



**NEW HENRY STREET, BRISTOL, BS2
HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT**

Project

New Henry Street, Bristol, BS2

Client

Dominus Bristol Limited

Architects

AHMM

Visualisers

Millerhare

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Disclaimer*Assumptions and Limitations*

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1. Introduction

- 1.1 This report has been prepared for Dominus Bristol Limited (the 'Applicant'). It presents the findings of an assessment of the effects of the development proposals (the 'Proposed Development'), at New Henry Street, Bristol (the 'Site') within the jurisdiction of Bristol City Council (BCC), on heritage, townscape, and visual amenity. The Heritage, Townscape and Visual Impact Assessment (HTVIA) was undertaken by The Townscape Consultancy (TTC), a practice that provides independent expert advice on architecture, urban design, townscape and heritage.
- 1.2 The area highlighted in red in Figure 1.1 illustrates the approximate Site location.
- 1.3 The Proposed Development, designed by AHMM (the 'Architects'), consists of the following:
- "Demolition of existing structures and redevelopment of the site for two conjoined buildings comprising light industrial use (Class E(g)(iii)); flexible retail/light industrial use (Class E(a) / Class E(g)(iii)); flexible commercial use (Class E(b-g)); flexible industrial use (Class E(g)(iii) / Class B8 / Sui Generis); student accommodation use with ancillary community space (Sui Generis); public realm works and landscaping; cycle parking; ancillary plant and servicing; and other associated works".
- 1.4 A previous version of the scheme was submitted to BCC in April 2023 (ref: 23/01469/F). Subsequently, several amendments (summarised in Chapter 6 of this report) have been made to the designs primarily in response to BCC Officer and public consultation comments. This HTVIA is prepared to accompany a new application which captures these new amendments.
- 1.5 TTC reviewed informal Officer and public consultation comments received in respect of the April 2023 application and collaborated with the Architects during the design development process. It has undertaken baseline research into the Site and surrounding built context, sharing initial assessments with the Architects and providing design feedback from a townscape and visual impact perspective. This has been done in an iterative manner, using 3D computer models of the Proposed Development within its existing and emerging context.
- 1.6 This HTVIA considers the impact of the Proposed Development on the significance of relevant above-ground heritage assets (HAs) in light of policy and guidance set out in the NPPF and development plan policy. It also considers the visual impact of the Proposed Development on the townscape of the area around the Site, analysing the character of the surrounding townscape, and assessing the effect of the Proposed Development on views from locations around the Site.



Figure 1.1: Aerial photograph showing the approximate location of the site outlined in red.



1.7 The HTVIA sets out:

- TTC's methodology for assessment in Chapter 2;
- Relevant statutory duties as well as design and historic environment policy and guidance in Chapter 3;
- The historical development of the Site and its surroundings in Chapter 4;
- A description of the Site and its context in Chapter 5;
- A description of the Proposed Development in Chapter 6;
- An assessment of the Proposed Development's architectural and urban design quality, as well as its effect on the local townscape, in Chapter 7;
- Identification of relevant HAs pertaining to the Site and in the area around it, including relevant heritage designations (type and grade) and Statements of Significance for identified HAs in line with NPPF paragraph 194 and an assessment of the effect of the Proposed Development on the settings of identified heritage assets in Chapter 8. The assessments of effect on heritage significance are undertaken with regard to the statutory duties of the Planning (Listed Buildings and Conservation Area) Act 1990 and in the context of national and local policy and guidance;
- Consideration of the visual effect of the Proposed Development from 16 viewpoints in Chapter 9; and
- Conclusions in Chapter 10.

1.8 The views contained within Chapter 7 of this HTVIA have been prepared by Millerhare, a specialist visualisation company. Millerhare's methodology is included as an appendix to this report. For completeness, the townscape views assessed in the previously submitted TVIA by Nicholas Pearson Associates (March 2023 – accompanying the April 2023 application) have been assessed using Vu.City and are included at Appendix II. The TVIA produced by Nicholas Pearson Associates is superseded by this HTVIA.

1.9 This report is submitted as part of a new planning application and should therefore be read alongside other planning documents within this submission, including the Design and Access Statement (DAS) produced by the architects.

2. Methodology

2.1 This HTVIA considers the visual impact of the Proposed Development on the townscape of the area around the Site. It analyses the character of the surrounding townscape and assesses its effects on views from locations around the Site (see below regarding the selection of viewpoints). It also considers the impact of the Proposed Development on the significance of relevant above-ground heritage assets (HAs) in light of policy and guidance set out in the NPPF and development plan policy. Below-ground archaeology is not considered in this report.

Method of Assessment – Heritage

2.2 HAs have been identified using information derived from the National Heritage List for England website (historicengland.org.uk/listing/thelist) and the local planning authority's website (<https://www.bristol.gov.uk/residents/planning-and-building-regulations/conservation-listed-buildings-and-the-historic-environment> and <https://maps.bristol.gov.uk/kyp/?edition=>). The HAs comprise relevant designated conservation areas (CAs) and listed buildings (LBs). This process also identifies any relevant non-designated HAs that have been included on the local planning authority's Local List which include Locally Listed buildings (LLBs).

2.3 The Site does not contain any listed or locally listed buildings, nor does it fall within a conservation area. The report therefore considers the indirect effects

arising from the Proposed Development, i.e. on the setting of heritage assets in the area around the Site, including those elements of setting, if any, that contribute to the heritage significance of heritage assets. Assessments are carried out in line with HE guidance documents as set out in Chapter 3.

2.4 In line with NPPF paragraph 194, these assessments are considered to be proportionate.

Study Area

2.5 The initial study area for this assessment extended 500m from the centre of the Site for both designated HAs and non-designated HAs. The extent of the study area took into account the urban context of the Site and was informed by site visits, consideration of the effect of existing buildings of similar height and scale to that of the Proposed Development in the area, and testing of the visibility of development of the scale proposed for the Site informed by material produced by the project visualiser.

Method of Baseline Data Collection

2.6 A heritage receptor is defined as a feature, site, or area which has the potential to be affected by a proposed development, either directly or indirectly - in this instance, an HA.

2.7 The process of collecting baseline data involved identifying the relevant HAs included in the following documentary and mapping resources:

- Historic England on-line National Heritage List for England;
- Statutory List of Buildings of Special Architectural and Historic Interest;
- Local Plan Documents and other guidance (including CA appraisals);

2.8 Identification of heritage receptors involved a desktop survey to identify relevant HAs on the Site and in the area around it. It has included consideration of:

- National and local heritage policy and guidance;
- The existing effects of the Site, including intervisibility between the Site and receptors;
- The physical characteristics of the Site's context, including the effect of existing large scale buildings in the area around the Site; and
- The nature of the Proposed Development.

2.9 Site visits were undertaken to check the desktop assessment with regard to the potential significance of the effect of the Proposed Development on the HAs within the surrounding area (and to check for any additional HAs that were not originally identified).

2.10 Listed building descriptions can be found on the National Heritage list for England and on Historic

England's website. CA boundary maps can be found on the local planning authority websites.

Method of Assessment – Townscape and Visual

2.11 The current condition of the Site and the surrounding area were ascertained by site visits, supported by a study of Bristol City Council (BCC) policy and guidance documents, secondary sources, maps, and aerial photographs. Record photographs were taken on site visits allowing the accuracy of record data to be verified.

2.12 Buildings, open spaces, townscape, and views that have the potential to be affected by the Proposed Development, particularly those that have been previously identified as significant by designation or in other ways, are identified through this process. The study area is formed of those areas around the Site on which the Proposed Development could have a significant effect in townscape terms, informed by site visits and desk study as outlined above, as well as testing of the visibility of the Proposed Development using Vu.City (a digital visualisation tool).

2.13 The effects on these buildings, open spaces, townscape and views are studied, by the designers of the Proposed Development in collaboration with the authors of the HTVIA, as part of the process of developing the design. This process includes digital



modelling of the designs as they are developed, so that the visual impact can be tested.

2.14 The impacts of the Proposed Development, in the form in which it is submitted for planning permission, on the identified townscape character areas and views are assessed by the townscape assessors. This assessment is informed by computer generated images showing 'as existing' and 'as proposed' views from selected viewpoints.

Identification of viewpoint locations

2.15 A study was undertaken to establish a set of potential viewpoint locations from which 'before and after' views are provided. The study area is centred on the Site and is limited to locations from which the Site can be seen, or from which new buildings on the Site would be seen.

2.16 Within this study area, four types of viewing location, all publicly accessible, were identified:

- Views that have been identified as significant, by Bristol City Council (BCC) or others, i.e. in planning policy and guidance documents and conservation area appraisals;
- Other locations or views of particular sensitivity, including those viewpoints in which the Proposed Development may significantly affect the settings of heritage assets;
- Representative townscape locations from which the Proposed Development will be visible; and
- Locations where there is extensive open space between the viewer and the Proposed Development so that it will be prominent rather than obscured by foreground buildings. This includes areas of open space that are important in a local context, e.g. for leisure purposes.

2.17 The set of viewpoints was chosen to cover:

- A representative range of viewpoints from different directions from which the Proposed Development will be visible;
- A range of distances from the site; and

- Different types of townscape area.

2.18 Possible locations in these categories within the study area were identified based on an examination of maps and aerial photographs; the documents referred to above; and maps of conservation areas and maps and lists of listed buildings. The study area and the possible locations were then visited to establish candidate viewpoints. A photographic record was made of this visit together with a map showing photo locations.

Assessment

2.19 For identified views illustrated in Chapter 7 of this HTVIA, there are images of the view as existing and as proposed provided as 'Accurate Visual Representations' (AVRs). Rendered AVRs illustrate the degree to which the Proposed Development will be visible, the detailed form, and the proposed use of materials.

2.20 AVRs are produced by accurately combining rendered images of the Proposed Development (typically created from a three-dimensional computer model) with a photograph of its context as existing. The AVRs were created by Millerhare, a firm which specialises in the production of these images. Their methodology is included at Appendix 1.

2.21 The assessment of individual views, and the section concerning impact on townscape, which is informed by the view assessments, considers the effect on the townscape and views as they will be experienced by viewers in reality. Photographic images of townscape are no more than an approximation to this, for a number of reasons:

- Viewers have peripheral vision; their view is not restricted by borders as a photograph is. They can move their eyes and heads to take in a wide field of view when standing in one place;
- Viewpoints themselves are not generally fixed. Townscape is experienced for the most part as a progression of views or vistas by people who are moving through streets or spaces rather than standing still;
- Photographs do not reflect the perception

of depth of field as experienced by the human viewer due to parallax and the mechanics of capture devices;

- Before and after views illustrate the view in conditions that are particular in respect of time of day and year, daylight and sunlight, and weather. The view will appear differently to varying degrees when any or all of these things vary; and
- Townscape is experienced not by the eye alone but by the interpretation by the mind of what the eye sees, considered in the light of experience, knowledge and memory.

2.22 The 'as proposed' images are provided as a guide to the effect on views as they would be experienced on site; to act as an aide-memoire; and to assist site visits. The assessment provided in this HTVIA represents a professional judgement of the likely effect of the Proposed Development on the view or the townscape, informed by site visits as well as the photographic images provided, rather than an assessment of the photographic images.

3. Policy and Guidance

3.1 This Chapter sets out the relevant national, regional and local planning policy and guidance. For the purposes of this assessment, it is those policies relating to townscape and the historic environment that are of most relevance.

STATUTORY DUTIES

3.2 The legislation set out below is relevant to this assessment:

- The Planning and Compulsory Purchase Act 2004
- The Town and Country Planning Act 1990 (as amended)
- The Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990

Conservation Areas

3.3 Section 72 of the 1990 Act requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

PLANNING POLICY

National planning policy and guidance

The National Planning Policy Framework, 2023

3.4 The Government issued the latest version of the National Planning Policy Framework (NPPF) in September 2023. The NPPF sets out planning policies for England and how these should be applied.

3.5 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, which has three overarching objectives; economic, social and environmental. The NPPF states, at paragraph 10, that *'at the heart of the Framework is a presumption in favour of sustainable development.'*

NPPF Section 12: Achieving well-designed places

3.6 Section 12 of the NPPF deals with design. At paragraph 126, the NPPF states that *'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*

3.7 Paragraph 130 notes that *'Planning policies and decisions should ensure that developments:*

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*

3.8 Paragraph 132 states that: *'Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.'*

3.9 Paragraph 134 states that *'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes'*. It goes on to say that *'Conversely, significant weight should be given to:*

- development which reflects local design policies and government guidance on design,*



taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'

NPPF Section 16: Conserving and enhancing the historic environment

- 3.10 Section 16 of the NPPF deals with conserving and enhancing the historic environment. It applies to plan-making, decision-taking and the heritage-related consent regimes under the 1990 Act.
- 3.11 Heritage assets are defined in Annex 2 of the NPPF as a 'building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'
- 3.12 The NPPF notes, at paragraph 189, that heritage assets 'should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.'
- 3.13 The NPPF requires an applicant to describe the heritage significance of any heritage assets affected by a proposal, including any contribution made by their setting (para 194). It goes on to say that 'the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.'
- 3.14 The NPPF identifies three key factors that local authorities should take into account in determining applications (para 190):

- a) 'The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) The desirability of new development making a positive contribution to local character and distinctiveness; and
- d) opportunities to draw on the contribution made by the historic environment to the character of a place.'
- 3.15 Paragraph 199 states that in assessing impact, the more important the asset, the greater the weight should be given to its conservation. It notes that 'this is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'
- 3.16 The setting of a heritage asset is defined in Annex 2 as 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'
- 3.17 Paragraph 200 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 3.18 The NPPF states, at paragraph 201, that where a proposed development would lead to 'substantial harm' or total loss of heritage significance of a designated heritage asset, consent should be refused, '...unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss', or all of a number of specified criteria apply, including that the nature of the heritage asset prevents all reasonable uses of the site.

- 3.19 Paragraph 202 states that where a development proposal will lead to 'less than substantial' harm to the heritage significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Legal judgements have confirmed that considerable importance and weight should be placed on the impact of development on heritage assets or their settings when undertaking the requisite balancing exercise.
- 3.20 Paragraph 203 states the effect of an application on the significance of a non-designated heritage asset requires a balanced judgement having regard to the scale of any harm or loss and the heritage significance of the heritage asset.
- 3.21 The NPPF requires local planning authorities to look for opportunities for new development within conservation areas and World Heritage Sites (WHSs) and within the setting of heritage assets to enhance or better reveal their heritage significance. Paragraph 206 goes on to say: 'Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'.
- 3.22 Paragraph 207 states 'Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance' and that 'Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area ... should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area [...] as a whole'.

Planning Practice Guidance

- 3.23 The national Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides a web-based resource in support of the NPPF. It is updated on an ongoing basis, and the parts cited below are current at the time of writing.
- 3.24 The PPG includes a section called '*Design: process and tools*' which '*provides advice on the key points to take into account on design*'. This was issued on 1 October 2019; it replaces a previous section called '*Design*'.
- 3.25 The PPG deals with the processes of the planning system with respect to design, and notes that guidance on good design is set out in the National Design Guide.
- 3.26 The PPG includes a section called '*Historic environment*' which was updated on 23 July 2019. It explains which bodies are responsible for the designation of HAs and provides information on heritage consent processes.
- 3.27 The PPG considers the factors that should inform decision taking about developments that would affect HAs. It notes that '*HAs may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a HA, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals*' (18a-007-20190723). It goes on to say '*understanding the significance of a heritage asset and its setting from an early stage in the design process can help to inform the development of proposals which avoid or minimise harm*' (18a-008-20190723). It states that in assessing proposal, where harm is found, the extent of harm should be '*clearly articulated*' as either '*substantial*' or '*less than substantial*' (18a-018-20190723).
- 3.28 The PPG notes that setting is defined in the NPPF and that '*all heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. The setting of a heritage asset and the asset's curtilage may not have the same extent*' (18a-013-20190723). It goes on to say, '*the extent and importance of setting is often expressed by reference to the visual relationship between the asset and the proposed development and associated visual/physical*

considerations. Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust, smell and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each' (18a-013-20190723).

3.29 With regard to non-designated HAs, the PPG notes that 'there are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes and conservation area appraisals and reviews. Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence.' It states 'it is important that all non-designated heritage assets are clearly identified as such' noting it is 'helpful if local planning authorities keep a local list of non-designated heritage assets, incorporating any such assets which are identified by neighbourhood planning bodies' (18a-040-20190723).

The National Design Guide

3.30 The National Design Guide (September 2019) ('NDG') states (paragraph 3) that it 'forms part of the Government's collection of planning practice guidance'.

3.31 At paragraph 21 the NDG states that well-designed places are achieved by making the right choices at all levels, including:

- 'The layout (or masterplan)
- The form and scale of buildings
- Their appearance
- Landscape
- Materials; and
- Their detailing'

3.32 At paragraph 35 the NDG sets out ten characteristics which contribute to the character of places, nurture and sustain a sense of community, and address issues affecting climate. These are described as follows:

- 'Context - enhances the surroundings.
- Identity - attractive and distinctive.
- Built form - a coherent pattern of development.
- Movement - accessible and easy to move around.
- Nature - enhanced and optimised.
- Public spaces - safe, social and inclusive.
- Uses - mixed and integrated.
- Homes and buildings - functional, healthy and sustainable.
- Resources - efficient and resilient.
- Lifespan - made to last.'

Local Planning Policy and Guidance

Bristol Local Plan

3.33 Bristol's new Local Plan is currently being prepared. Its publication version was agreed by Full Council on 31 October 2023, ahead of Regulation 19 pre-submission representations (to be held from 21 November 2023 to 12 January 2024).

Bristol Core Strategy (2011)

3.34 Relevant policies are copied below.

3.35 Policy BCS2 Bristol City Centre states:

Bristol City Centre's role as a regional focus will be promoted and strengthened. Development will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities.

The city centre boundary will expand into:

- The St. Philip's area, north of the Feeder Canal;

[...]

Development up to 2026 will include:

- Around 150,000m² of net additional high quality office floorspace;
- The provision of around 7,400 new homes; and
- Improved transport systems and connectivity, including new public transport, pedestrian and cycling routes and transport hubs.

[...]

More efficient use of land and a greater mix of uses will be encouraged particularly within the Broadmead, Nelson Street and St James' Barton areas. Throughout the city centre higher density, mixed use development will be encouraged with active ground floor uses along the busier streets.

Continued improvement will be promoted in regeneration areas including Redcliffe and Harbourside and at city centre gateways including Old Market, Stokes Croft, Cumberland Basin and Temple Meads.

[...]

Design of development will be expected to be of the highest standard in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure. Key views will be protected. Street design will give priority to pedestrian access, cycling and public transport. New development should include measures to secure public access and routes for walking, cycling and public transport, including access to waterfront areas.

Major developments should demonstrate measures to enhance social inclusion and community cohesion, especially in respect of those communities close to the city centre. Opportunities will be taken to reduce the severance of parts of the city centre from neighbouring communities caused by major roads and other physical barriers.

Facilities and services, including those of a small scale, which contribute to the diversity and vitality of the city centre will be encouraged and retained.

3.36 Policy BCS21 Quality Urban Design aims to ensure that new development in Bristol achieves high standards of urban design. The policy states:

- New development in Bristol should deliver high quality urban design. Development in Bristol will be expected to:
- Contribute positively to an area's

character and identity, creating or reinforcing local distinctiveness.

- Promote accessibility and permeability by creating places that connect with each other and are easy to move through.
- Promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference.
- Deliver a coherently structured, integrated and efficient built form that clearly defines public and private space.
- Deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.
- Enable the delivery of permanent and temporary public art.
- Safeguard the amenity of existing development and create a high-quality environment for future occupiers.
- Promote diversity and choice through the delivery of a balanced mix of compatible buildings and uses.
- Create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions.

3.37 Policy BCS22, Conservation and the Historic Environment, states:

Development proposals will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including:

Scheduled ancient monuments;

Historic buildings both nationally and locally listed;

Historic parks and gardens both nationally and locally listed;

Conservation areas;

Archaeological remains.



Old Market Quarter Neighbourhood Development Plan 2015-2026

3.38 The Old Market Quarter Neighbourhood Development Plan was adopted March 2016. The Site, located at the western perimeter of a Principal Industrial & Warehousing Area, is identified as a long-term development site in Map 5: Policies (p. 29).

3.39 The policies most relevant to the Site in terms of townscape and visual impact are copied below.

Policy T1

Development proposals should be designed to reduce the environmental impact of vehicular traffic and encourage movement on foot and by bicycle.

Policy B1

Development that would affect the setting of heritage assets and features, identified as listed, unlisted buildings of merit, and character buildings on Map 3: Assessment of Building Quality should pay special regard to their historic and visual interest. Demolition of these buildings will not normally be permitted. Development of these heritage assets will be expected to sustain these features and their visual impact. In Old Market Quarter this means:

- *Respect historic materials and fenestration design.*
- *Respect the historic building mass and character; the addition of unsympathetic structures will not be permitted.*
- *Maintain or introduce active ground floor uses where conversions involve ground floors facing onto a street.*
- *Respect historic plot boundaries.*

Policy B2

The design of new development must take account of the history and setting of the Old Market Quarter. New buildings should be designed to be sympathetic to the height and design of neighbouring buildings, street width and frontage lines. Development proposals should also have regard to the Old Market Quarter Design Code set out in Appendix 3.

Policy B5

Within the Principal Industrial and Warehousing Areas defined on Map 5: Policies, proposals for development involving the provision of residential or other non-industrial uses will only be permitted where the site is located on the perimeter of the area so designated, where the use remains predominantly commercial, and where it can be shown that a satisfactory standard of amenity would be provided for any residential occupiers.

