals for the site.

**Project Context**

The project is intended to provide 600-650 student bedrooms of various types, associated communal student facilities, commercial space at ground floor and some community space. A pre-application request has been submitted. The intention is to provide 1.5sq m/bed of communal space as opposed to the normal 1 sq m/bed, to enhance the residential offer.

The site sits within an area of the city which is rapidly evolving. The site is within close proximity to the new University of Bristol Temple Quarter Enterprise Campus. There is a direct cycle and pedestrian route to Temple Meads to the north, with the possibility that this will also extend to the east to join with the Bristol to Bath cycle route. Currently the site accommodates 3-4 businesses at low density.

The intention is to integrate employment and business use within the ground floor of the development, as this mix is considered to be supported by market conditions and suited to the character and needs of the local area.


There is a nightclub to the east, with the associated noise constraints.

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The development is designed to be car free.

The Dings is immediately to the west and early and on-going consultation with the local community has taken place. The outcomes of this have helped to inform the design approach.

The site is outside the flood zone.

**Heritage**

There are no listed heritage assets on, or adjacent to the site. However, the Dings had a particular character that the design team is mindful of, and the Conservation Areas of Old Market and Silverthorne Lane are relatively nearby.

**Sustainability**

The aim of the project team is to establish ambitious targets for operational carbon, embodied carbon and biodiversity nett gains (BNG). The scheme will be designed to meet the BREEAM excellent standard. The project team are intending to benchmark the project against the RIBA 2030 targets and the internal AHMM carbon framework. An overall carbon budget has been established by the project team and this is being used to inform design decisions as the proposals develop. A whole life carbon analysis has also been initiated. The Panel welcome the progress in these areas and the on-going detailed facade studies, which include consideration of embodied carbon, daylighting and overheating analysis.

It was reported that the acoustic and air quality surveys have been undertaken and the results are expected shortly. It is envisaged that the commercial area, communal areas and kitchens will be served by an MVHR system, and this may also be used to serve the background ventilation in the bedrooms. It is envisaged the bedrooms will have openable windows for ventilation in addition to the MVHR provision. We suggest the requirement for ASHPs, pv arrays and any other roof top plant are established as soon as possible. This will allow the roof scape to be designed in a way that integrates the required plant enclosures, access and energy generation, in addition to the green roofs being provided to contribute to BNG and the SuDs strategy. The roof scape design could therefore be integrated into the overall massing design for the scheme. We understand there will be no student access to roof spaces for amenity use.

It was reported that the developer will now also be the manager of the project. We welcome this change as it provides the opportunity for integrated post occupancy evaluation of the scheme, and we encourage the project team to make full use of this opportunity for the benefit of the on-going operation of this project and also to enable the results to contribute to the evidence base used to inform the design of similar developments in the future. We particularly encourage the POE to include analysis of the energy in use so that the management systems and impact of user behaviours might be better understood in order to reduce the performance gap, which can sometimes be significant in student housing schemes.

In managing the future development, it will also provide opportunity to forge a stronger relationship with the local stakeholders who have been consulted with from an early stage.

**Movement, connectivity and transport**

The design team presented the proposals relating to the streetscape around the perimeter of the site including the false table at the junction of Kingsland Road and Sussex Street, the increased pavement widths to the west and the use of flush service bays for delivery and refuse vehicle use. Overall, the

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Panel greatly welcomed the development of the designs in relation to the streetscape and the potential improvements this could bring to the character of the surrounding streets. The connectivity with the Dings was welcomed and we suggested creating a more generous crossing of Kingsland Road to the west of the scheme. It was reported that moving this crossing further north was limited by the constraints related to the reduced carriageway width and the approach to the bridge. We appreciate these constraints but suggest the design team review this area to ascertain whether any increase in the crossing width, or movement further to the north to align with the existing pedestrian route, might be possible.

In developing the table junction of Kingsland Road and Sussex Street to be effective it will be essential to include a colour finish that contrasts with the adjacent approach black asphalt carriageways. This would imply pedestrian use and provide a clear message that vehicles are entering and crossing a different space.

We noted that the day-to-day movement of cyclists to and from the scheme would likely be to the west and that a cycle ramp that ran directly from the cycle store to the cycle path would more closely match the desire line. It was reported that underground services in this area were a constraint effecting whether a ramp could be included as suggested. We also noted that there would hopefully be considerable day-to-day use of the cycle store and that the internal route from the cycle store to the accommodation might be improved in line with the potential importance and use of this internal route.

At peak times there may be considerable number of movements in and out of the store, so we suggested checking the space provided at the threshold to minimise any possible congestion at the entrance to the store.

#### Landscape and Public realm

We previously observed that the scheme was organised around 2 open spaces: New Henry Street and the student courtyard. We suggested that the character of each of these 2 principal spaces was explored in more detail and adjusted to best realise their potential. The project team has carried out more design development of both these areas, including adjusting the widths of both and we welcome these changes.