Policy C4

Proposals for development which supports the creation of community facilities will be permitted provided they do not detract from residential amenity. Community services that will be particularly encouraged in Old Market Quarter include:

A new Health Centre at the Western end of the Neighbourhood Plan area.

Community centre or space, in the centre of the Neighbourhood Plan area.

New pre-school premises for an expanding population.

Project SD3 - Midland Road

3.40 This area includes the Site. The policy reads:

In addition to sites set out in policy C12 there are sites on each side of Midland Road, including some within the designated Principal Industrial and Warehousing Area, which offer development opportunities that would achieve the aim of Policy B5 and the aspiration set out in the Central Area Plan to introduce buildings with active ground floor frontages that address Midland Road to reflect its role as a primary pedestrian route to areas of major change including the Enterprise Zone.

Appendix 2: Projects

3.41 This section of the Old Market Quarter Neighbourhood Development Plan lists a number of projects requested by local people during the plan's consultation process, but which are outside the plan's scope.

3.42 Whilst it is clearly stated that these projects are not to be regarded as planning policies, or used to determine planning applications, one of the short-term aims identified is of direct relevance to the Site, and therefore copied below.

Formalise the routes from the Bristol/Bath Cycle Path to the City Centre and Temple Meads with the creation of combined cycleway and footways around Old Market Quarter.

Appendix 3: Old Market Quarter Design Code

3.43 All sections of the code would apply to this application. They are summarised below.

The public realm

3.44 It is stated that 'There should be a clearly defined boundary between the public realm (streets, lanes, squares and open spaces) and private dwellings and other premises', and that this boundary is generally defined by a continuous building line, in the form of façades or boundary walls/railings.

Scale

3.45 Plot widths should follow historic boundaries, wherever possible. Specific guidance on building heights to eaves or to top of parapets is provided; these heights 'should not be more than twice the distance from the façade of the building to the centre of the street or lane'. Buildings facing onto streets can be a variety of storeys high, up to four, with roof slopes that are primarily parallel with the street; some gables facing streets may be included. 'Variety of building heights along the streets is encouraged'. Guidance on attic floors is also provided.

Urban and architectural character

3.46 New development within the Old Market CA needs to reflect the local vernacular (the Site is located outside the CA). Elements within building elevations should have a vertical emphasis. There should be variation of building types, forms, and architectural characteristics between and within urban blocks, in response to the Site's location. Variety in the design of building facades facing onto the public realm is strongly encouraged. Materials that respect the character of the area, including brick, render, and stone elements, should be used by developers. And finally, 'New "statement buildings" will be considered on their merits'.

Materials and details

3.47 This section provides detailed guidance on materials and details to be used on buildings. These should be derived from the local context of Old Market CA.

Bristol Urban Living Supplementary Planning Document (November 2018)

3.48 This supplementary planning document (SPD), a material consideration in the determination of planning applications, aims to raise design quality while simultaneously increasing density. It provides guidance for new developments on achieving optimal density by balancing the efficient and effective use of land with aspirations for a positive response to context, successful placemaking, and liveability.

3.49 The SPD sets out series of questions that applicants are encouraged to consider throughout a scheme's design development to ensure it is of high quality. When answering these questions, a traffic light system is used to assess the scheme. A green light 'shows the design of the scheme has responded positively to the questions', amber 'is used where there is clear evidence of local constraints on the scheme, beyond the control of the design team, [that] prevent it from achieving a green', and red lights 'identify aspects of [the] proposals that need to be changed and where the scheme design at the time of assessment fails to respond to the question positively'. The aim of the questions is that amber and red lights will be identified early in the design process and subsequently resolved.

1. Questions are grouped into three categories: Major developments, residential development, and tall building (defined as being at least 30m high). The questions for parts 1 and 2 are set out below. As none of the proposed buildings are 30m or above, part 3 is not relevant to this report.

Part 1: Major Developments

- 1) Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?
- 2) Does the scheme contribute towards creating a vibrant and equitable neighbourhood?
- 3) Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?
- 4) Does the scheme provide people-friendly streets and spaces?
- 5) Does the scheme deliver a comfortable micro-climate for its occupants, neighbours and passers by?
- 6) Has access, car parking and servicing been efficiently and creatively integrated into the scheme?

Part 2: Residential Developments

- 1) Does the scheme make building entrances welcoming, attractive and easy to use?
- 2) Are the scheme's internal spaces convivial, comfortable and user-friendly?
- 3) Does the scheme provide sufficient private outdoor space?
- 4) Does the scheme create attractive, well designed and well maintained private outdoor spaces?
- 5) Does the scheme creatively integrate children's play?
- 6) Are internal layouts ergonomic and adaptable?
- 7) Does the scheme safeguard privacy and minimise noise transfer between homes?
- 8) Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?

4. History of the Site and Surroundings

4.1 This chapter sets out the historic development of the Site and the surrounding area. It has been prepared to inform the heritage, townscape and visual assessments carried out in the later sections of this HTVIA. The information presented is based on secondary sources, a full list of which is included at the end of this document.

History of the Site

4.2 The Site is located east of Bristol's historic city centre, between the Old Market area (to the north) and the Floating Harbour and Feeder Canal (to the south). It was likely in agricultural use from the medieval period.

4.3 Ashmead's map of Bristol (figure 4.1) shows that that the Site still consisted of fields in 1828, with withy beds, or areas where willow is grown for coppicing, located to the north. By 1828, the Site's immediate surroundings had begun to be developed into a residential area known as the Dings, which consisted of small-scale terraced housing. Further south and west, along the canals, were larger-scale industrial buildings, such as the Phoenix bottle works, which can partly be seen in the bottom left of figure 4.1.

4.4 In 1841, the Great Western Railway from London to Bristol opened. The coming of the railways to Bristol had a significant impact on the Dings and the Site, as railway infrastructure, including tracks immediately



Figure 4.1: Map of Bristol by John Plumley and George C. Ashmead, completed between 1813 and 1828. Approximate Site location circled (Source: Know Your Place).



Figure 4.2: 1840s Bristol Tithe Map. Approximate Site location circled (Source: Know Your Place).



Figure 4.3: 1885 Ordnance Survey (OS) Map, Site location outlined. © Crown copyright and database rights 2018 Ordnance Survey 100035207



north of the Site, enclosed the area (see figure 4.2). The 1840s Tithe Map shows that a row of terraced housing had been built along the eastern edge of the Site, overlooking Kingsland Road.

- 4.5 By 1885, when an Ordnance Survey map of the Site was published (figure 4.3), the Site had been completely built up with two back-to-back rows of terraced housing bisected by Henry Street. The Dings as a whole had also been fully built-up into a working-class area, characterized by fine-grained terraced housing, its residents largely employed at nearby industrial premises.
- 4.6 By 1885, Kingsland Road bridge, built at angle to Kingsland Road over the railway line, was also in place, forming part of the Site's northwestern boundary and providing a direct connection to THE Old Market area to north.
- 4.7 An aerial photograph taken between 1920 and 1928 gives an impression of the Dings' character prior to slum clearances, bomb damage, and postwar redevelopment: sandwiched between railway lines and the Day's Road gasholders, and densely built-up, with little open space.
- 4.8 Though some slum clearances took place in the area immediately west of the Site in the interwar period, the next major change to the Site occurred during and after World War II. A few of the houses on the Site were damaged or destroyed by bomb damage (as can be seen by the plots that are vacant or marked 'ruin' in the 1949-50 Ordnance Survey Map, figure 4.5).

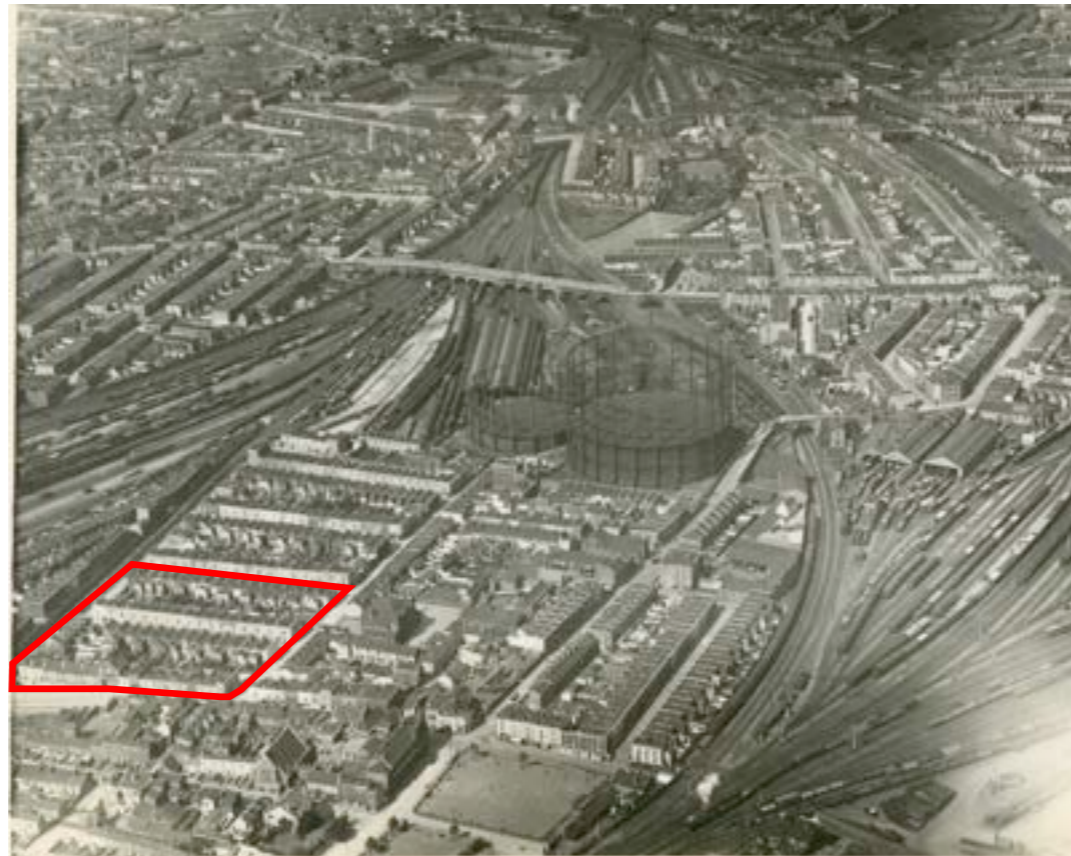


Figure 4.4: 1920-8 aerial photograph looking northeast across the Dings towards the Day's Road gasholders. Site location outlined. (Source: Know Your Place).



Figure 4.6: 1950 Bristol Town Plan. Site location outlined. Buildings coloured in red are intended for demolition. (Source: Know Your Place)



Figure 4.5: 1949-50 OS Map, Site location outlined. © Crown copyright and database rights 2018 Ordnance Survey 100035207



Figure 4.7: 1963-4 OS Map, Site location outlined. © Crown copyright and database rights 2018 Ordnance Survey 100035207

4.9 Significant postwar redevelopment took place in the wider area. A set of maps, including of the Site (figure 4.6), were produced by Bristol council surveyors to inform Bristol's postwar Development Plan, which was approved in 1956. Buildings highlighted in red, including nearly all the buildings on the Site, are marked for demolition. By 1977 (figures 4.7-4.8), all the terraced housing on the Site had been demolished and replaced with two warehouse buildings and yards. Similar redevelopment patterns took place to the north, south, and east, with the result that the only remaining housing in the Dings is located to the west.



Figure 4.8: 1977 OS Map, Site location outlined. © Crown copyright and database rights 2018 Ordnance Survey 100035207



Figure 4.9: 2003 OS Map, Site location outlined. © Crown copyright and database rights 2018 Ordnance Survey 100035207



5. The Site and its Urban Setting

5.1 This section presents a brief description of the Site and its surrounding townscape, accompanied by a selection of photographs that help to illustrate its character and qualities. The information gathered presents the baseline conditions against which the heritage, townscape and visual assessments are made, following the methodology presented in an earlier section of this report.

The Site

5.2 The Site, enclosed by perimeter fencing with gated access, currently contains two low-rise light industrial sheds and yards (Figure 5.1). It is located about 20 minutes by foot from Bristol's city centre, near the new University of Bristol Temple Quarter Enterprise Campus, in an area of the city that is rapidly evolving. The Site is bounded by a former railway cutting (much of which is now in use as a pedestrian/cycle route) to the northwest; Alfred Street to the northeast; Sussex Street to the southeast; and, to the southwest, Kingsland Road, one of the area's primary thoroughfares, which leads to Bristol's Old Market area. The Site is approximately square in shape, with a triangular wedge at its northwestern edge, where Kingsland Road bends west and there is a road bridge over the former railway line. Part of this

former railway cutting is currently blocked off, but there is the potential to connect it to the Bristol and Bath bicycle path, which begins about 250m north of the Site, thereby creating a direct cycle and pedestrian artery into Bristol. About 150m to the south, railway lines run towards Temple Meads Station, which is an approximately 10-minute walk from the Site.

5.3 The Site does not contain any designated or non-designated heritage assets, nor is it located within a conservation area. Relevant heritage assets within the vicinity of the Site are identified and analysed in Chapter 7 of this report.

The local surroundings

5.4 Immediately southwest of the Site, just beyond Kingsland Road, is the Dings, an established residential area which contains remnants of late nineteenth-century workers' housing that once filled the area between the railway lines (including the Site), but the majority of which was demolished as part of slum clearances after World War II. The Dings consists of a dense network of streets lined with predominantly two-storey terraced and semi-detached housing (Figure 5.2). Until the slum clearances, the Site formed part of the Dings, and contained several parallel rows of terraces, bisected by a road called Henry Street (which also no longer exists).

5.5 In contrast to the fine-grained character of the Dings, the areas immediately north, south, and east of the Site predominantly contain larger individual plots with sheds in light industrial use, similar to those on the Site. These areas were also historically part of the Dings. Given their proximity to Bristol's city centre, they, too, will likely come forward for redevelopment in the near future; several other plots along Kingsland Road are identified as Long Term Development Sites in the Old Market Quarter Neighbourhood Plan 2015-2026 (adopted March 2016).

5.6 The surrounding area contains little green space, with the exception of the Dings Park, a narrow linear park about 100m south of the Site, and some greenery along the cycle path.



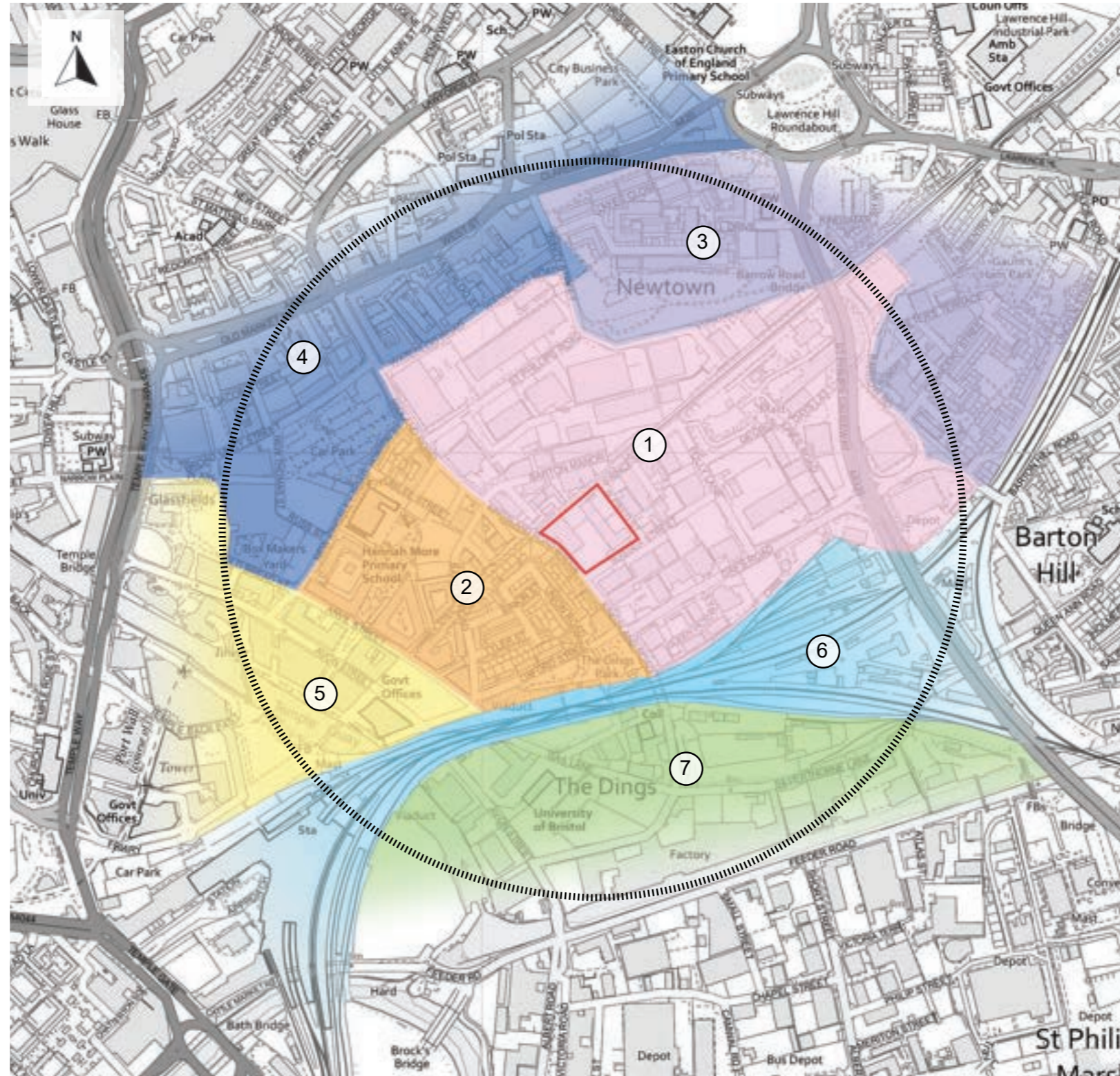
Figure 5.1: Photograph showing the two industrial units currently located on the Site.



Figure 5.2: 63-69 Kingsland Road, an example of the fine-grain, semi-detached housing found within the Dings.

Townscape Character Areas

5.7 The TVIA produced by Nicholas Pearson Associates in March 2023 for the previous planning submission divided the area within an approximate 500m radius of the Site into seven townscape character areas (TCAs, see Figure 5.3). For consistency, these character areas have also been used in this HTVIA to assess the baseline townscape condition of the wider area. The TCA descriptions below have also been adapted from the previous TVIA.



- Townscape Character Areas:
- ① St Philip's Industrial
 - ② The Dings and Environs
 - ③ Barton Hill Residential
 - ④ Old Market
 - ⑤ Temple Back Commercial
 - ⑥ Temple Meads Railway Station & Infrastructure
 - ⑦ Silverthorne Lane

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Figure 5.3: Map showing townscape character areas within an approximately 500 metre radius of the Site.

St. Phillips Industrial

- 5.8 St Philips Industrial townscape character area comprises predominantly industrial and commercial uses. The Site is located within the western part of this area, with the character area bordered to the north by Old Market (which includes Old Market Conservation Area) and Barton Hill Residential character areas. Immediately to the south is Temple Meads Station and Railway Infrastructure character area, and beyond this Silverthorne Lane character area (which includes Silverthorne Lane Conservation Area). The Dings and Environs character area is located to the west.
- 5.9 St Philips Industrial is currently an extensive area of low-rise trading estates and small industrial complexes, together with other commercial premises and large areas of hard standing. It also contains St Philips Household Reuse and Recycling Centre.
- 5.10 Whilst bordered to the north by Old Market Conservation Area, there are no heritage designations within the character area itself. There is little of the historic industrial buildings and walling (Victorian or earlier) as seen in the nearby Silverthorne Lane character area, however some cobbled streets do remain (Figure 5.4). Buildings are typically single or two-storeys in height, with some three-storey buildings, or low-rise warehouses. Materials are principally brick and corrugated metal. Boundaries are formed of metal palisade security fencing or brick or stone walls, often topped with additional barbed wire.
- 5.11 The area is strongly influenced by the dual carriageway of St Philips Causeway to the east, with associated high volumes of traffic movement and noise, and the railway lines and interchange associated with Temple Meads to the south.

- 5.12 A (disused) railway line runs south-west to north-east through the character area. Part of this has been converted to a cycle path (the Dings Railway path). Maturing trees and scrubby vegetation line the route (Figure 5.5). This corridor, in combination with a belt of planting to the west of St Philips Causeway and screening planting around the recycling centre, are the main areas of vegetation cover within the character area. Tree cover is otherwise limited.

The Dings and Environs

- 5.13 The Site is situated adjacent to the eastern edge of this character area.
- 5.14 The Dings and environs is a predominantly residential area. The Dings was built as a social housing scheme, and this residential area comprises two storey brick and render terraces and semi-detached houses (Figure 5.6). Three and four-storey modern apartment blocks are present along the south-west of the character area. Materials include brick, timber cladding, and render (sometimes painted). Regeneration is currently taking place within the north of the area, adjacent to Midland Road. The area also contains the Hannah More Primary School, and adjacent to this the Jewish Burial Ground, with Grade II listed pennant rubble stone walls. Sections of cobbled streets are present throughout. The Dings Park provides an area of public open space within the southern boundary of the area.
- 5.15 The school playing fields, burial ground and the Dings Park provide pockets of green spaces throughout this area. Many of the residential streets contain street trees and planters.
- 5.16 Parts of the area have a fine grain, particularly The Dings residential area, with other parts exhibiting buildings of a greater scale and mass, notably within the south-west of the area.



Figure 5.4: The cobbled setts of Alfred Street, within the St. Philip's Industrial TCA.



Figure 5.6: Building typologies in the Dings.



Figure 5.5: Part of the Dings Railway path which runs through the St Philip's Industrial TCA.

Barton Hill Residential

- 5.17 This character area lies to the north-east of the Site and to the east of Bristol City Centre.
- 5.18 The area is largely residential. Once a densely built-up area, many of the Victorian terraced houses have been replaced by postwar housing. Examples of surviving terraces can be found on Tenby Street and Brentry Avenue. These two-storey terraces have bay windows with some facades of brick, some pebble dash, and others rendered over and painted in a variety of colours. These streets are narrow and rigid in plan. In areas of later postwar housing, the streets are more fluid and dynamic in form, such as on Hayes Close or Hassell Drive. Here, houses are of three storeys in a terraced formation, with flat elevations and low-pitched roofs. Facades are largely pebble-dashed though some have been rendered and painted.
- 5.19 Notable exceptions to the low-rise character of the area are Kingmarsh House and Baynton House, two 1960s residential tower blocks with a red and cream colour scheme. The area contains several green spaces, including Gaunts Ham Park to the north-east, and Newtown Park to the west.

Old Market

- 5.20 The Old Market area lies to the north of the Site and to the east of Bristol City Centre.
- 5.21 Old Market is primarily a commercial area, featuring the central axis of Old Market Street and West Street, which runs horizontally through the area (Figure 5.7). It is bounded to the north by New Street and Lawfords Gate, to the east by the Laurence Hill Roundabout, to the west by the Temple Way Underpass, and to the south by Waterloo Road and New Kingsley Road. Once part of Bristol's main shopping axis, the area became cut off by the construction of the underpass and Easton Way in the 1960s, which effectively left the area isolated and in decline. In response, the area was declared a Conservation Area in 1979, and it is now seen as one of the most up and coming areas of the city.

5.22 The area has a wide variety of built heritage and historic building materials, including over 60 listed buildings and two timber-framed jettied buildings (Figure 5.8). Elsewhere along Old Market Street there are prominent Victorian buildings of stone alongside brick insertions of the 1990s and 2000s. Other landmark buildings are Holy Trinity Church, the Holy Trinity Almshouses, and the Stag and Hounds Public House which sits at the junction of Old Market Street and the Temple Way Underpass.

5.23 The area contains little green space and greening, aside from the small George Jones Park which lies to the north. Building grain is varied, with smaller, fine-grained buildings lining the main streets, but buildings of a coarser grain appear towards the CA boundary, notably towards the City Business Park which lies to the east.

Temple Back Commercial

5.24 Temple Back Commercial is a character area to the west of the Site. It is bound to the south by Temple Meads Station, to the east by Anvil Street and Old Bread Street, and to the west by Temple Way. The area is primarily comprised of medium-scale office buildings constructed in the late-twentieth and early-twenty first centuries. Amongst these are the seven storey, glass elevations of the HMRC building, and the post-modern brick facades of the Landmark Office Space Building.

5.25 The area is crossed by the Temple Quay waterway (Figure 5.9), across which there are two metal bridges; the Meads Reach Bridge (Figure 5.10), and the distinctive curvilinear Valentine Bridge. The only listed buildings within this area are a row of eighteenth-century buildings on Broad Plain at its northern boundary, but these are exceptions to the overall character of recent development. There area is broadly urban but there is greenery along the quay in the form of planted trees.



Figure 5.7: Old Market Street.



Figure 5.8: Strong Verticality along Old Market Street. Images taken from the Old Market Street Conservation Area Appraisal.



Figure 5.9: Temple Quay Waterway.



Figure 5.10: Meads Reach Bridge.



Temple Meads Station and Railway Infrastructure

- 5.26 This character area consists of the railway station of Temple Meads and the infrastructure associated with it. Though narrow towards the centre, it fans out at either end as the railway lines diverge. The character area is defined by the clear boundaries of the railways, which includes walls, security fencing and raised parapets of bridges. To the east of the character area are three listed buildings, all related to the railway industry. The most prominent of these is Temple Meads Station, a Victorian railway station of stone in a Tudor revival style (listed grade I).
- 5.27 Elsewhere, the character area features up to 11 railway lines which run horizontally adjacent to each other. These cross bridges above the floating harbour, Avon Street, Gas Lane and Kingsland Road, which leads to the Site. At the easternmost part of the area, the rail lines diverge. The space in between is occupied by low-level industrial units with corrugated metal rooves, as well as parking space.
- 5.28 There is little greenery in this area, and buildings are of a coarse grain.

Silverthorne Lane

- 5.29 The Silverthorne Lane area is bound to the north, east, and west by the curve of the railway lines and Temple Meads Station. To the south it is bordered by Feeder Road. The majority of the area is included within the Silverthorne Lane Conservation Area. The canals which run in the east and along the southern boundary are a key characteristic of the area, which once sustained industrial activity. Building typologies in the area are largely industrial and post-industrial, with several low-level warehouses with brick and corrugated metal construction. Among these are the listed remains of St Vincent's works, a former manufacturer of corrugated-iron and prefabricated buildings. The factories are in the Bristol Byzantine style, whilst the listed offices are gothic.

- 5.30 The southernmost part of the character area is currently undergoing redevelopment which will create a new residential area within Bristol. This includes the creation of a new school and 367 new homes.
- 5.31 Buildings in this area are of a coarse grain and there is little greenery, except for a line of trees along Silverthorne Lane.

6. The Proposed Development

6.1 An overview of the Proposed Development is provided below. Please refer to the Design and Access Statement submitted with the planning application for further details.

Summary of Proposals

6.2 The proposals would deliver 705 student bedrooms of various types; associated communal student facilities, including a courtyard garden; a community space for the Dings; and commercial space at ground level, including a new supermarket and makers' spaces.

6.3 The proposed buildings are arranged in three linear 'finger blocks', orientated northwest to southeast, with two open spaces between them. The blocks' massing is stepped, ranging from four to eight storeys in height. So-called student townhouses with pitched roofs are located at the northern and southern ends of the central and western blocks, creating a private, enclosed garden courtyard for students in the centre. Between the central and eastern blocks, 'New Henry Street' is reinstated as a landscaped, pedestrianised, publicly accessible road, providing a new route between Sussex Street and the bicycle path. Ramped and stepped access is proposed down to the cycle path.

6.4 The student accommodation is accessed via a single entrance on New Henry Street. The rest of the ground floor contains other uses, including a cycle store, the commercial spaces, and the community space. The supermarket is proposed at the junction of Kingsland Road and Sussex Street. The community space is to be located in the northwestern corner of the Site, adjacent the Kingsland Road bridge and opposite the Dings. New crossing points are proposed across Kingsland Road, together with widening the existing footway around the Site and reducing the width of Kingsland Road past the Site.

6.5 The upper floors contain the student accommodation, with a bridge link on the first floor, over New Henry Street, connecting the blocks. The bridge link, located over the entrance, contains internal amenity space for the students.



Figure 6.1: View of the proposed buildings on Kingsland Road (Source: AHMM).



Design development process

6.6 The design of the April 2023 application was informed by two meetings with the design review panel (DRP), Design West, and by close consultation with local stakeholders, including the Dings Community Association, the Bristol Hub, and the Old Market Association. A pre-application request was submitted to BCC in December 2022, but no response was received. Following this, in January and February 2023, prior to planning submission, the proposals were presented to Design West. Both DRP responses are appended to the April 2023 DAS.

6.7 In summary, both DRP responses were positive: the principles of the scheme were supported, and the panel's suggestions were primarily focused on the refinement of the proposals and clarification of design details. For a summary of the DRP's comments, and how AHMM have addressed these, see Section 3 of the April 2023 DAS.

6.8 The main points raised by local stakeholders during community consultation were:

- The need for a flexible community space to support a variety of local activities, including literacy and numeracy education;
- The need for affordable 'maker spaces' for local small businesses;
- The desire for improvements to the cycle path north of the Site, for instance by completing the connection to the Bristol to Bath bicycle trail;
- Concerns about pedestrian safety along Kingsland Road due to the speed of traffic and absence of safe pedestrian crossings;
- The lack of grocery shops in the area; and
- Requests that the massing and elevations of the proposed blocks be varied and sympathetic to the local context in terms of their scale and appearance.



Figure 6.2: Comparison of the massing models of the previously submitted scheme (left) and current proposals (right), showing the revisions undertaken since April 2023 (Source: AHMM)

6.9 In response, a community centre, 'maker spaces', and a grocery shop have been provided on the ground floor, a direct connection to the cycle path is proposed (subject to agreement with Network Rail, the owners), traffic slowing measures and improved crossings will be introduced, and the building form has been varied through stepped massing and subtle differentiation between room types (for example, the student townhouses have pitched roofs).

6.10 Further changes to the scheme have been made in response to regulatory changes and verbal feedback received from BCC planning officers in August 2023.

6.11 In response, the following changes were made:

- A second stair core was provided in buildings above 18m to comply with revisions to Approved Document B (the 'two staircase rule') for fire safety purposes.
- More variety was introduced systematically through the division of the elevations into smaller blocks of varying heights, as well as the use of brick patterning and banding, which references historic buildings in the local context, specifically the Old Market Conservation Area;
- Building heights along Kingsland Road, near the junction with Sussex Street, were

reduced by one storey (to four) to better respond to the smaller scale of adjacent built development in the Dings; and

- Massing was redistributed, and slightly increased, in the central and eastern blocks. To minimise visual impact, the top storey of these blocks has been recessed, pleated in form, and clad in metal to give a lightweight appearance and provide a varied skyline.

6.12 Further information on the design development process, including the rounds of consultation undertaken by the applicant team, are provided in the DAS submitted as part of the new application.

7. Heritage Assessment

7.1 The Site does not lie within a conservation area, nor does it contain any listed buildings. There are a number of heritage assets (HAs) in the area around the Site, all the closest ones being non-designated HAs (see figure 7.1).

7.2 Initially, to fully understand the Site's wider context, all designated and non-designated heritage assets – listed buildings (LBs), registered parks and gardens of special historic interest (RPGs), scheduled ancient monuments, conservation areas (CAs), and locally listed buildings (non-designated heritage assets, or NDHAs) – within 500m of the Site were identified.

7.3 The heritage assets with the potential to be impacted by the proposed development through effects to their setting are assessed below. These heritage assets, numbered on the map at figure 7.1, are as follows:

- 1) Silverthorne Lane Conservation Area and LBs and LLBs within
- 2) Shaftesbury Chapel, Union Road
- 3) Shaftesbury Crusade, Kingsland Road
- 4) Shaftesbury House, Oxford Street
- 5) Hannah More School, Kingsley Road
- 6) Barton Hill Engine Sheds
- 7) Old Market Conservation Area and LBs and LLBs within

Statements of significance

7.4 Statements of significance of the heritage assets likely to be affected by development on the Site are set out below. This is considered sufficient to assess the effects of the Proposed Development on surrounding heritage assets in light of the Proposed Development's scale.

7.5 The National Planning Policy Framework defines heritage significance at 'Annex 2: Glossary' as:

'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'

7.6 The heritage significance of HAs forming part of this assessment, including the character and appearance of conservation areas, is assessed below. The following assessments of significance are proportionate both to the importance of the asset and to the nature and extent of the Proposed Development. They are sufficient to understand the potential impact of the Proposed Development on heritage interest.

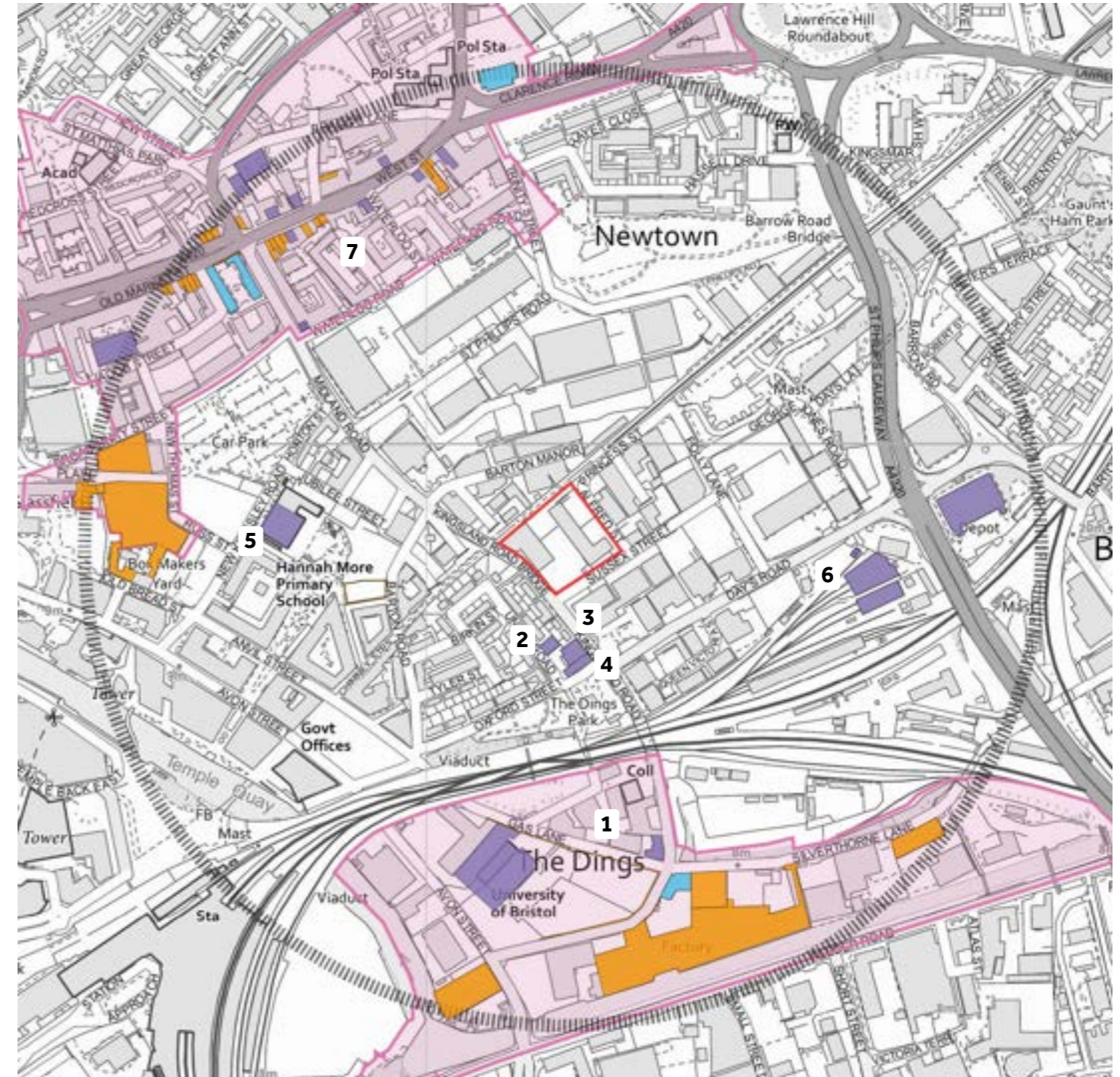


Figure 7.1: Heritage asset map, approximate site boundary marked in red for indicative purposes only. Ordnance Survey Licence number 100022432





Conservation areas	Heritage significance / character and appearance	Old Market Conservation Area and LBs and LLBs within (Map Ref 7)	The contribution of setting to its heritage significance
<p>Silverthorne Lane Conservation Area (Map Ref 1)</p>	<p>7.10 The Silverthorne Lane CA Appraisal provides the following summary of significance:</p>	<p>7.14 The Old Market CA, centred around the Site of Bristol's earliest market place, is located approximately 300m north of the Site. It was first designated in the late 1970s, and contains a large number of listed (grades II and II*) and locally listed buildings. There is currently no intervisibility between the CA (including the LBs and LLBs within it) and the Site.</p>	<p>7.17 The CA's setting, including 1960s road infrastructure which has severed the area from Bristol's city centre, does not contribute to its significance. The Site also does not contribute to the CA's setting (as it is not visible from the CA).</p>
<p>7.7 The Silverthorne Lane CA was designated in March 2021. It is located approximately 300m south of the Site, and is bounded by railway infrastructure linked with Temple Meads station to the north and east, and the Floating Harbour/Feeder Canal to the south and west. It contains a small number of listed (grade II and grade II*) and locally listed buildings.</p>	<ul style="list-style-type: none"> • Historic Interest: A surviving landscape of former industrial buildings and associated structures that date back to the earliest industrial period. • Architectural Interest: <i>Listed heritage assets that were originally designed to make a visual, aspirational statement particularly when these buildings are viewed from the neighbouring railway.</i> 	<p>Heritage significance / character and appearance</p>	<p>Assessment of the effect of the proposed development on the significance of the heritage asset</p>
<p>7.8 The CA Appraisal (March 2021) provides the following summary description of Silverthorne Lane CA:</p>	<p>The contribution of setting to its heritage significance</p>	<p>7.15 The Old Market CA Character Appraisal (July 2008) provides an overview of significance on p. 3. To summarise, the CA possesses historic interest as the site of Bristol's earliest marketplace and the most important gateway into the city (on the road from London), retaining much of its historic street plan, including long, narrow medieval burgage plots west of Waterloo Street.</p>	<p>7.18 Because there will be no intervisibility between the Proposed Development and the CA (see view 8 in Chapter 9), the Proposed Development will have no effect on the significance of the CA and the listed and locally listed buildings within it.</p>
<p><i>The predominant character of the Conservation Area is derived from the two main historic industrial land uses that dominated Silverthorne Lane in the 19th century. This has left a legacy of large 19th century and early 20th century industrial buildings.</i></p>	<p>7.11 Though Silverthorne Lane CA is largely enclosed by boundary walls and railway infrastructure, certain views out of the CA to the south, namely from Avon Street Bridge, along the Feeder Road, and across Totterdown basin, are identified as positive in the CA Appraisal, and these elements of the CA's setting contribute to its significance.</p>	<p>7.16 It holds architectural interest for the over 60 listed buildings within it, which include some of Bristol's oldest surviving buildings. As noted on p. 3 of the Character Appraisal:</p>	<p>Locally listed buildings</p>
<p><i>All the routes through the area are historic, dating back to the origins of the industrial period. The 19th century pennant boundaries along these routes present a very distinctive character to Silverthorne Lane and Gas Lane in particular.</i></p>	<p>7.12 As the CA's development as an industrial area was partly the result of the area's proximity to the railways and canals, the surviving railway infrastructure and canals surrounding the CA also contribute to its significance.</p>	<p><i>Old Market has some of the most interesting groups of buildings in the City; a mixture of 17th, 18th and 19th centuries. Overall, buildings reflect the development of the area and its rich social, economic, architectural and archaeological history. Along with the variety of main street frontages are almshouses, three Victorian churches, warehouses, and a wealth of historic public houses.</i></p>	<p>Shaftesbury Chapel, Union Road (Map Ref 2)</p>
<p><i>There are several landmarks within the area including the late nineteenth century St Vincent's Works office building with flanking octagonal, crenelated turrets. Views to these turrets along Silverthorne Lane, Gas Lane, Kingsland Road and from trains on the approach to Temple Meads are one of the defining elements of the area.</i></p>	<p>Assessment of the effect of the proposed development on the significance of the heritage asset</p>	<p>7.19 The Shaftesbury Chapel opened in 1877 as a Baptist Mission Hall which seated 200 people, and was in ecclesiastical use until 1950, when it was converted into the St Silas Boys' Club. It was built in a pared-back Neo-Gothic style, with a steeply pitched roof and coarsed rubble stone walls with red brick quoins.</p>	<p>Heritage significance</p>
<p>7.9 Currently, due to the CA's low topography (it is located in what was historically a floodplain of the River Avon) and the presence of railway infrastructure and associated artificial embankments to the north, there is no intervisibility between the CA and the Site.</p>	<p>7.13 The upper levels of the Proposed Development would be visible in the background of views looking north along Kingsland Road (See view 1 in Chapter 9), beyond the rail bridge. The Proposed Development would be legible as a layer of high-quality modern development, clearly distinct from the CA. There would be no harm to the significance of the CA – or any of the listed and locally listed buildings within it – through setting impacts.</p>		<p>7.20 Though much altered (for example, the original windows have been replaced), the Chapel possesses modest architectural interest, as well as group value with the adjacent Shaftesbury House and Shaftesbury Crusade (assessed individually below). It also has some local historic interest as a surviving nineteenth-century mission hall (albeit no longer in use) which served the working-class residential district of the Dings.</p>

The contribution of setting to its heritage significance

7.21 The Chapel's setting makes a limited contribution to its significance: the building is located on a narrow residential street. Little of the original Victorian housing of the Dings remains; most houses were replaced in the 1930s. However, the adjacent Shaftesbury House and Shaftesbury Crusade (see entries below) contribute positively to the Chapel's significance.

7.22 Because there is currently no intervisibility between the Site and the Chapel, the Site in its current form makes no contribution to the Chapel's significance.

Assessment of the effect of the proposed development on the significance of the heritage asset

7.23 The Proposed Development would have no impact on the significance of the Chapel. Although the proposed buildings would be taller than those currently on the Site, there would be very limited intervisibility due to the densely built-up nature of the Chapel's immediate surroundings.

Shaftesbury Crusade, Kingsland Road (Map Ref 3)

7.24 This four-storey brick building opened in 1888 as the Shaftesbury Workmen's Institute and was associated with the temperance movement. Its principal elevation overlooks the eastern side of Kingsland Road. The building is linked to Shaftesbury House to the south (see entry below). The Site is located approximately 50m to the north.

Heritage significance

7.25 The building possesses some architectural interest due to its striking principal elevation, and historic interest as a surviving late-Victorian mission hall. It has group value with the surviving nearby late-Victorian buildings: Shaftesbury House, the design of which appears to have been derived from Shaftesbury Crusade, and Shaftesbury Chapel.