We suggest some shadow analysis of the courtyard space would be helpful in understanding the extent of sunlight penetration into this space. Similarly greater uses of cross sections in the presentation in future may help illustrate the proportion and character of this space. We suggested a possible alternative option whereby the external courtyard was created at first floor level only. This may produce a more flexible, level external amenity space, with slightly less overshadowing. Generous roof lights designed as part of this space could light the area beneath which might then be a more generous student hub, connected with reception and potentially offering a more attractive internal circulation route to the main accommodation cores. A first floor level courtyard would also allow the entire external space to be fully accessible by wheelchairs.

It was reported that the soil depths and tree pit requirements associated with all roof top planting are being considered and we welcome this early integration of spatial, structural and landscape constraints.

We welcome the progress made with respect to the provision of street trees around the perimeter of the site. Similarly, we welcome the development of the landscaping proposals for New Henry Street. We would hope to see tree species in this area which will mature to offer a substantial raised canopy, above 3m in height, allowing for occupancy and sightlines beneath the canopy.

We continue to have some concerns related to the bridge link. We understand there will be intermediate supports for this structure, which it would be helpful to indicate on plan. The soffit level is not particularly high, and the soffit treatment will need careful consideration. The aperture in the bridge will allow more natural light to penetrate to ground and may allow planting within it to extend up to bridge level. However, we suggested that placing the aperture asymmetrical in the bridge may allow more appropriate space planning for occupation in this area.

We note that the bridge might serve to create a sense of two open courtyards rather than a sense of a single street. The visual weight and opacity of the bridge are elements which may influence the extent to which the bridge serves to divide the street in this way. We noted that a slimmer access only bridge may be easier to accommodate within the streetscape, whilst maintaining the street as a single spatial element, rather than an inhabited bridge of the plan depth currently shown.

We suggested showing the view to the north from within the New Henry Street. We had some concerns that the termination of the street to the north was in the form of a relatively grand terrace of steps and seating, but that these faced north across the cycle path, directly opposite a particularly unrepossessing view.

A potential strength of the scheme is the extent of community and commercial uses at ground floor, with the majority of the student housing elevated above. This arrangement is directly in response to the public consultations, which have sought to create active ground floor uses which relate directly to the surrounding community and not just the student accommodation function. The extent of active frontage which has resulted extends along the main street frontages around and within the site. However, as a consequence there is no clear back of house to the scheme. The areas where there are service functions on the street frontage are limited (e.g. on Kingsland Road) but in these areas we suggest additional creative thought should be usefully applied to allow the servicing of the commercial spaces (particularly the food retail) whilst maintaining a sense of active frontage around the perimeter of the scheme.

The Panel noted that the planting detail and implementation of the soft landscape will be a very important part in the success of this scheme.

#### Layout and elevations

We welcome the design team's careful and thoughtful consideration of the individual room design and room types. The townhouse typology appeared a particularly innovative and attractive addition to the mix, and we welcome its inclusion within the scheme. We appreciate the examination of options for the use of different types of accommodation which the team has carried out. The mix was reported as currently consisting of 65% cluster rooms, 22.5% studios and 12.5% townhouses (now 4-storey rather than 3 storey). We welcome this mix as being more diverse than many student accommodation schemes and this diversity appears likely to help the design team in creating a more articulated and varied elevational treatment. This approach should help address the concerns of local residents in avoiding a development which appears overly monolithic.

We welcomed the elevation analysis which is informing the detailed design. Specifically, the subtle variation in cill and head heights, and implied subtle variation in floor heights, appear to provide an approach which augments the variation offered by the mix of accommodation types. The variation in building height also helps in this regard. The variation of elevation treatment in relation to orientation and building envelope performance is something we also very much welcome and encourage. One further suggestion is to consider how varying a horizontal or vertical emphasis can provide additional variety.





**Conclusion**

The Panel welcome the opportunity to comment on the proposals for a second time and we are grateful for the clear information provided by the team. We observed an experienced and skilled project team working with the community and listening to stakeholders as part of a design process that was clearly advancing the quality of the scheme. We hope our comments are helpful to you as you continue to develop the proposals and create a scheme that meets the high aspirations of all involved.

Yours sincerely,

Prof Alex Wright

Chair, Design West Bristol/B&NES/S.Glocs/North Somerset/Exeter/Cornwall

cc. Patricia Gomez Bristol City Council

In attendance:

<b>Panel</b>	Prof Alex Wright	Architect (Chair)
	Michele Lavelle	Landscape Architect
	Phil Parker	Transport Engineer
	Joy Stone	Architect
<b>Client:</b>	Tristram Taylor	Dominvs (via MS Teams)
	Ed Law	Dominvs (via MS Teams)
	Georgia Bird	Dominvs (via MS Teams)
<b>Project team:</b>	Cormac Farelly	AHMM
	Jason Ramlugon	AHMM
	Caroline Walsh	Churchman Thornhill Finch
<b>LPA:</b>	Patricia Gomez	BCC (via MS Teams)
<b>Design West:</b>	Pippa Goldfinger	Panel Manager

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