The contribution of setting to its heritage significance

7.26 The surviving late-Victorian buildings adjacent Shaftesbury Crusade contribute to its significance, as (to a lesser degree) does the residential area of the Dings to the west. However, the modern low-rise industrial units to the east, including those on the Site, are considered to be detracting features on account of their low architectural quality.

Assessment of the effect of the proposed development on the significance of the heritage asset

The Proposed Development would enhance the setting of Shaftesbury Crusade by introducing a set of contextual, high-quality new buildings to the north. It would therefore cause no harm to the significance of this heritage asset.

Shaftesbury House, Oxford Street (Map Ref 4)

7.27 Also referred to as Shaftesbury Hall, Shaftesbury House was built as an extension to the Shaftesbury Workmen's Institute (Shaftesbury Crusade, described in the previous entry) by 1900 to designs of F.W. Wills. A westward extension, also by Wills, was added in 1909. This red brick building is three and four storeys in height, with a tower at the corner of Oxford Street and Kingsland Road.

7.28 The building served the working-class residents of the Dings, containing an alcohol-free bar, billiards room, reading room, and hosting bible classes and sporting and recreational activities.

Heritage significance

7.29 The building is of local architectural and historic interest as a surviving example of a purpose-built workmen's/community hall. The principal elevations overlooking Oxford Street and Kingsland Road are striking and give the building considerable presence on Kingsland Road.

The contribution of setting to its heritage significance

7.30 Similarly to Shaftesbury Crusade, the surviving late-Victorian buildings adjacent Shaftesbury House contribute to its significance, as (to a lesser degree) does the residential area of the Dings to the west. However, as can be seen in view 4 in Chapter 9, the setting of modern low-rise industrial units to the east, including those on the Site, detract from the significance of Shaftesbury House.

Assessment of the effect of the proposed development on the significance of the heritage asset

7.31 The Proposed Development would enhance the setting of Shaftesbury House through the introduction of contextual, high-quality new buildings to the north. No harm would be caused to the significance of the heritage asset as a result of the Proposed Development.

Hannah More School, Kingsley Road (Map Ref 5)

7.32 This building, a Board School dating from c. 1900 (with several modern extensions), was built by the locally important architect W.V. Gough, whose other works include Cabot Tower and Queen Square House. The school is built of red brick with terracotta detailing, in the Neo-Jacobean style, and with separate entrances for girls and boys. It is located approximately 220m northwest of the Site.

Heritage significance

7.33 The school has local architectural and historic interest as the work of an important Bristol architect, and communal value due to its ongoing use as a school.

The contribution of setting to its heritage significance

7.34 The school's setting is considered to make a very low contribution (so as to be almost negligible) to its significance, due to the fact that it is surrounded by large car parks (on the western side of New Kingsley Road) and mostly modern buildings of mixed architectural quality.

7.35 In its current form, the Site does not contribute to the significance of Hannah More School.

Assessment of the effect of the proposed development on the significance of the heritage asset

7.36 There would be some intervisibility between the upper levels of the Proposed Development and the school from the south. The Proposed Development, as an element of high-quality modern development in the wider setting of the School, is expected to enhance its setting and cause no harm to its heritage significance.

Barton Hill Engine Sheds (Map Ref 6)

7.37 These buildings comprise a set of three large single-storey engine sheds built in phases between 1847 and 1871 for multiple railway companies, and a two-storey shed foreman's office (completed by 1877). The Engine Sheds and foreman's office are built of coarse rubble stone, with shallow pitched roofs. They are still in railway use. There is currently no intervisibility between the Engine Sheds and the Site, which is approximately 250m to the northwest.

Heritage significance

7.38 These buildings' modest significance is derived from their group value, historic value through their associations with the development of the railway and continued use as railway buildings. Architecturally, elements of these robust buildings, such as the fenestration patterns of some of the sheds, are also of local significance.



The contribution of setting to its heritage significance

- 7.39 While the railway infrastructure adjacent the engine sheds to the south and west is considered to contribute to the significance of these buildings by making their historic use legible, the wider setting of modern low-rise industrial sheds and large motorways, is not.

Assessment of the effect of the proposed development on the significance of the heritage asset

- 7.40 The upper levels of the Proposed Development would form part of the wider northern setting of these buildings, an element of high-quality modern development in what is otherwise a townscape of limited architectural quality. There would be no harm to the significance of the Engine Sheds through setting impacts.

8. Townscape and Design Assessment

8.1 This chapter presents an independent design evaluation of the Proposed Development and how it relates or responds to the existing townscape context through its form and character. For reference, a description of the existing baseline context and its character can be found in Chapter 5 and an overview of the Proposed Development is found in Chapter 6 of this report.

Design Assessment: National Design Guide

8.2 The ten characteristics of good design set out in the NDG (January 2021) are listed below, followed by an assessment of how the submitted scheme responds to each point.

1. Context – enhances the surroundings

8.3 The design of the Proposed Development is drawn from the history of the Site and local context, specifically the Dings, as well as the Old Market Conservation Area to the north. Residential uses and a road through the Site, New Henry Street (named after a road located on the Site from the nineteenth to mid-twentieth centuries), are reinstated. The building layout is also contextual, derived from the parallel rows of late-nineteenth century terraced workers' housing located on the Site until their demolition after World War II. The proposed elevational treatment, namely the varied use of red and grey patterned and banded brick, and division of the elevations into small blocks with varied parapet heights, are in keeping with the

use of multiple masonry materials and varying heights found in historic buildings within the Old Market CA and throughout Bristol. The variation to the elevations has been applied systematically (the guiding principles are explained in the DAS submitted as part of the new application), thereby ensuring that the overall coherence of the buildings as a group is maintained.

8.4 Connections to existing pedestrian and cycle routes (discussed in more detail in 4. Movement) link the proposed development into the wider area.

8.5 Community consultation, undertaken from an early stage in the design process, identified local needs and has helped ensure that the submitted scheme will relate to the Dings. As a result, the proposals are contextual both in their appearance and in their functions and uses.

2. Identity – attractive and distinctive

8.6 As noted above, the form of the proposed buildings is derived from the late-nineteenth century terraced housing that stood on the Site previously, thereby responding to, and enhancing, the existing local character and identity.

8.7 The arrangement of active uses (community, commercial, and the entrance to the student accommodation) on the ground floor, with student housing above, is a response to the public consultations, and has sought to relate the Site's

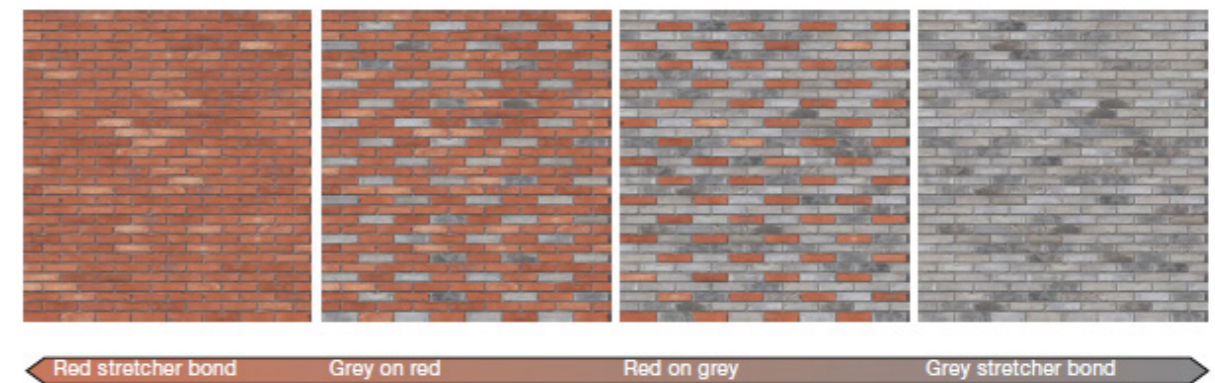


Figure 8.1: Precedent example of 19th century building in the Old Market CA with a patterned brick facade and string courses (top), which helped inspire the brick palette (bottom) that is proposed on the Site (Source: AHMM)



ground floor uses with the surrounding area, not just the student accommodation function. The three different typologies of student accommodation (explained further in point 7. Uses – mixed and integrated) are expressed in the elevational treatment – the townhouses, for instance, have pitched roofs – creating a level of variety and distinctiveness.

- 8.8 The quality of external materials and details are crucial to achieving attractive and distinctive places. The dominant material is facing brickwork in a range of complementary colours and tones (described in point 1, above) that will relate successfully to Bristol's existing buildings, including those in the Dings and Old Market CA. Details are not determined at this stage but AHMM's track record demonstrates that buildings for which they are responsible are completed to a high standard of detailed design.

3. Built form – a coherent pattern of development

- 8.9 The proposed arrangement of linear 'finger blocks' is an efficient use of the Site, increases its permeability, and also echoes the historic layout of dense residential streets. The blocks' orientation (northwest to southeast) means that there are no north-facing residential units. To respond to local conditions and create variety to the elevations, the blocks have been articulated through stepped massing, with setback, pleated metal upper levels to the central and eastern blocks.

- 8.10 Height is concentrated in the centre and east of the Site (considered to be least sensitive in townscape terms), with the lowest buildings proposed in areas of greatest sensitivity; along Kingsland Road, heights at the corner with Sussex Street have been reduced by one storey since the April 2023 submission to better relate to the two-storey semi-detached Dings housing opposite.

4. Movement – accessible and easy to move around

- 8.11 The proposals would improve the permeability of the Site. Footways around the Site are widened, and a former street is reinstated, providing direct access



Figure 8.2: Old Market Street, showing the vertical proportionality and fine grained buildings of the area.

to an existing cycle path to the north, which leads to the city centre. New Henry Street is a pedestrianised publicly accessible road.

- 8.12 Two new footway links across Kingsland Road to the Dings are also proposed. In response to concerns raised during the community consultation about pedestrian safety along Kingsland Road, a busy street with fast-moving traffic, the width of the road past the Site will be reduced to lower vehicle speeds and widen the existing footpath.

- 8.13 A private internal bike store with 310 cycle spaces is proposed for students at the north of the Site, near the bicycle path. 26 further cycle parking spaces are located around the Site for visitors and employees.

5. Nature – enhanced and optimised

- 8.14 The proposals provide several high-quality green spaces, designed by Churchman Thornhill Finch landscape architects: a private courtyard space for the students, and landscaping along the pedestrianised, publicly accessible New Henry Street, which includes a terrace overlooking the cycle path. To create a welcoming entrance to the community space on Kingsland Road, landscaping is also provided around it. The landscaping strategy also includes raingardens and green roofs.

6. Public spaces – safe, social and inclusive

- 8.15 The Proposed Development includes a new 1,400 sqm publicly accessible route, New Henry Street, which provides a direct connection to an existing cycle path to the north. Entrances to the student accommodation and community space are located in visible, well-overlooked locations. The commercial uses proposed

on the ground floor create active frontages on New Henry Street and along the edges of the Site, on Sussex Street, Alfred Street, and Kingsland Road. The landscaping of the public spaces has been designed to facilitate a range of activities.

7. Uses – mixed and integrated

- 8.16 Several typologies of student housing are proposed, providing a range of room types at different price points: clusters of 4-8 ensuite bedrooms with a shared living and kitchen area (57%); five sizes of studios (32%); and two 'town house' clusters with front doors into the garden courtyard (11%), which consist of 10 bedrooms per house arranged over 3 floors, and a shared kitchen and living area.
- 8.17 In addition to the student housing, a mix of commercial and community uses is proposed at the ground floor of the Site, including a new community centre for the Dings, workshop spaces for local creative businesses, and a supermarket. These uses respond to locally identified needs, having been developed through consultation with local groups.

8. Homes and buildings – functional, healthy and sustainable

- 8.18 The proposals aim to provide high-quality student accommodation with generous indoor and outdoor amenity space, including a centralised social hub on the first floor, above the entrance, and a private courtyard garden. 1.33 sqm/bed of internal amenity space are provided, 33% above the minimum requirement.
- 8.19 Storage, waste, servicing, and utilities have also been carefully considered. Back-of-house areas, including a student cycle store, are primarily arranged at the northern end of the Site.

9. Resources – efficient and resilient

- 8.20 The Proposed Development's approach to the use of natural resources is considered in Section 7 of the DAS. In summary, the designs have been developed to minimise the use of natural resources during both the construction and occupation phases. In addition, the flexibility and adaptability of the layout to other residential uses (described further under 10. Lifespan) contributes to the resilience of scheme.

10. Lifespan – made to last

8.21 As part of the planning application, Dominus will make several commitments to the maintenance and management of the student accommodation, to be secured under a Student Management Plan. These include professional management of the building, with the entry point staffed 24 hours per day, and, prior to the start of each academic year, the distribution of a community liaison pack across the local area to provide information about the arrangements and operation of the student accommodation. The community space will also be managed by the applicant to ensure it is kept in good working order.

8.22 To facilitate the flexible use and adaptation of the Site in future, AHMM have carried out studies (set out in section 7 of the DAS) to demonstrate how the student accommodation and commercial spaces could be reconfigured if needed in the future.

Design Assessment: Urban Living SPD

8.23 Bristol’s Urban Living SPD (adopted November 2018) aims to raise design quality while simultaneously increasing density. It sets out series of questions that applicants are encouraged to consider throughout a scheme’s design development to ensure it is of high quality. When answering these questions, a traffic light system is used to assess the scheme. A green light ‘shows the design of the scheme has responded positively to the questions’, amber ‘is used where there is clear evidence of local constraints on the scheme, beyond the control of the design team, [that] prevent it from achieving a green’, and red lights ‘identify aspects of [the] proposals that need to be changed and where the scheme design at the time of assessment fails to respond to the question positively’. The aim of the questions is that amber and red lights will be identified early in the design process and subsequently resolved.

8.24 Questions are grouped into three categories: Major developments, residential development, and tall building.

8.25 These questions are also answered in the DAS. As the third category is intended for schemes which



Figure 8.3: Elevation of easternmost block, showing the proposed distribution of red and grey brick across the facades (Source: AHMM).

are 30m high and above (and the proposed buildings are all below 30m), it is not relevant to the Proposed Development.

Part 1: Major Developments

Q1.1 Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?

8.26 Yes. The proposed layout of linear blocks is both an efficient use of the Site and derived from its historic layout of dense terraced streets. To respond to local conditions and create variety to the elevations, the blocks have been articulated through stepped massing, with the tallest elements (eight storeys in height) positioned on New Henry and Alfred Streets, away from the two-storey housing in the Dings. Since the previous application (submitted April 2023), building heights along Kingsland Road, near the junction with Sussex Street, have been lowered by one storey (to 4 storeys) to better relate to the finer grain of the Dings.

8.27 Traffic light: Green

Q1.2 Does the scheme contribute towards creating a vibrant and equitable neighbourhood?

8.28 Yes. The Proposed Development has been developed through several rounds of consultation with local stakeholders, and thereby responds to the needs

of the local community by providing a new grocery store at the prominent junction of Sussex Street and Kingsland Road; a new, bookable community space (approx. 230msq); and employment space for small local businesses, particularly creative industries.

8.29 The scheme proposes to reinstate a historic road through the Site. This route, New Henry Street, will be publicly accessible, well-landscaped, and with the potential to accommodate outdoor events. The new route, combined with the concentration of commercial and community uses on the ground floor, with student accommodation above, will help activate the public realm and contribute to the emerging neighbourhood.

8.30 The Proposed Development also creates a link to an existing pedestrian/cycle path, providing a direct route into Bristol (and potentially the Bristol-Bath cycle path).

8.31 Traffic light: Green

Q1.3 Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?

8.32 Yes. The design of the Proposed Development, including the building layout, is drawn from the history of the Site and local context, specifically the Dings and

Old Market Conservation Area. Residential uses and a road through the Site, New Henry Street (named after a road located on the Site from the nineteenth to mid-twentieth centuries), are reinstated. The proposed massing steps up towards the centre and east of the Site, away from the existing, fine-grain residential area of the Dings.

8.33 The area, much of which is currently in light industrial use, is undergoing significant change. The Site and several other plots along Kingsland Road are identified as Long Term Development Sites in the Old Market Quarter Neighbourhood Plan 2015-2026 (adopted March 2016). As such, a contextually considered development is appropriate in this location.

8.34 Traffic light: Green

Q1.4 Does the scheme provide people-friendly streets and spaces?

8.35 Yes. The Proposed Development provides approximately +1,400 sqm of new public realm, namely New Henry Street, a car-free route through the Site. Existing footways, including along Kingsland Road, are widened, and a direct connection to an existing cycle path is provided. In response to concerns raised by local stakeholders about the safety of Kingsland Road, new pedestrian crossings and traffic-calming measures will be introduced. High-quality landscaping is also proposed. The new public realm is centred around pedestrians; vehicular movements are kept at the perimeter of the Site.

8.36 Traffic light: Green

Q1.5 Does the scheme deliver a comfortable micro-climate for its occupants, neighbours and passers by?

8.37 Yes. To prevent the urban heat island effect, the proposed landscaping includes a high number of new trees and planted areas.

8.38 The blocks’ orientation (northwest to southeast) means that there are no north-facing residential units, ensuring that internal and external spaces will receive good daylight throughout the year. Sunlight and overshadowing studies for the new external spaces



(summarised in the DAS) have also been carried out to ensure they will receive good daylight.

8.39 Taller elements are located in the north, centre, and east of the Site to minimise overshadowing on the surrounding residential areas. Overshadowing of the Dings has also been minimised by reducing the heights of buildings on the southern and western edges of the private student courtyard, along Kingsland Road.

8.40 Traffic light: Green

Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?

8.41 Yes. The student accommodation is accessed via a single entrance on New Henry Street, which will be staffed 24 hours per day to aid student safeguarding.

8.42 A high proportion of cycle and e-scooter parking is provided: for students, a private internal bike store with 310 cycle spaces is proposed at the north of the Site, near the bicycle path. 26 further cycle parking spaces are located around the site for visitors and employees. The Site's highly sustainable urban location, near Bristol city centre, supports a no/low car approach. 4 blue badge bays are proposed on Alfred Street, integrated into the new footway.

8.43 The proposals have also been designed with accessibility in mind: the student accommodation has level access, and level changes across the Site are absorbed through landscaping.

8.44 To keep the centre of the Site car-free, servicing, deliveries, and taxi drop-off will take place in dedicated areas on the perimeter, on Sussex and Alfred Streets. To minimise impact on the surrounding road network, these will be provided in off-carriageway bays.

8.45 Traffic light: Green

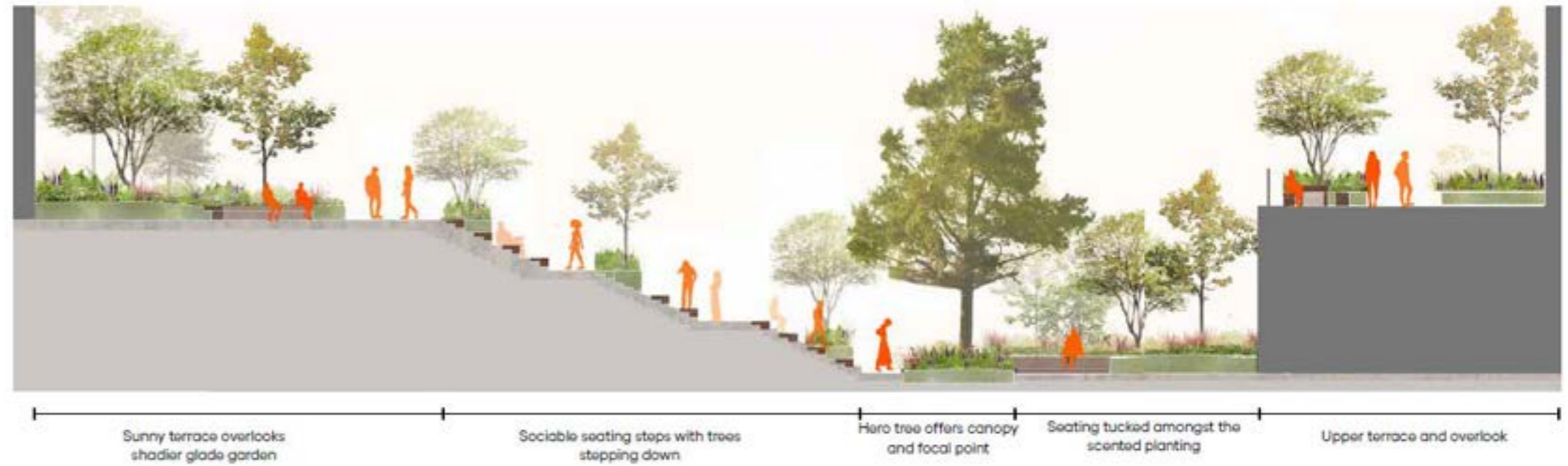


Figure 8.4: Section through the proposed garden courtyard for residents (Source: Churchman Thornhill Finch)

Part 2: Residential Development

Q2.1 Does the scheme make building entrances welcoming, attractive and easy to use?

8.46 Yes. The student accommodation is accessed via a single entrance on New Henry Street, located below a bridge link, which will help mark the entrance's location. The entrance's reception will be staffed 24 hours per day to aid student safeguarding. The entrance is conveniently located below the main internal amenity space (the student hub), and adjacent the private garden courtyard.

8.47 Traffic light: Green

Q2.2 Are the scheme's internal spaces convivial, comfortable and user-friendly?

8.48 Yes. As set out in Section 3.4 of the DAS, communal spaces are generously sized, well positioned and logically arranged to enhance the student experience from street to bedroom.

The single managed entrance ensures that all residents filter through the common parts and engage in social interaction with other residents and visitors.

Communal areas are well naturally lit and have an aspect onto generous landscaped zones. Common social spaces include a diverse range of social learning areas, socialising spaces, private study spaces and other amenities such as small cinema.

A flexible student amenity room is provided with frontage onto Kingsland Road and the student courtyard, this can accommodate classes, events, talks and other uses. All social spaces have a direct access to a 20x50m landscaped courtyard specifically for student use.

All common circulation is well proportioned with natural daylight access all cores. Internal corridors are no longer than 15m from stair/lift to apartment front door.

BREEAM compliant cycle store offer ample storage facilities for bikes, scooters etc.

8.49 Traffic light: Green

Q2.3 Does the scheme provide sufficient private outdoor space?

8.50 Yes. In addition to the new, publicly accessible New Henry Street, the scheme provides a tiered, 940 sqm private garden courtyard for residents, as well as a

rooftop amenity garden in the centre of the eastern block. The private outdoor space has been designed to provide both social spaces and areas for quiet contemplation. The garden courtyard is described in more detail in Section 5 of the DAS.

8.51 Traffic light: Green

Q2.4 Does the scheme create attractive, well designed and well maintained private outdoor spaces?

8.52 Yes. The private garden courtyard, described further in Section 5 of the DAS, has been designed to provide a variety of uses for students (including eating, studying, and socialising) and support a range of plant species. It has been designed in response to daylight/sunlight conditions: for instance, a terrace is proposed in the sunnier, raised area to the north, with a shaded glade garden at ground level below. The rooftop amenity garden will provide further high-quality private outdoor space.

8.53 The applicant, Dominus Group, will own and operate the Site, ensuring the maintenance of the scheme in future.

8.54 Traffic light: Green

Q2.5 Does the scheme creatively integrate children's play?

8.55 Due to the fact that the submitted scheme is purpose-built student accommodation, no dedicated children's play space is provided within the private courtyard. However, linearly arranged play space is provided on the publicly accessible New Henry Street.

All residential accommodation is located from first floor and up, reducing the effect of road noise and other associated noise pollution.

The building is constructed using a reinforced concrete frame which has excellent acoustic properties to mitigate noise and vibration transfer between spaces.

8.56 Traffic light: Amber

8.60 Traffic light: Green

Q2.6 Are internal layouts ergonomic and adaptable?

8.57 Yes. As set out in Section 3.4 of the DAS, the efficient 5.25m structural bay and 15m deep residential blocks are readily adaptable, and would be suitable for conversion into other types of residential accommodation. The DAS goes on to state:

The logical positioning of the residential core could support approximated 6 residential flats per core - in line with Urban Living SPD principles.

Residential floor to floor heights of 3m, with efficient servicing, can work well for shallow plan residential accommodation.

Q2.8 Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?

8.61 Yes. Daylight/sunlight/overshadowing studies have been used as part of the design development process to ensure that internal spaces will receive good levels of natural light throughout the calendar year. These studies guided the orientation of the blocks (northwest to southeast), with the result that fewer than 10% of all bedrooms have a northwest facing aspect. All these units will have dual aspect communal living spaces and direct access to the garden courtyard.

8.62 Traffic light: Green

8.58 Traffic light: Green

Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?

8.59 Yes. According to the DAS (Section 3.4):

shared living and kitchens rooms are located at the ends of corridors and primarily in corner locations. This reduces the proximity of bed spaces to noisier communal areas.

Studios and apartments are appropriately lobbied from larger shared communal areas to minimise noise transfer into sleeping areas.



9. Visual Assessment

- 9.1 This chapter focuses on the visual effects of the Proposed Development on visual amenity and the surrounding townscape. In order to assess the visual effects, viewpoints from 16 locations have been selected based on the methodology in Chapter 2 of this report.
- 9.2 The views assessed in the following pages are not the only views which are likely to be affected by the Proposed Development; they represent a general spread of views which illustrate the urban relationships likely to arise between the Proposed Development and the surrounding townscape.
- 9.3 TTC have assessed the visual effects of the Proposed Development on the local environment, making use of quantitative and the qualitative material provided in the Architects' DAS and drawings, as well as through the Accurate Visual Representations (AVRs) presented in this chapter. The written assessments, found in the following pages, include both objective and subjective commentary based on professional judgement.
- 9.4 Each of the views is presented and assessed, comparing an 'existing view' illustrated by a photograph of the baseline condition to a 'proposed view' illustrated by an AVR showing a rendered representation of the Proposed Development within the existing condition.
- 9.5 For completeness, the views assessed in the TVIA by Nicholas Pearson Associates (March 2023), which accompanied the previously submitted scheme, have been tested in Vu.City (a digital modelling software), and are included as an Appendix to this report.

Viewpoints

- 1 Silverthorne Lane, at junction with Kingsland Road
- 2 Kingsland Road, north of railway bridge
- 3 The Dings Park
- 4 Kingsland Road, near junction with Oxford Street
- 5 Union Road, junction with footpath to Kingsland Road
- 6 Sussex Street, junction with Folly Lane
- 7 Junction of Folly Lane and Princess Street
- 8 Midland Road, junction with Unity Street
- 9 Midland Road, junction with Horton Street
- 10 Kingsland Road, north of road bridge
- 11 Northern approach to Temple Meads Station
- 12 The Dings Railway path
- 13 Feeder Road, looking across Totterdown Basin
- 14 Newtown Park
- 15 Footpath east of Easton Way, looking south
- 16 Viewing platform, Cabot Tower, Brandon Hill

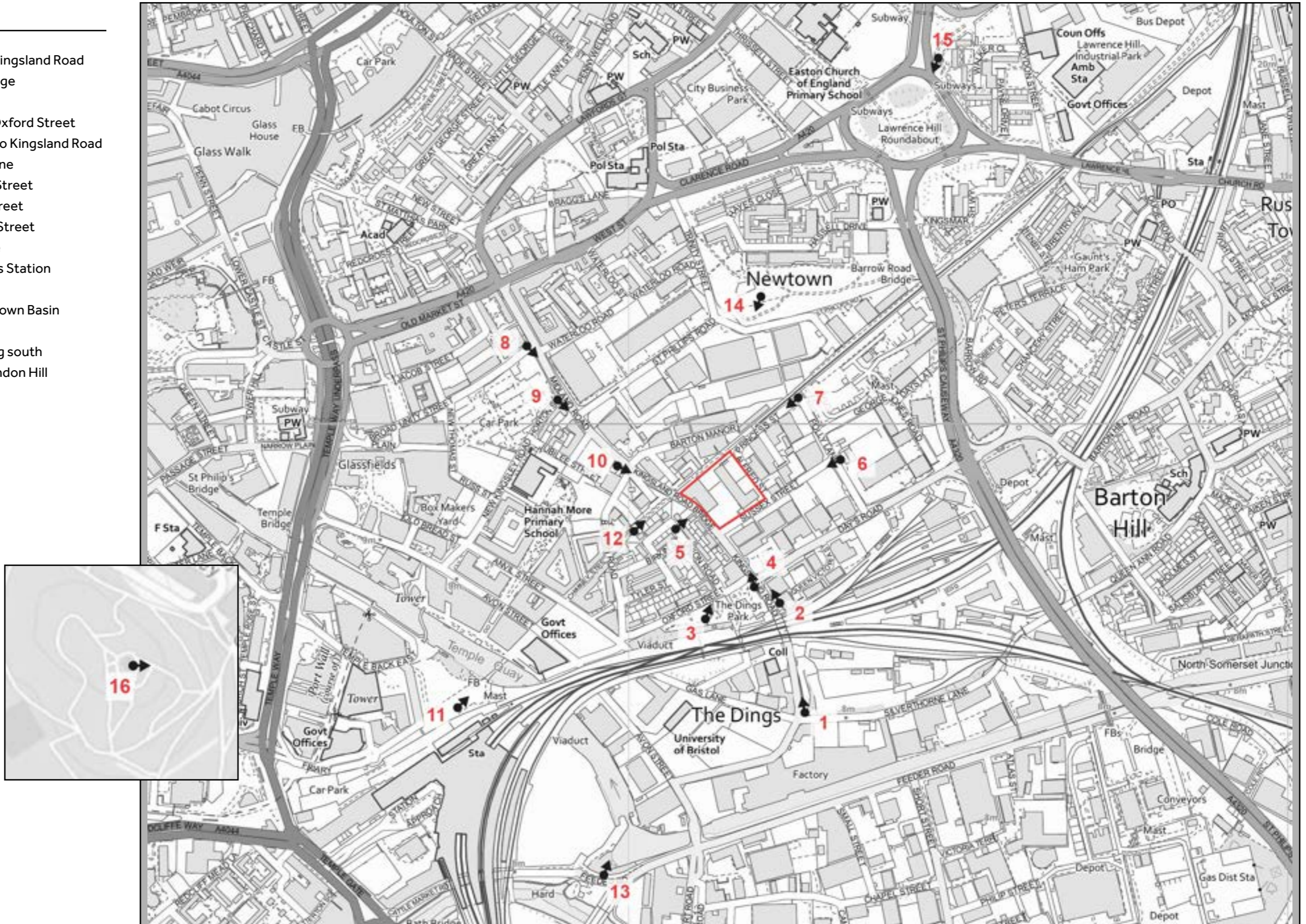


Figure 9.1: Viewpoint map, approximate site boundary marked in red for indicative purposes only. Ordnance Survey Licence number 100022432

View 1 Existing: Silverthorne Lane, at Junction with Kingsland Road

- 9.6 This view is taken from the junction of Silverthorne Lane and Kingsland Road. It looks away from the Silverthorne Lane Conservation Area (CA), at its northern boundary. This small CA, largely self-enclosed due to its low topography and the canals and railway infrastructure that surround it, was developed as an industrial area in the nineteenth and early twentieth centuries. The CA Character Appraisal (2021) notes that the area is characterised particularly by the surviving buildings associated with the former iron and gas works (none of which are visible in this view).
- 9.7 This view shows two roads. To the left is Kingsland Road which continues northwards to the Site (located about 300m north, and not visible in this view). To the right is a side road which leads upwards to a car park and small industrial site (outside the CA). These two roads are separated by security fencing which is visible just left of centre of the view.
- 9.8 To the left, the view is framed by Kingsland House, a locally listed former working men's club. Built in red brick and of two storeys in height, the elevations have six over six light sash windows and splayed window heads with black keystones. Beyond this, in the middle ground of the view, is a later extension to Kingsland House, with flat roofs and roller shutter entrances. Immediately in front of these buildings are parked cars. To the right, the view is framed by trees. In the background of the view is an iron rail bridge, which forms the CA's northernmost boundary and restricts intervisibility between the CA and surrounding area (including the Site).

Viewpoint map



View 1 Proposed: Silverthorne Lane, at Junction with Kingsland Road

- 9.9 The upper levels of the Proposed Development's central and eastern blocks would be visible in the background of this view, beyond the rail bridge and treeline, at a lower apparent height than the buildings within Silverthorne CA. The proposed façade treatment – red and grey brick – would complement the use of brick within the CA, while the pleated metal façade of the setback top storeys adds variety to the Proposed Development's silhouette. The Proposed Development would form a high-quality layer of modern buildings in the background of this view.





View 2 Existing: Kingsland Road, north of railway bridge

9.10 This view is taken on Kingsland Road, just north of the railway bridge. It looks north towards the Site. The southwestern corner of one of the industrial sheds on the Site (wall clad in corrugated green metal) can be seen towards the background of this view. At the centre of the view is Kingsland Road, which has two lanes of traffic. The left of the view is a stone wall, over which trees can be seen. In the middle ground of the view, this wall is lined with parked cars. To the right, the view is framed by a public footpath which has a tall streetlamp. Next to this is a grassy bank and a corrugated metal industrial unit currently in use by a brewery.

9.11 In the left backdrop of the view, a small portion of the red-brick façade of the locally listed Shaftesbury House is visible under the treeline. To the right of Kingsland Road is a tall brick wall which features large advertisement boards. The view is terminated by the roofline of 38 Waterloo Road. This is a student accommodation building which is approximately 520 metres from the location of the view. This view is channelled by the uphill slope of the road, boundary wall, trees, and buildings in the foreground towards the cluster of industrial buildings in the backdrop, including the Site. These buildings are not considered to successfully terminate the view, nor is the view (with the exception of Shaftesbury House) of high townscape quality.

Viewpoint map



View 2 Proposed: Kingsland Road, north of railway bridge

9.12 The southeastern portion of the Proposed Development would be visible, providing a focal point which better terminates this view than the current buildings on the Site. In terms of its scale, the Proposed Development would sit comfortably in this view, its tallest elements at a similar, slightly lower height than the neighbouring brewery building in the foreground (and below the treeline on the left side of the view). The stepped massing, alternating use of red and grey brick for the elevations, as well as the presence of flat and pitched roofs and the folded metal façade at the top level of the central block, would create a varied roofline and divide the blocks into smaller units which relate to the fine-grained character of the Dings and Old Market CA to the north and west.



View 3 Existing: The Dings Park

- 9.13 View 3 is taken from within the Dings Park, a locally important green space. The Site, which is not visible, lies north of the view, approximately 160 metres away. The foreground and middle ground of the view are comprised of a green lawn, which is curved on its right side. This is lined by a path and low green fence, which surrounds a play area, as evidenced by the children's slide to the rear.
- 9.14 The boundary of the park is lined by tall trees which occupy the majority of the upper area of the view and largely occlude background development. There is also a short wall and green fence which, at the limit of the curved path, feature two pilasters with coping stones, which mark the entrance to the park. To the rear of the view and behind the trees is a residential area of housing. This is of varying age, including the end unit of a row of inter-war terraced housing with a projecting gable and pebble-dashed upper floor. To the right of this is a unit of twenty first century flats of three storeys in height with distinctive light-blue cladding. Just right of this the rear and side elevation of Shaftesbury Crusade and Shaftesbury House, both locally listed, can be seen.

Viewpoint map



View 3 Proposed: The Dings Park

9.15 The Proposed Development, indicated by a blue wireline (solid where the buildings would be visible, dotted where occluded), would be almost entirely concealed by the houses of the Dings and the tree cover around the park. Where marginally visible, and if more visible in wintertime behind bare trees, the Proposed Development would appear at the same residential scale as the Dings houses in this view.





View 4 Existing: Kingsland Road, near junction with Oxford Street

9.16 View 4 is taken near the junction of Kingsland Road and Oxford Street. To the left of the view is the locally listed Shaftesbury House, which features a chamfered red-brick elevation facing the junction. The building has white oriel windows which project at first floor level, as well as brick corbelling details. To the right of the image, on the right (east) side of Kingsland Road, is a wall of breezeblocks which meet with the ground floor remains of a former building.

9.17 The middle of the view is dominated by industrial warehousing and single or two-storey brick offices with flat roofs. Beyond this is the industrial building now occupying the Site, marked by a prominent elevation of corrugated green metal. The view is terminated by the red-brick elevation and glass roof extension of student accommodation of Waterloo Road. In this view, there is a marked contrast between the left and right sides of Kingsland Road, with the left featuring locally listed Victorian buildings, whilst the right is comprised of derelict and poor-quality industrial buildings.

Viewpoint map



View 4 Proposed: Kingsland Road, near junction with Oxford Street

9.18 The Proposed Development would be a prominent, high-quality new feature of this view. The entrance to the proposed supermarket at the junction of Kingsland Road and Sussex Street, as well as the active frontages further north along Kingsland Road, would begin to be visible from this viewing place.

9.19 The Proposed Development's massing and articulation would create a coherent whilst simultaneously varied phase of new architecture in this location, with added interest as seen from this angle, where the variety of roof profile treatments is visible. Areas of greatest height are concentrated to the east (right), away from the more sensitive residential context of the Dings. More in keeping with the fine-grained character of the Dings and Old Market CA than the current buildings on the Site, the Proposed Development would introduce a more coherent, high-quality townscape on the eastern side of Kingsland Road, opposite the Dings.

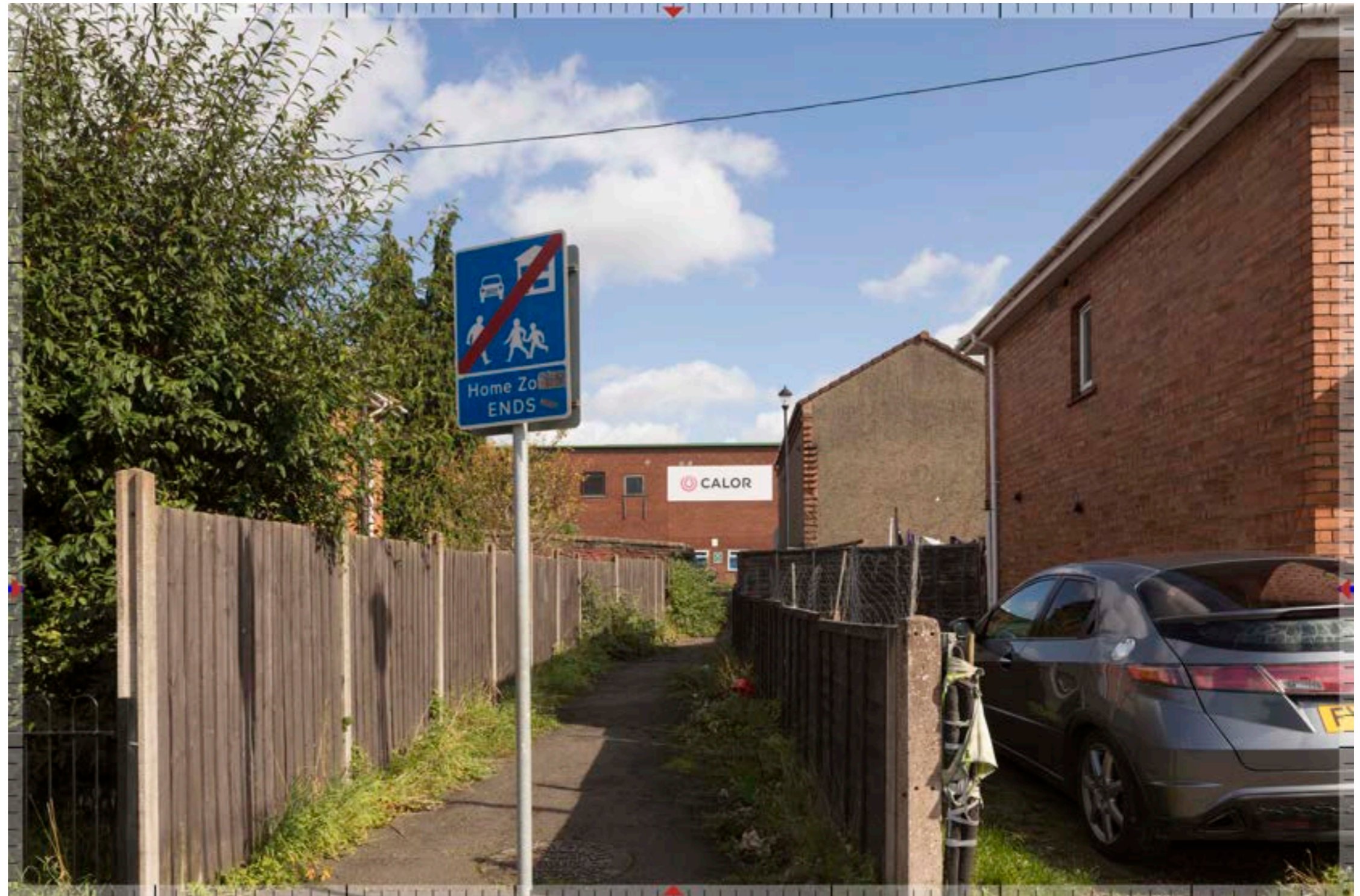




View 5 Existing: Union Road, junction with footpath to Kingsland Road

9.20 This view is taken from Union Road looking eastwards towards the Site along a footpath which connects the Dings with Kingsland Road. To the right of the view, the foreground and middle ground of the view contain residential homes of red brick and concrete render. The footpath is at the centre of the view and is lined by fencing with concrete posts. The left of the view is characterised by greenery and trees.

9.21 The view is terminated by the western elevation of one of the industrial buildings on the Site, which is currently occupied by Calor. This is a poor quality, two-storey red brick building with a flat roof and a plain façade with no architectural detailing. In front of this building, a red brick wall which marks the beginning of the Kingsland Road bridge comes into view. The view also contains street furniture, including a sign which marks the start of the footpath, and a streetlamp.

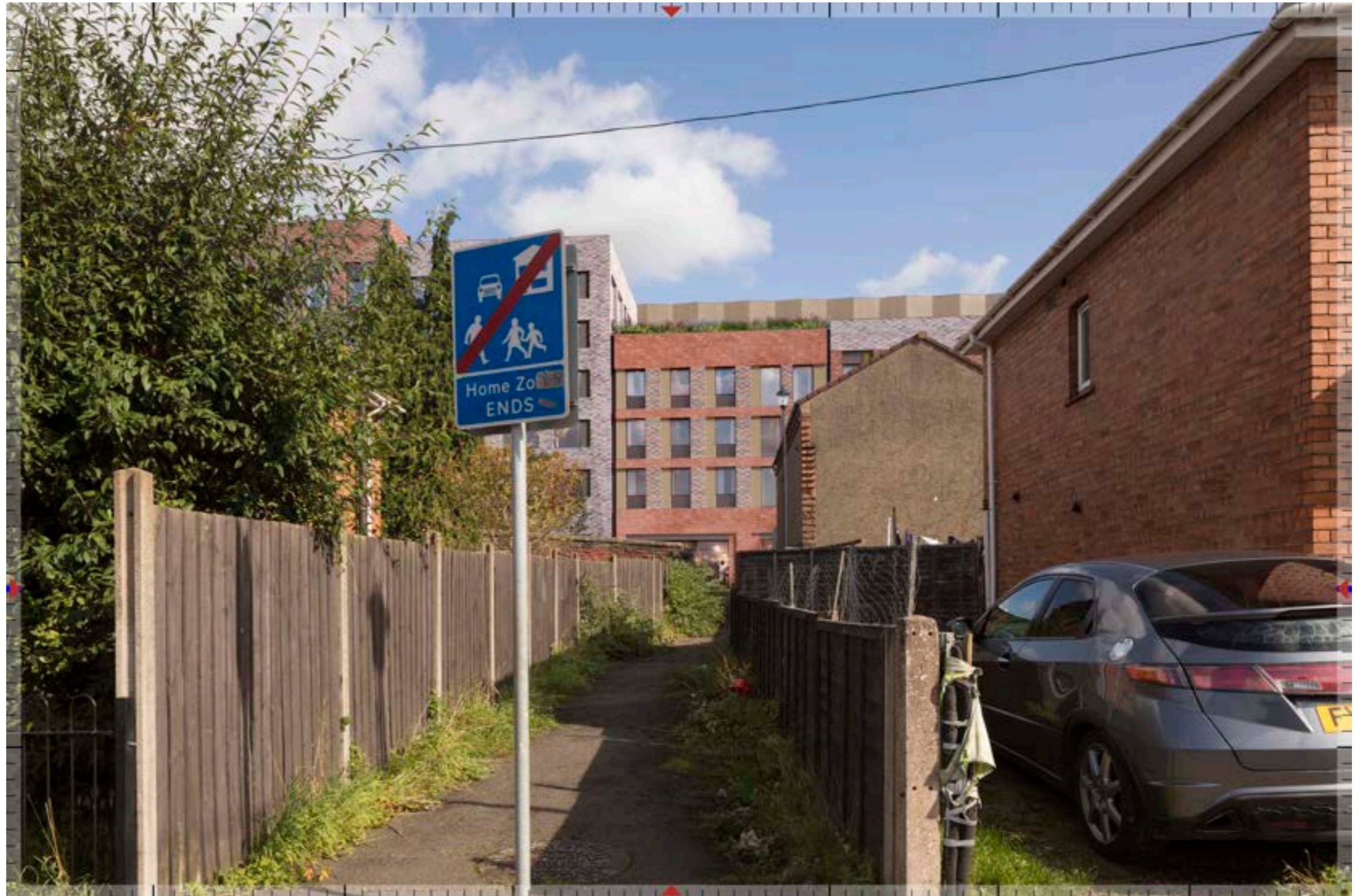


Viewpoint map



View 5 Proposed: Union Road, junction with footpath to Kingsland Road

9.22 Part of the Proposed Development's westernmost elevation would form the background and focal point of this view. The elevation's division into smaller blocks through varied brick colours, fenestration patterns, and parapet heights help relate the Proposed Development to the fine-grained character of the Dings. The height of the westernmost elevation is in keeping with the residential scale of the Dings. The setback top storey of the central block is partly visible, stepping up above the foreground block without being overbearing, further softened by the use of visible greenery on roof level. The top level's metal façade is visually lighter than the brick storeys below, its scale further broken down through its pleated pattern.

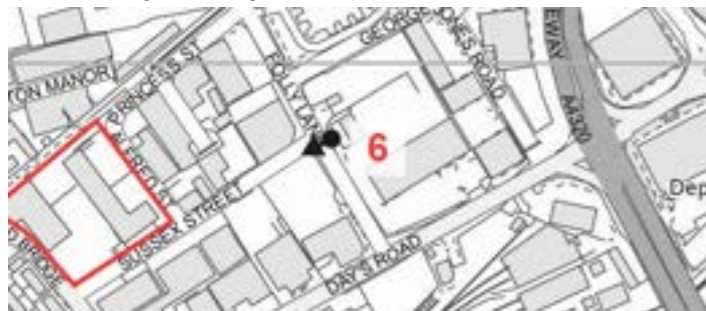


View 6 Existing: Sussex Street, junction with Folly Lane

9.23 This view is taken at the junction of Folly Lane and Sussex Street, looking west towards the Site. The Site's southern boundary wall is visible in the background at the centre of the view. This view has a strongly industrial character, being taken from within an industrial estate, and is not considered to be of high townscape quality. The right of the view is dominated by an industrial building with a brick ground floor, and metal corrugated saw-tooth roof above. To the left of the view is an industrial storage area, currently used by builders' merchants Jewson, as evidenced by their large sign. The boundary of this is marked by a metal security fence.

9.24 The foreground of the view is characterised by Folly Lane, whilst Sussex Street runs down the centre of the view, where there are several parked cars. Along Sussex Street there are some smaller industrial buildings, also with corrugated iron roofs. Beyond these is the colourful graffiti-covered elevation of Dare To, a nightclub. This view is terminated by two-storey, red brick residential housing of the Dings. Behind these is a construction site for a taller building, marked by two cranes.

Viewpoint map



View 6 Proposed: Sussex Street, junction with Folly Lane

9.25 The southeastern portion of the Proposed Development would be seen in the mid-ground of the view, an intervening element between the low-quality industrial townscape in the foreground and the fine-grain residential area of the Dings in the background. It would introduce a new character to the area, improving the surroundings of the Dings. From this angle, the variety of heights within the Proposed Development would be visible, and the inspiration in the Old Market CA arrangements of blocks legible. The variety of fenestration sizes and proportions will be also clearly visible, as will be the greening in front of the set-back top storeys.



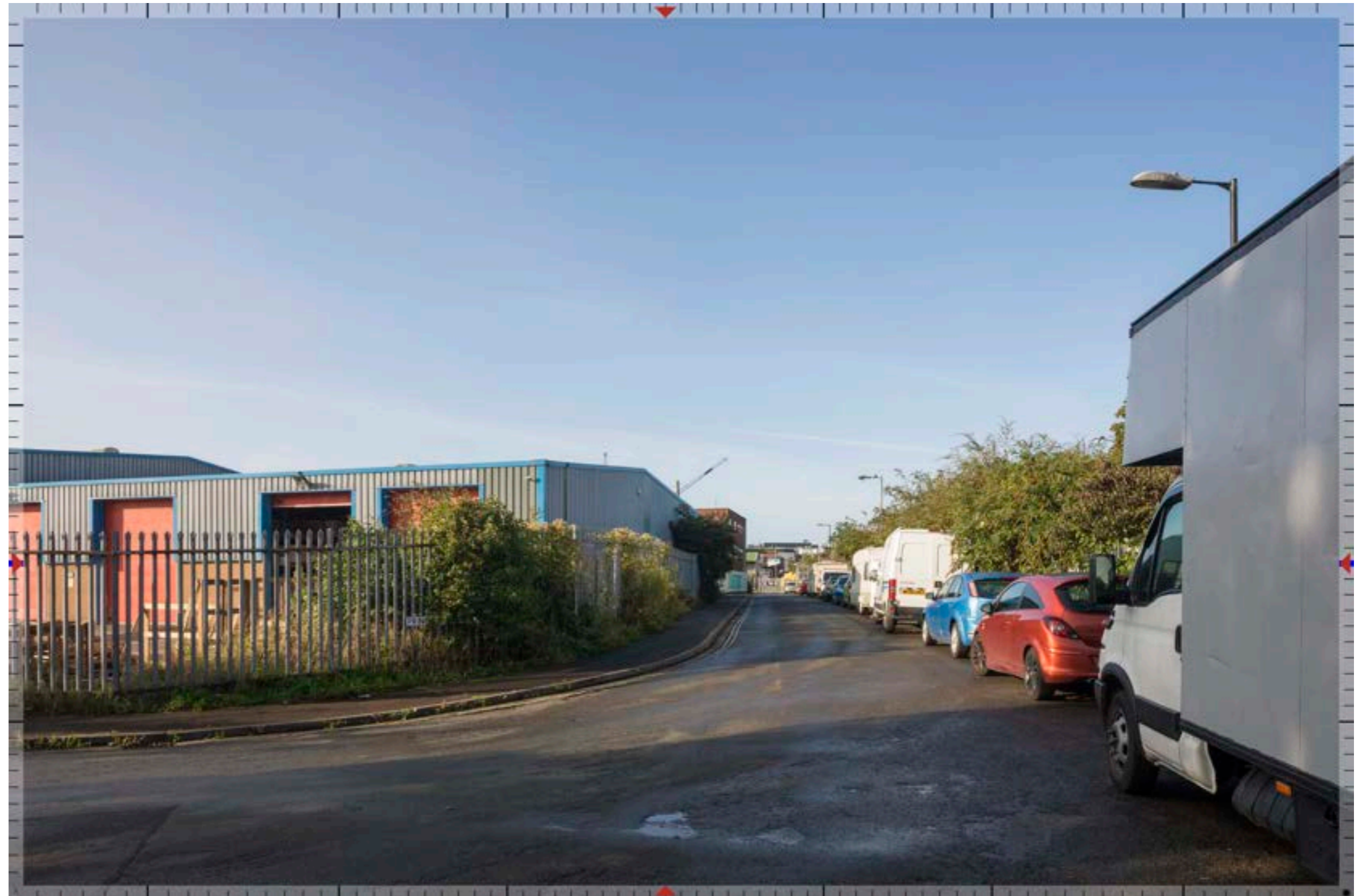


View 7 Existing: Junction of Folly Lane and Princess Street

9.26 View 7 is taken at the junction Folly Lane and Princess Street, just north of View 6, looking westwards towards the Site along Princess Street. The view is predominantly industrial in character, with the left being dominated by low-level industrial buildings of corrugated metal, with blue trim and red loading doors. This area is also surrounded by a metal security fence to mark its perimeter. Similarly, to view 6, this view is not considered to be of high townscape quality.

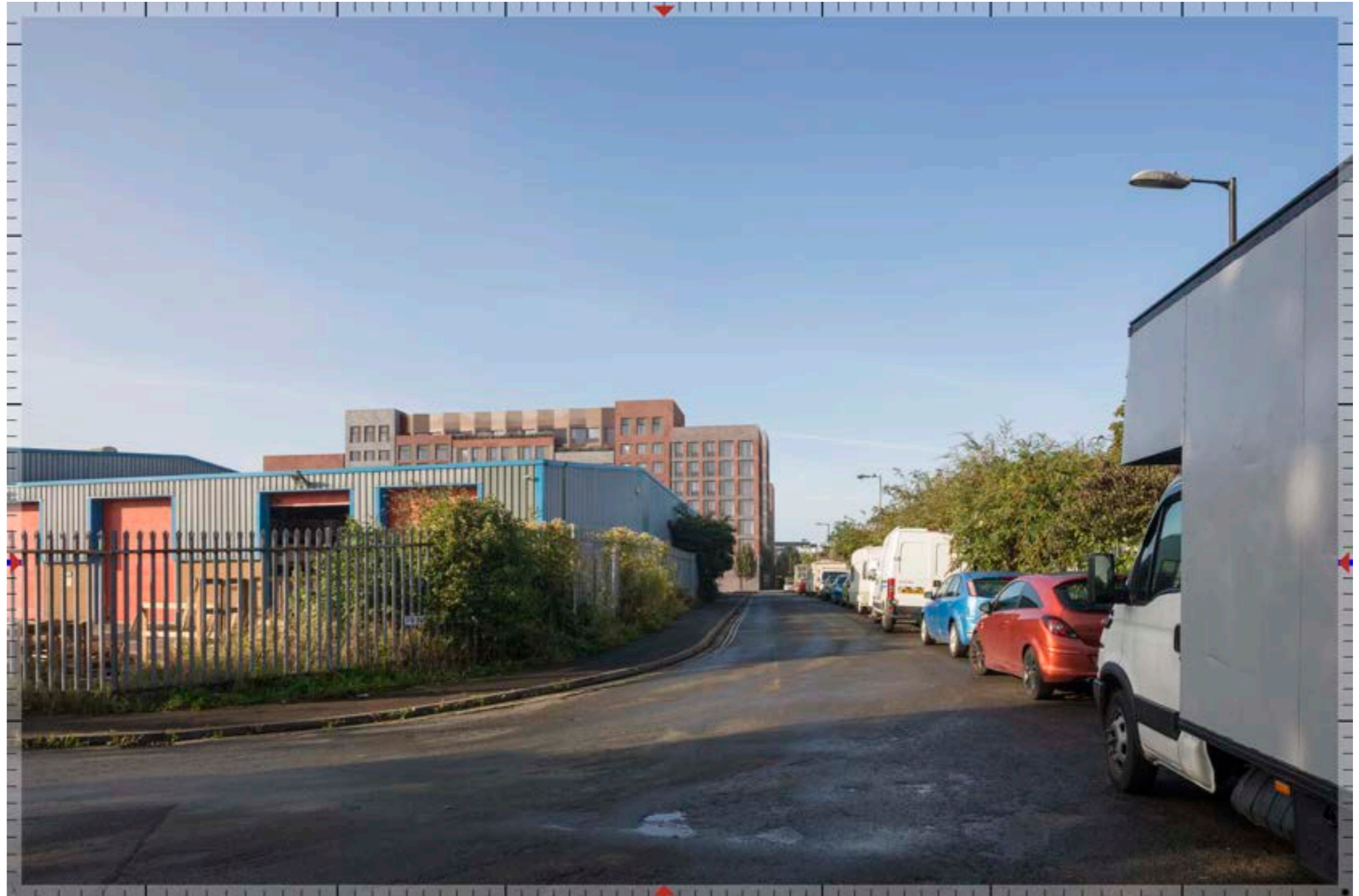
9.27 The foreground of the view shows Folly Lane, whilst Princess Street lies towards the centre of the view at a perpendicular angle to Folly Lane. The right of Princess Street is lined by parked vehicles and trees which mark the position of the former railway line. These continue down the length of the street, until the view is terminated by further industrial and office buildings and metal security fencing which encloses the Site.

Viewpoint map



View 7 Proposed: Junction of Folly Lane and Princess Street

9.28 The upper levels of the eastern block would be visible above the industrial shed in the foreground. The long elevation is divided into several smaller blocks, each clad in different tones of brick (variations of red and grey), with further variety added through horizontal brick banding below the windows. Further variety is added through different arrangements of glazing and ventilation panels within the windows. The stepped massing and folded metal top storey create a varied skyline, animated by the addition of greenery fronting the set-back storey at the top. The proposals are considered to add a high-quality layer of modern development to this view.





View 8 Existing: Midland Road, junction with Unity Street

9.29 This view, the first of a sequence of three moving south towards the Site along Midland Road (which becomes Kingsland Road after the Kingsland Road bridge), is taken from the junction with Unity Street. The Site, located approximately 315m south of this viewpoint, is not visible. The view lies within the Old Market CA, at its southern boundary. The CA is centred, as its name suggests, around Bristol's earliest marketplace (established by the mid-twelfth century). Both the local views and long vistas south along Midland Road are identified as important in the Old Market CA Character Appraisal (2008).

9.30 The foreground of the view is dominated by the tarmac of the roads, whilst the right of the view is framed by a car park with prominent signage and security fencing. The left of the view is framed by locally listed No. 39 Midland Road, which features a curved, white rendered façade of four storeys in height.

9.31 In the middle-ground of the view, the junction of Waterloo Road and Midland Road can be seen and a wall of stone and dark brick curves around the junction on the opposite side to No. 39. Behind this wall is a large industrial building currently occupied by Walsall Electrical Distributors. This features a long brick elevation with some patterning, as well as elements of corrugated steel. Here, the road is lined with parked cars. The view is terminated as the road dips down and meets residential buildings of the Dings.

Viewpoint map



View 8 Proposed: Midland Road, junction with Unity Street

9.32 The Proposed Development would not be visible in this view. It would be wholly concealed behind the Walsall Electrical Distributors building, as depicted by the dotted blue wireline.



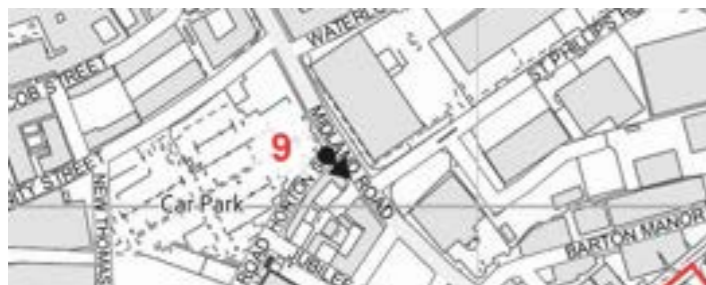
View 9 Existing: Midland Road, junction with Horton Street

9.33 View 9 is taken at the junction of Midland Road and Horton Street, just south of view 8. It looks towards the Site (occluded by the group of trees in the centre of the view) and is the second in a sequence of three views moving south towards the Site along Midland Road. To the left of the view is the end section of the large brick elevation of the industrial building. To the right are residential buildings of a recent date, and the white elevation of an unlisted former chapel. At the time of the photograph being taken, this was undergoing refurbishment, as evidenced by the hoarding on the pavement outside.

9.34 The middle of the view is typified by various trees which sit behind a wall. The view is terminated by residential buildings in the Dings and their tile roofs. There is various street furniture in the view, including a pelican crossing and traffic lights.



Viewpoint map



View 9 Proposed: Midland Road, junction with Horton Street

9.35 The Proposed Development would be almost entirely concealed by trees in the midground of this view, as depicted by the mostly dotted blue wireline. Even in wintertime, when the trees are bare, the branch density would heavily occlude the visibility of the Proposed Development.





View 10 Existing: Kingsland Road, north of road bridge

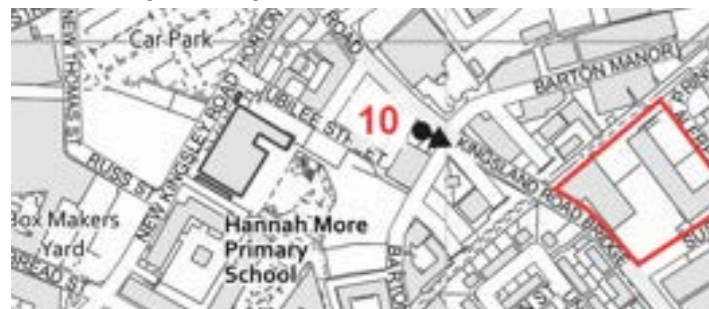
9.36 This view is taken from the western side of Midland Road, showing the point where Midland Road becomes the Kingsland Road Bridge. It is the final in a sequence of three views moving south towards the Site along Kingsland Road. One of the industrial sheds currently occupying the Site can be seen beyond the bridge.

9.37 To the left, the view is framed by a tree and red brick wall, which lie on the junction of Midland Road and Barton Manor. On the opposite side of the road are modern, flat-roof office buildings, of which there are more to the rear.

9.38 The right half of the view consists of Kingsland Road bridge which curves upwards towards the centre of the image. Either side of this bridge is a short stone wall. To the right, the image is framed by Union Road which travels towards the Dings. On the right of the image there are parked cars. The view is terminated by the crest of the Kingsland Road Bridge and the brick elevation of the Calor industrial building (part of the Site) to the rear.



Viewpoint map



View 10 Proposed: Kingsland Road, north of road bridge

9.39 The Proposed Development would introduce a high level of positive change in this view and would be a striking new focal point above the foreground buildings and beyond the Kingsland Road bridge. The stepped massing, variety of brick tones, window patterns, and alternation of flat and pitched roofs would all be appreciable from this viewing place. These elements would add variation without undermining the coherence of the blocks as a whole. Overall, this will result in a clear and noticeable improvement in the visual amenity of the area.





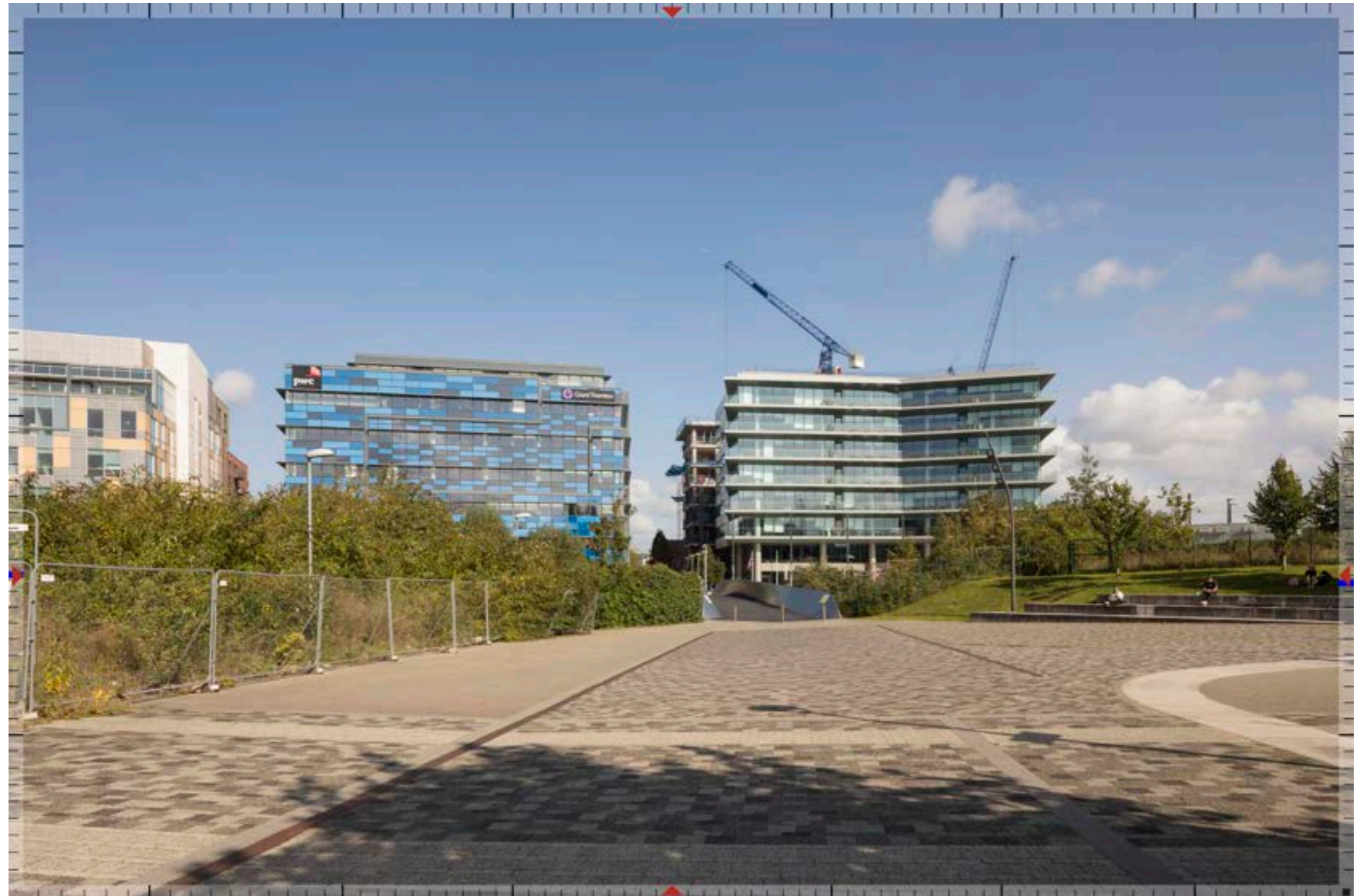
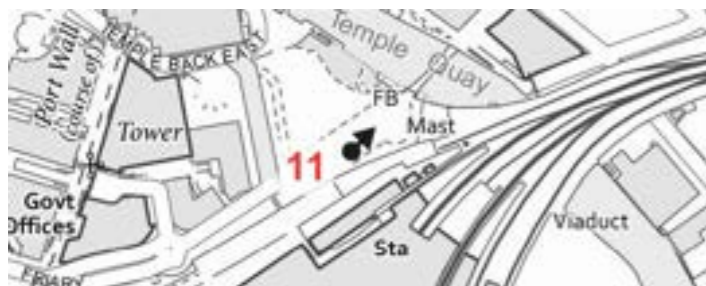
View 11 Existing: Northern approach to Temple Meads Station

9.40 This view is taken from the pedestrianised area leading away from Bristol's centre, just west of Temple Meads station, and looks towards the city's east. The Site, located approximately 450m east of this viewing place, is not visible.

9.41 The foreground is characterised by patterned stone paving which leads towards an area of public seating which frames the right of the view. Just above the seating is some green metal fencing and trees which mark the perimeter of the railway lines beyond. To the right of the view is a vacant, undeveloped lot, as evidenced by green trees and fencing.

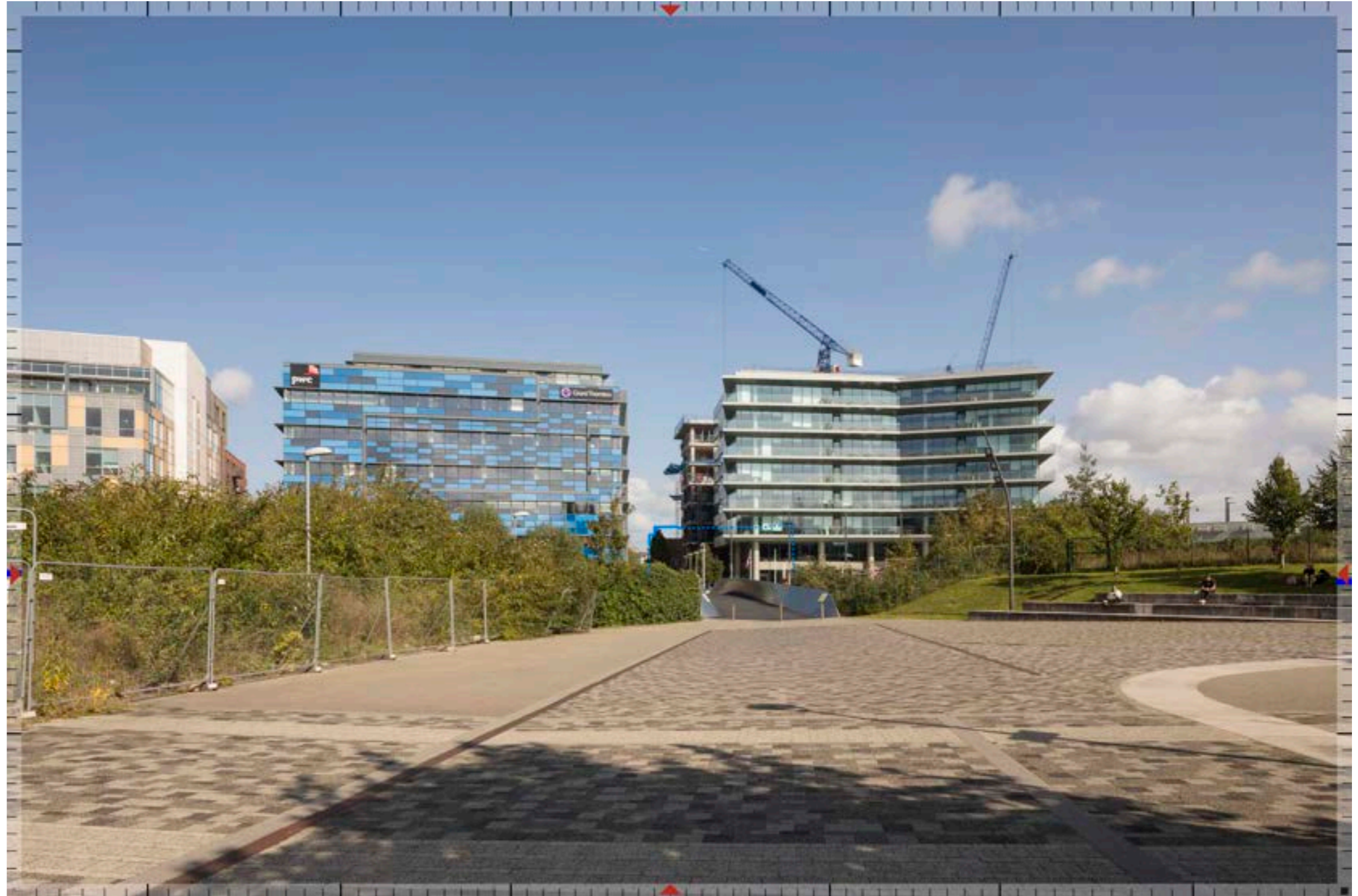
9.42 In the middle ground of the view are the curved metal railings of the Meads Reach Bridge, which crosses the floating harbour. The bridge leads to the Dings Railway path, located on the site of a former railway line, which leads to, and continues past, the Site. Just beyond the bridge, on the opposite site of the harbour are large office buildings of uniform height and massing, which date from the twenty-first century. To the rear of the rightmost office block there is clearly an office block of a similar height under construction, as shown by the cranes above. The view is terminated by a tree and the shadow of residential buildings.

Viewpoint map



View 11 Proposed: Northern approach to Temple Meads Station

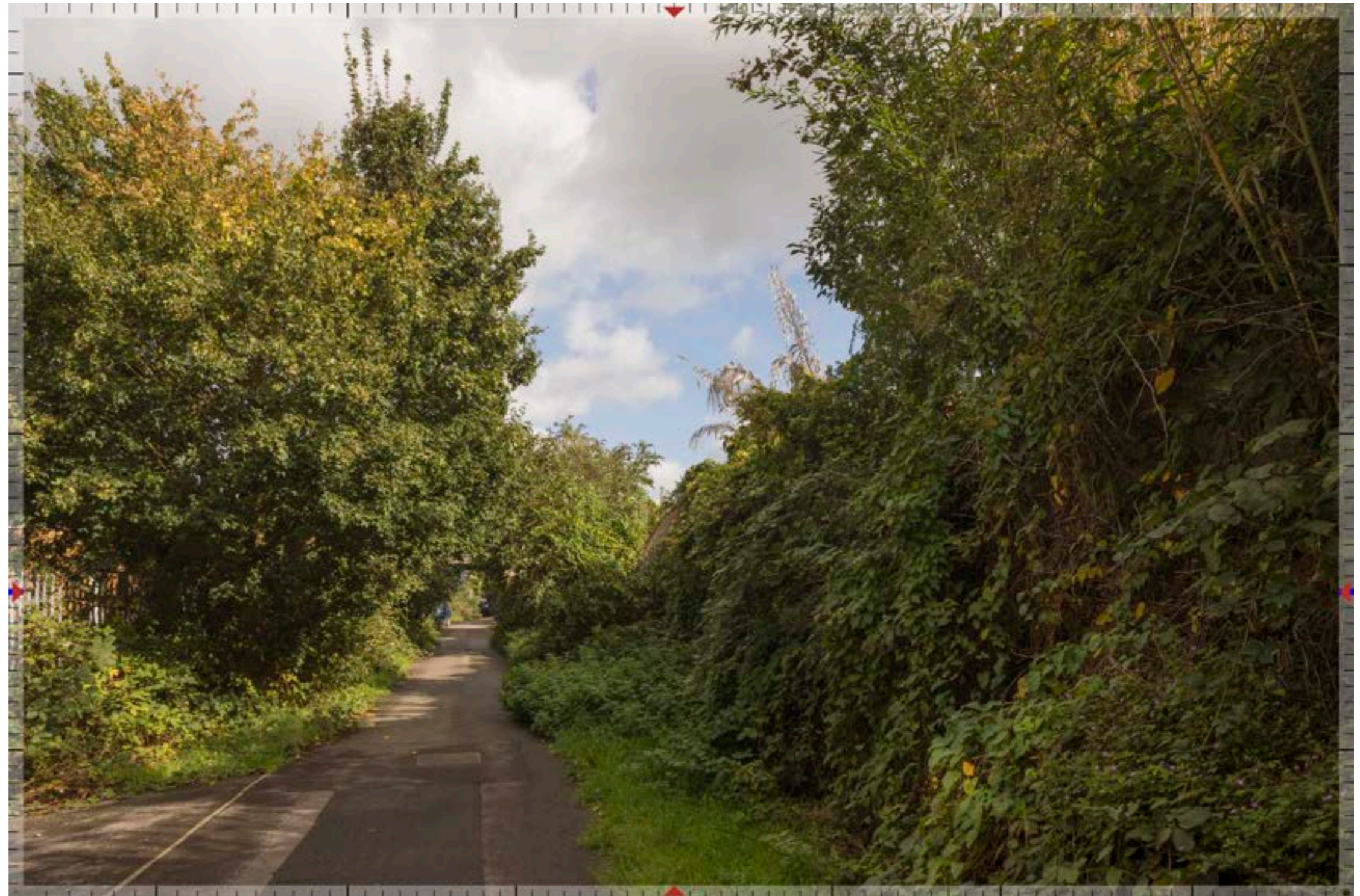
9.43 The northern corner of the Proposed Development would be partly visible behind, and well below, the modern foreground development. It would form part of the background of this view and be barely perceivable, with a negligible visual effect.





View 12 Existing: The Dings Railway Path

- 9.44 This view is taken from the Dings railway path. It consists largely of overgrown greenery, which frames the image to the left and right and arches over the footpath which runs through the centre of the image. The view looks towards the Site, which lies approximately 90 metres to the west of the viewpoint, but is obscured by foliage. To the left, some metal security fencing can be seen through the trees and bushes.
- 9.45 In the middle ground of the view, the footpath is crossed over by the Kingsland Road Bridge, of which only a small portion can be seen. Beyond this, the view is terminated by some parked cars and further greenery.

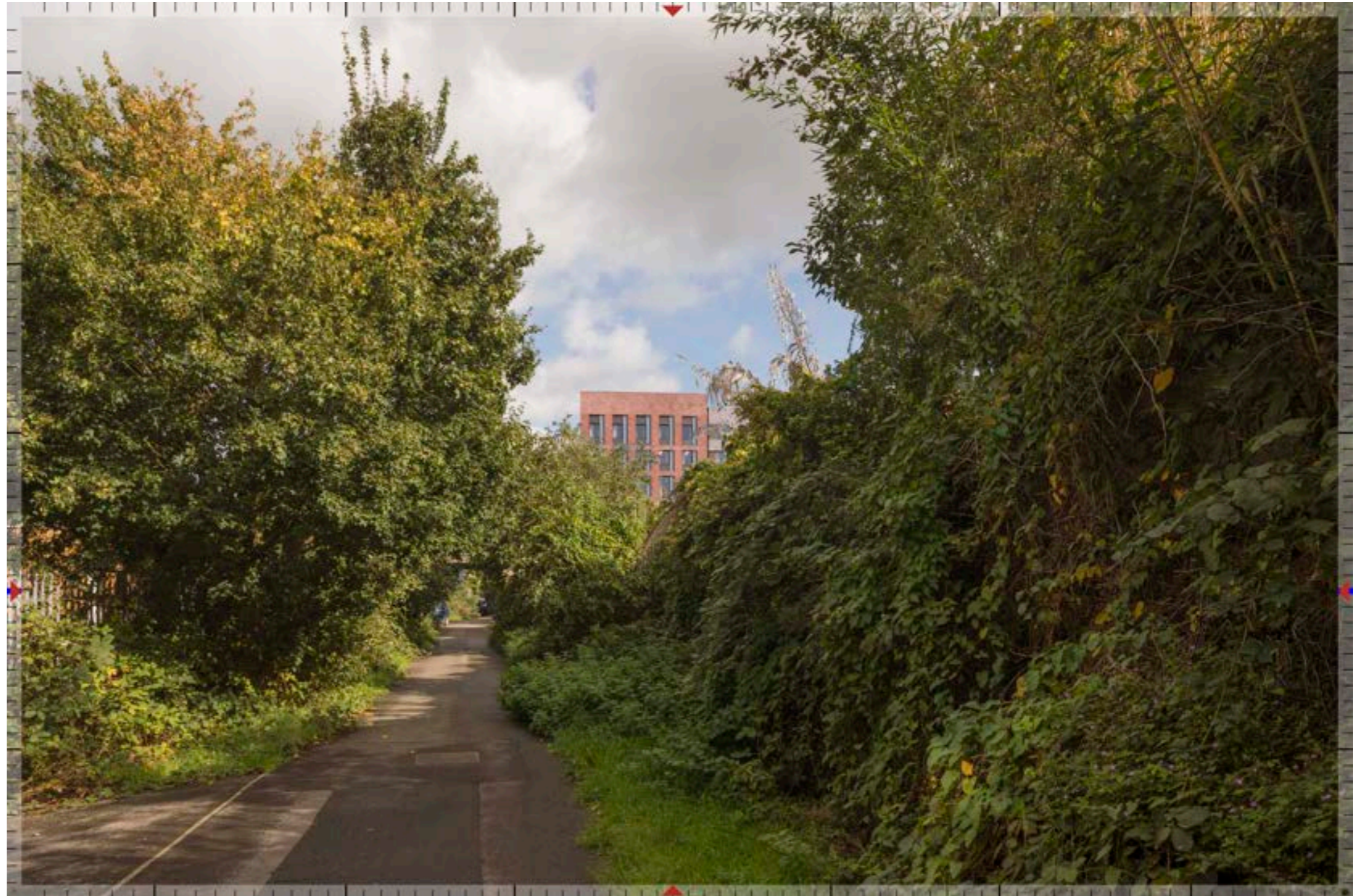


Viewpoint map



View 12 Proposed: The Dings Railway Path

9.46 The upper levels of the Proposed Development's northern corner would appear as a new focal point in the background of this view, announcing the presence of high-quality modern development further along the railway path.



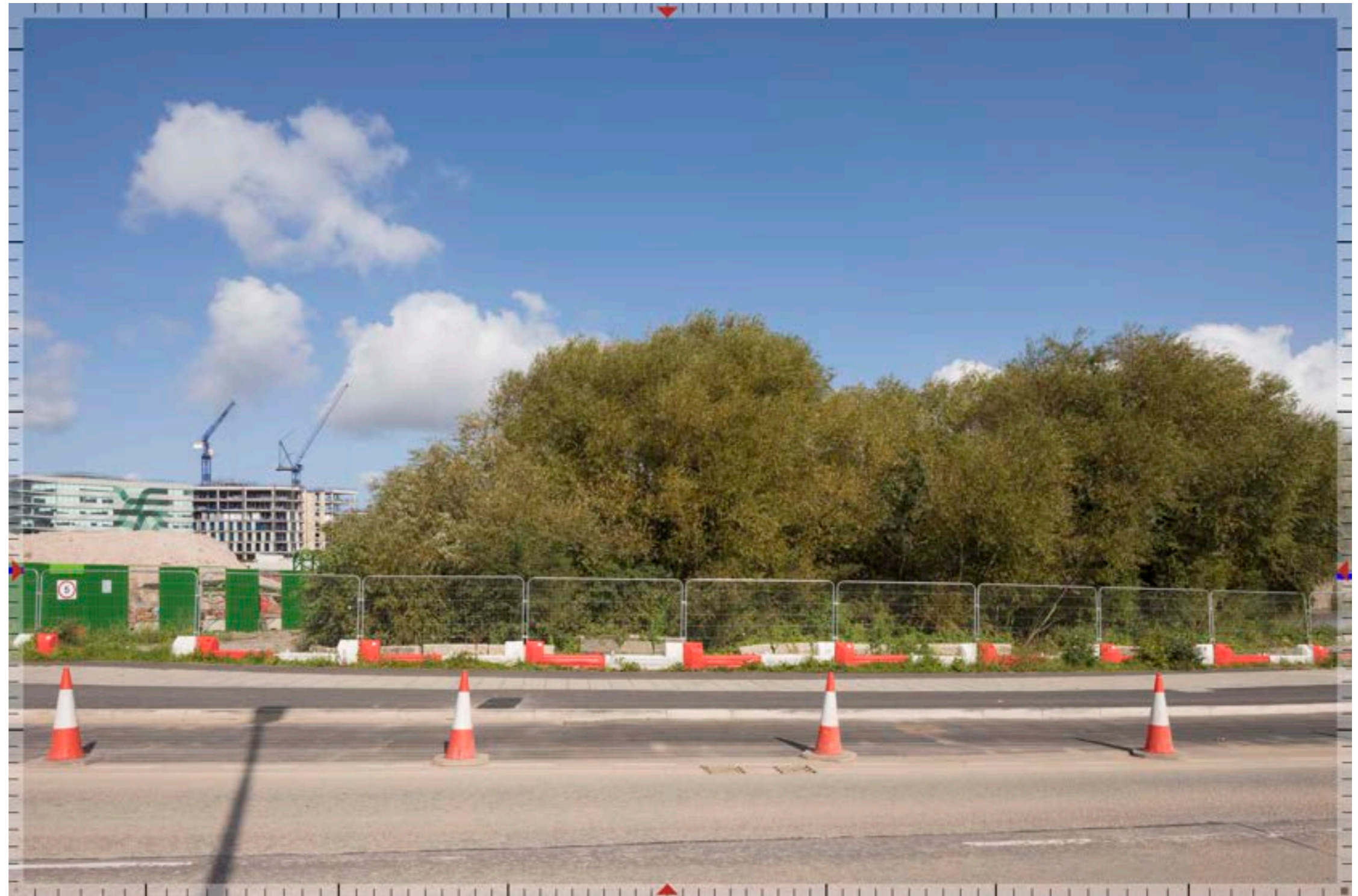


View 13 Existing: Feeder Road, looking across Totterdown Basin

9.47 This view is taken from Feeder Road, looking towards the Site in a north-easterly direction. The Site is not visible. This viewpoint falls just within the Silverthorne Lane CA (described in view 1 – existing), within a small projection on its western side. The foreground of the view is dominated by Feeder Road which runs right to left across the image. There is clearly construction happening in the vicinity, as shown by cones in the road, as well as barriers and fencing on the far side.

9.48 Beyond Feeder Road is an area of green trees which mark a bank of the Totterdown Basin. Just left of this is a heap of material, indicating a construction site. In the rear of the view is a building currently under construction on Avon Street, for which there are also two cranes, and the green elevation of an office block.

Viewpoint map



View 13 Proposed: Feeder Road, looking across Totterdown Basin

9.49 The row of trees along the bank of Totterdown basin would entirely conceal the Proposed Development from view, as depicted by the dotted blue wireline. Even in wintertime, owing to the density of branches, it would be minimally perceivable from here, if at all visible.

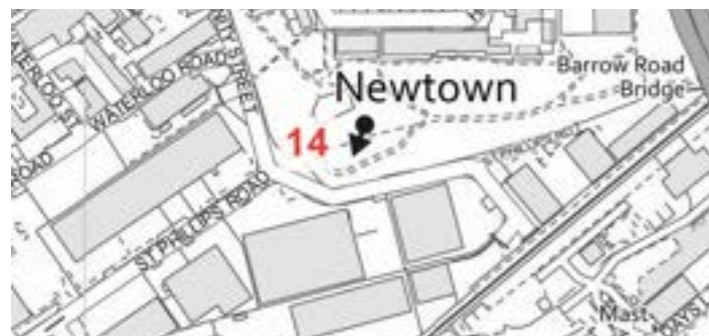




View 14 Existing: Newtown Park

9.50 This view is taken from within Newton Park, which lies approximately 257 metres from the Site (which is not visible). The foreground of the image is characterised by the grass lawns of the park, the boundary of which is demarcated by low-level metal fencing. Beyond this fencing is a footpath with some signage and streetlighting. Behind this is a row of tall trees which terminate the view and occlude the Site.

Viewpoint map



View 14 Proposed: Newtown Park

9.51 The Proposed Development would be concealed from view behind the row of trees, as depicted by the dotted blue wireline. Even in wintertime, owing to the density of branches, it would be minimally perceivable from here, if at all visible.

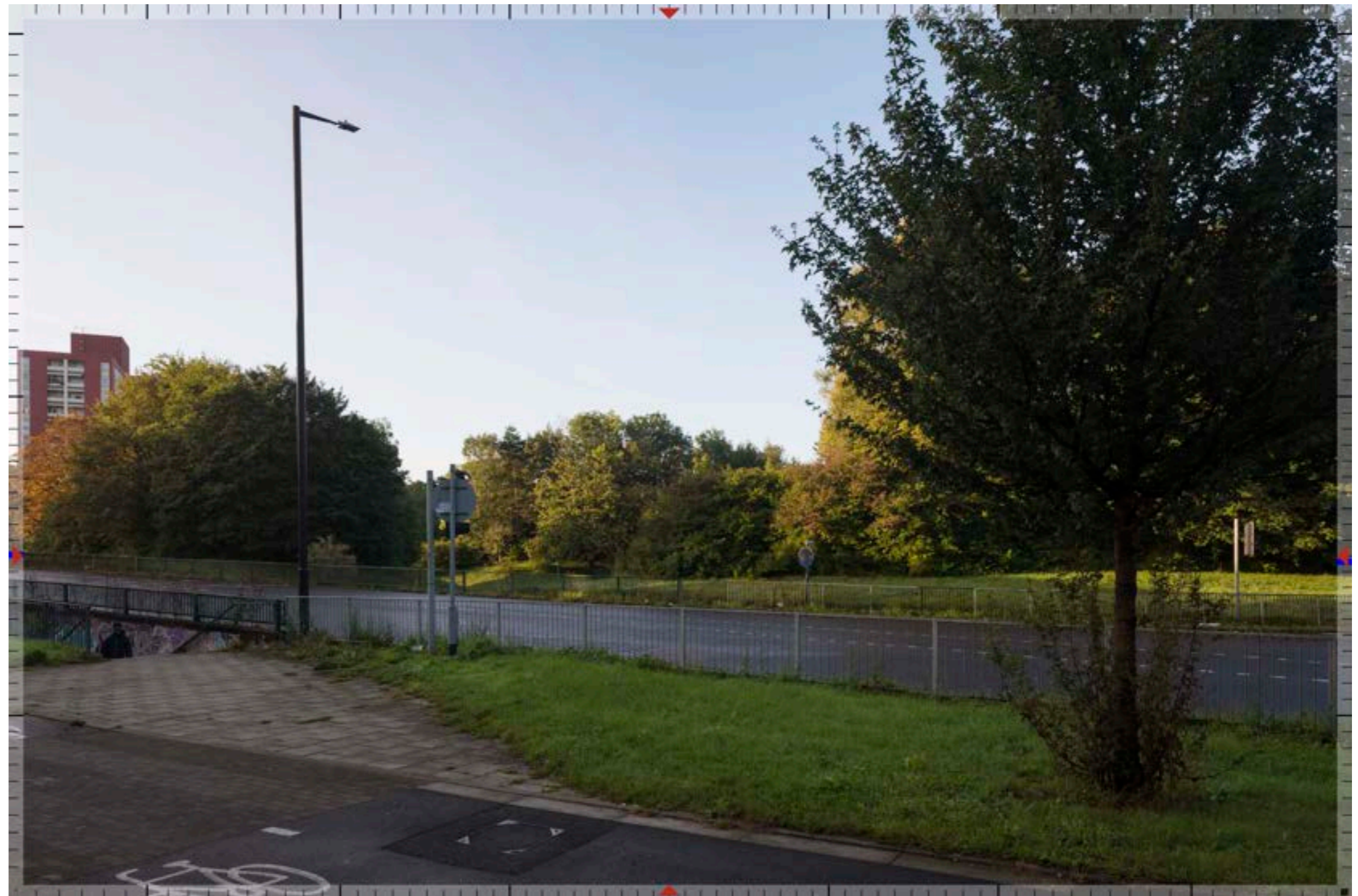




View 15 Existing: Footpath east of Easton Way, looking south

9.52 View 15 is taken from a footpath close to Easton Way, looking south-wards towards the Site (which is just over 700m away, and not visible). The foreground of the view is characterised by grass, a cycle path, the paving of the footpath, and a tree to the right. Beyond this, the busy multi-lane traffic route of Easton Way can be seen. This road bisects the view horizontally.

9.53 To the left of the image, a staircase downwards towards the pedestrian subway can be seen. The rear of the view is characterised by greenery and, to the left, the tall red brick elevations of Kingsmarsh House can be seen.



Viewpoint map



View 15 Proposed: Footpath east of Easton Way, looking south

9.54 As depicted by the dotted blue wireline, the Proposed Development would not be visible in this view, as it would be entirely occluded by trees, even in wintertime owing to the high branch density.

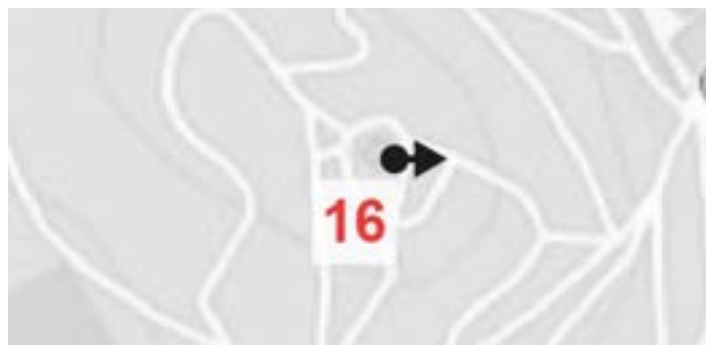




View 16 Existing: Viewing platform, Cabot Tower, Brandon Hill

- 9.55 This view is taken from the viewpoint of Cabot Tower, a Grade II Listed Tower on Brandon Hill. This view lies within the Park Street and Brandon Hill CA and it looks towards the Site in an easterly direction. Cabot Tower is identified as a prominent city centre landmark in the Bristol Urban Living SPD (2018). Being taken from a high viewpoint, the view takes in many key buildings in Bristol's City Centre, though the foreground is dominated by trees. The Site, located towards the background in the centre of this view, is not discernible.
- 9.56 To the right of the view in the middle ground is the large, curved, brick elevation of Bristol City Council, which has a lead-lined roof with projecting narrow gables. Just above this the gothic Bristol Cathedral is visible. Moving left there are buildings of varying grain, date and height which comprise the city centre. Notable amongst these is the tall blue-clad elevation of Central Quay North, and the large stone 1960s elevations of One Redcliff Street. Further right there are buildings of a fine grain with red tile roofs and chimney stacks. The leftmost building is Terry House, a redbrick residential tower block.
- 9.57 Towards the rear of the view is the Temple Meads area of Bristol which has varying building typologies, generally of a lesser height than buildings in the centre. Beyond this the suburbs of Bristol and the distant countryside can be seen.

Viewpoint map



View 16 Proposed: Viewing platform, Cabot Tower, Brandon Hill

9.58 The proposed development would be completely occluded by taller foreground development, as depicted by the dotted blue wireline.





10. Conclusion

- 10.1 The Site, which currently contains two sheds and associated yards in light industrial use, is located at the western edge of a primarily industrial area. Immediately to the west is an established residential neighbourhood, the Dings, which originated in the nineteenth century as workers' housing. The Site is centrally located: within walking distance of the Old Market area (approximately 5 mins from the Site), Bristol Temple Meads Station (approx. 10 mins), and Bristol's city centre (ca. 20 mins). Immediately to the north is a disused railway cutting, which has the potential to be linked to the Bristol and Bath cycle path, thereby creating a direct pedestrian and cycle artery into Bristol.
- 10.2 The wider area is beginning to undergo significant redevelopment, including through the University of Bristol's new Temple Quarter Enterprise Campus. In addition, the Site, along with a number of other plots along Kingsland Road, is allocated for long-term development in the Old Market Quarter Neighbourhood Development Plan (2016).
- 10.3 The Proposed Development would replace the existing buildings on the Site, which are not considered to be of high quality, with a mixed-use redevelopment consisting of:
- Purpose-built student housing with associated communal facilities, including a private garden courtyard;
 - A bookable community space for local residents;
 - Commercial space at ground level, namely a new supermarket and employment space for local small businesses, particularly from the creative industries;
 - Reinstatement of a historic road through the Site. This route, New Henry Street, will be publicly accessible;
 - Associated public realm improvements, for example through landscaping on New Henry Street; and
 - Links to the existing cycle path to the north.
- 10.4 The impact of the Proposed Development on designated and non-designated heritage assets in the vicinity of the Site was assessed in Chapter 7. The Proposed Development would either have no impact on the significance of these assets, or enhance their settings through the introduction of an element of high-quality modern architecture. No harm would be caused to the significance of any of the heritage assets considered.
- 10.5 In Chapter 8 of this report, the Proposed Development was assessed against the criteria for good design set out in the National Design Guide (2019), as well as the checklist of questions provided in Bristol's Urban Living SPD (2018) to ensure that the scheme under review is of high quality.
- 10.6 In summary, the proposals are considered to exemplify the ten characteristics of good design defined in the National Design Guide. In the case of the Urban Living SPD's checklist, the Proposed Development scored a green light, meaning that the scheme has responded positively to the question, in all but one instances. For this question, Q2.5, 'Does the scheme creatively integrate children's play?', the scheme received an amber light due to the fact that it is purpose-built student accommodation, and therefore does not provide a dedicated children's play space in the private student courtyard, though some play space is provided in New Henry Street, which is accessible to all members of the public.
- 10.7 The form, layout, and massing of the proposed buildings have been designed to take into account the historic and current context, reinstating a historic route through the Site (New Henry Street) and taking into account the greater sensitivity to height at the west of the Site, near the Dings, by concentrating massing in the centre and east. The buildings' architectural expression and materiality, particularly the use of patterned and banded red and grey brick for the façades, relates directly to the local context of historic buildings found within the Dings and the Old Market Conservation Area. The proposals would also create high-quality new public realm, with active frontages around New Henry Street and the perimeter of the Site.
- 10.8 The Proposed Development's visual impact, as assessed in Chapter 9, would be positive: the buildings would create a positive new focal point in close- to mid-range views and are considered to sit comfortably alongside existing buildings. Where visible in long-distance views, the proposals would read as a high-quality layer of modern development.
- 10.9 The design revisions undertaken since the previous submission (April 2023, ref: 23/01469/F) in response to comments from Bristol City Council, consultees, and regulatory changes are considered to have enhanced the quality of the scheme. The revisions are summarised in Chapter 6 and their positive impact on the proposals assessed in Chapter 8.
- 10.10 To conclude, the Proposed Development is considered to be of high design quality, effectively responding to the local context and knitting the Site into the fabric of the city. Inspiration from the local historic context of the Dings and Old Market Conservation Area, for example the subdivision of the façades into smaller blocks of varying heights, and the patterned brick and horizontal banding proposed for the building façades, has been applied in a contemporary manner. The proposals are also contextual in how they will function, having been developed through consultation with local groups, such as the Old Market Community Association, and respond to local needs, for example by providing a dedicated community centre and a supermarket. As one of the first major redevelopment sites along Kingsland Road to come forward, the Proposed Development is considered to set a high standard for the developments that will follow.

References

Planning policy and supplementary planning documents

- The Bristol Local List, fifth edn, City Design Group (September 2020)
- Bristol Local Plan (publication version, October 2023)
- Bristol Urban Living Supplementary Planning Document (November 2018)
- National Planning Policy Framework - Publications - GOV.UK, July 2021
- Old Market Conservation Area Character Appraisal, Bristol City Council (July 2008)
- Old Market Quarter Neighbourhood Development Plan 2015-2026 (2016)
- Planning Practice Guidance- Publications – GOV.UK, last updated June 2021
- Silverthorne Lane Conservation Area Character Appraisal, City Design Group (March 2021)

Guidance documents

- The National Design Guide – Publications – GOV.UK, 2021

Other sources

- Bristol & Bath Heritage Consultancy, 'New Henry Street St Philip's Bristol Heritage Statement', BBHC Report No. 18092 (March 2023)
- Britain from Above - <https://www.britainfromabove.org.uk/>
- Know Your Place - <https://maps.bristol.gov.uk/kyp/?edition=&maptype=jsEliza>
- Old Maps Online - <https://www.oldmapsonline.org/>
- Pevsner, Nikolaus, and Andrew Foyle. *Somerset: North and Bristol*, The Buildings of England (Pevsner Architectural Guides), rev edn (London: Yale University Press), 2011



Appendix I - Visualiser's Methodology

Appendices

A1 Technical notes on the Views

Scope

- A1.1 This study tests the visual impact of the Proposed Development by Dominvs Group at New Henry Street, Bristol. It consists of a series of accurately prepared photomontage images or Accurate Visual Representations (AVR) which are designed to show the visibility and appearance of the Proposed Development from a range of publicly accessible locations around the site. The views have been prepared by Miller Hare Limited.
- A1.2 The views included in the study were selected by the project team and they include, where relevant, standard assessment points defined by the Local Planning Authority. Where requested, view locations have been refined and additional views added. The full list of views is shown in thumbnail form on the preceding pages, together with a map showing their location. Detailed co-ordinates for the views, together with information about the source photography are shown in Appendix A4 "View Locations".
- A1.3 In preparing each AVR a consistent methodology and approach to rendering has been followed. General notes on the AVRs are given in Appendix A7 "Accurate Visual Representations", and the detailed methodology used is described in Appendix A8 "Methodology for the production of Accurate Visual Representations".
- A1.4 From each viewpoint a large format photograph has been taken as the basis of the study image. The composition of this photograph has been selected to allow the Proposed Development to be assessed in a meaningful way in relation to relevant elements of the surrounding context. Typically, photographs have been composed with a horizontal axis of view in order to allow vertical elements of the proposals to be shown vertically in the resulting image. If required in order to show the full extent of the proposals in a natural way the horizon line of the image has been allowed to fall above or below the centre of the image. This has been achieved by applying vertical rise at source using a large format camera or by subsequent cropping of the image. In a limited number of cases the source photograph has been extended vertically to ensure that the full height of the proposals are shown in the images of the future condition. In all cases the horizon line and location of the optical axis are clearly shown by red arrow markers at the edges of the image.
- A1.5 The lenses chosen for the source photography have been selected to provide a useful Field of View given the distance of the viewpoint from the site location. The lenses used for each view are listed in Appendix A4 "View Locations".
- A1.6 In this study the following groups of views have been defined:
- **Distant views** – typically with a horizontal Field of View approximately 48 degrees (equivalent to a 35mm lens

on 35mm film camera). LVMF views in addition have been shown with their wider setting

- **Mid-distance views** – horizontal Field of View approximately 74 degrees (equivalent to a 24mm lens on 35mm film camera)
- **Local views** – horizontal Field of View approximately 74 degrees (equivalent to a 24mm lens on 35mm film camera)

A1.7 For each AVR image, the precise Field of View, after any cropping or extension has been applied is shown clearly using indexed markings running around the edges of the image. These indicate increments of 1, 5 and 10 degrees marked away from Optical Axis. Using this peripheral annotation it is possible to detect optical distortions in parts of the image away from the Optical Axis. It is also possible to simulate a different field of view by masking off an appropriate area of the image. More detailed information on the border annotation is contained in Appendix A7 "Accurate Visual Representations".

Conditions

A1.8 From each selected viewpoint a set of accurate images have been created comparing the future view with the current conditions represented by a carefully taken large format photograph. In this study the following conditions are compared:

- Existing – the appearance today as recorded on the specified date and time
- Proposed – the future appearance were the Proposed Development to be constructed

Styles

A1.9 For each viewpoint, the Proposed Development is shown in a defined graphical style. These styles comply with the definitions of AVR style defined by the London View Management Framework. The styles used in this study are:

- AVR 1 – a wireline representation showing the silhouette of the proposals. Where a part of the silhouette would be visible in the view it is shown in blue, where it would be invisible, as a result of being occluded by existing structures or dense vegetation, it is shown dotted.
- AVR 3 – a fully rendered representation of the building showing the likely appearance of the proposed materials under the lighting conditions obtaining in the selected photograph.

Scheme

A1.10 The Proposed Development shown in the study has been defined by drawings and specifications prepared by the

client's design team issued to Millerhare in October 2023. Computer models reflecting the Proposed Development have been assembled and refined by Millerhare and images from these models have been supplied to the project team to be checked for accuracy against the design intent. An overview of the study model annotated with key heights is illustrated in Appendix A5 "Details of schemes".

Appendices (continued)

A2 View Locations

1 | Silverthorne Lane, at junction with Kingsland Road



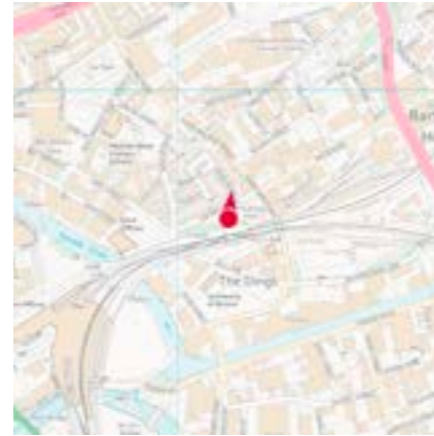
Camera Location
 National Grid Reference 360268.4E 172563.9N
 Camera height 10.15m AOD
 Looking at Centre of Site
 Bearing 340.0°, distance 0.4km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 11:07
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

2 | Kingsland Road, north of railway bridge



Camera Location
 National Grid Reference 360222.4E 172723.0N
 Camera height 11.45m AOD
 Looking at Centre of Site
 Bearing 328.4°, distance 0.2km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 10:51
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

3 | The Dings Park



Camera Location
 National Grid Reference 360118.5E 172702.1N
 Camera height 13.12m AOD
 Looking at Centre of Site
 Bearing 6.3°, distance 0.2km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 11:25
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

4 | Kingsland Road, near junction with Oxford Street



Camera Location
 National Grid Reference 360186.7E 172761.0N
 Camera height 13.88m AOD
 Looking at Centre of Site
 Bearing 342.4°, distance 0.1km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 10:35
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

5 | Union Road, junction with footpath to Kingsland Road



Camera Location
 National Grid Reference 360070.9E 172842.2N
 Camera height 12.80m AOD
 Looking at Centre of Site
 Bearing 48.0°, distance 0.1km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 12:15
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

6 | Sussex Street, junction with Folly Lane



Camera Location
 National Grid Reference 360319.4E 172947.1N
 Camera height 14.23m AOD
 Looking at Centre of Site
 Bearing 249.0°, distance 0.2km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 09:28
 Canon EOS 5D Mark IV DSLR
 Lens 24mm



Appendices (continued)

7 | Junction of Folly Lane and Princess Street



Camera Location
 National Grid Reference 360261.2E 173041.3N
 Camera height 13.17m AOD
 Looking at Centre of Site
 Bearing 224.0°, distance 0.2km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 09:18
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

8 | Midland Road, junction with Unity Street



Camera Location
 National Grid Reference 359844.3E 173124.4N
 Camera height 20.30m AOD
 Looking at Centre of Site
 Bearing 127.3°, distance 0.4km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 15:57
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

9 | Midland Road, junction with Horton Street



Camera Location
 National Grid Reference 359890.7E 173041.2N
 Camera height 15.93m AOD
 Looking at Centre of Site
 Bearing 117.2°, distance 0.3km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 16:09
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

10 | Kingsland Road, north of road bridge



Camera Location
 National Grid Reference 359980.1E 172943.2N
 Camera height 12.20m AOD
 Looking at Centre of Site
 Bearing 101.0°, distance 0.2km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 16:21
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

11 | Northern approach to Temple Meads Station



Camera Location
 National Grid Reference 359738.0E 172579.9N
 Camera height 12.67m AOD
 Looking at Centre of Site
 Bearing 48.9°, distance 0.5km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 13:30
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

12 | The Dings Railway path



Camera Location
 National Grid Reference 360008.7E 172840.4N
 Camera height 11.52m AOD
 Looking at Centre of Site
 Bearing 58.5°, distance 0.1km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 12:31
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

Appendices (continued)

13 | Feeder Road, looking across Totterdown Basin



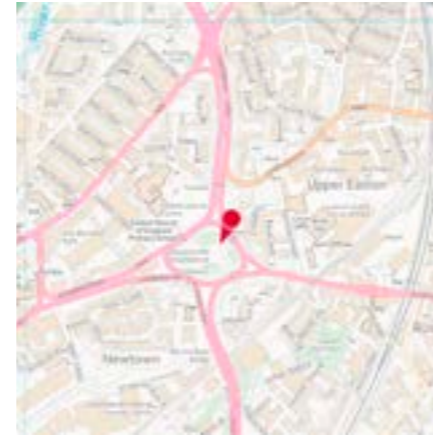
Camera Location
 National Grid Reference 359950.5E 172301.0N
 Camera height 11.12m AOD
 Looking at Centre of Site
 Bearing 20.7°, distance 0.6km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 12:57
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

14 | Newtown Park



Camera Location
 National Grid Reference 360205.0E 173185.1N
 Camera height 18.21m AOD
 Looking at Centre of Site
 Bearing 189.5°, distance 0.3km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 08:53
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

15 | Footpath east of Easton Way, looking south



Camera Location
 National Grid Reference 360477.3E 173543.3N
 Camera height 19.89m AOD
 Looking at Centre of Site
 Bearing 204.0°, distance 0.7km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 08:23
 Canon EOS 5D Mark IV DSLR
 Lens 24mm

16 | Viewing platform, Cabot Tower, Brandon Hill

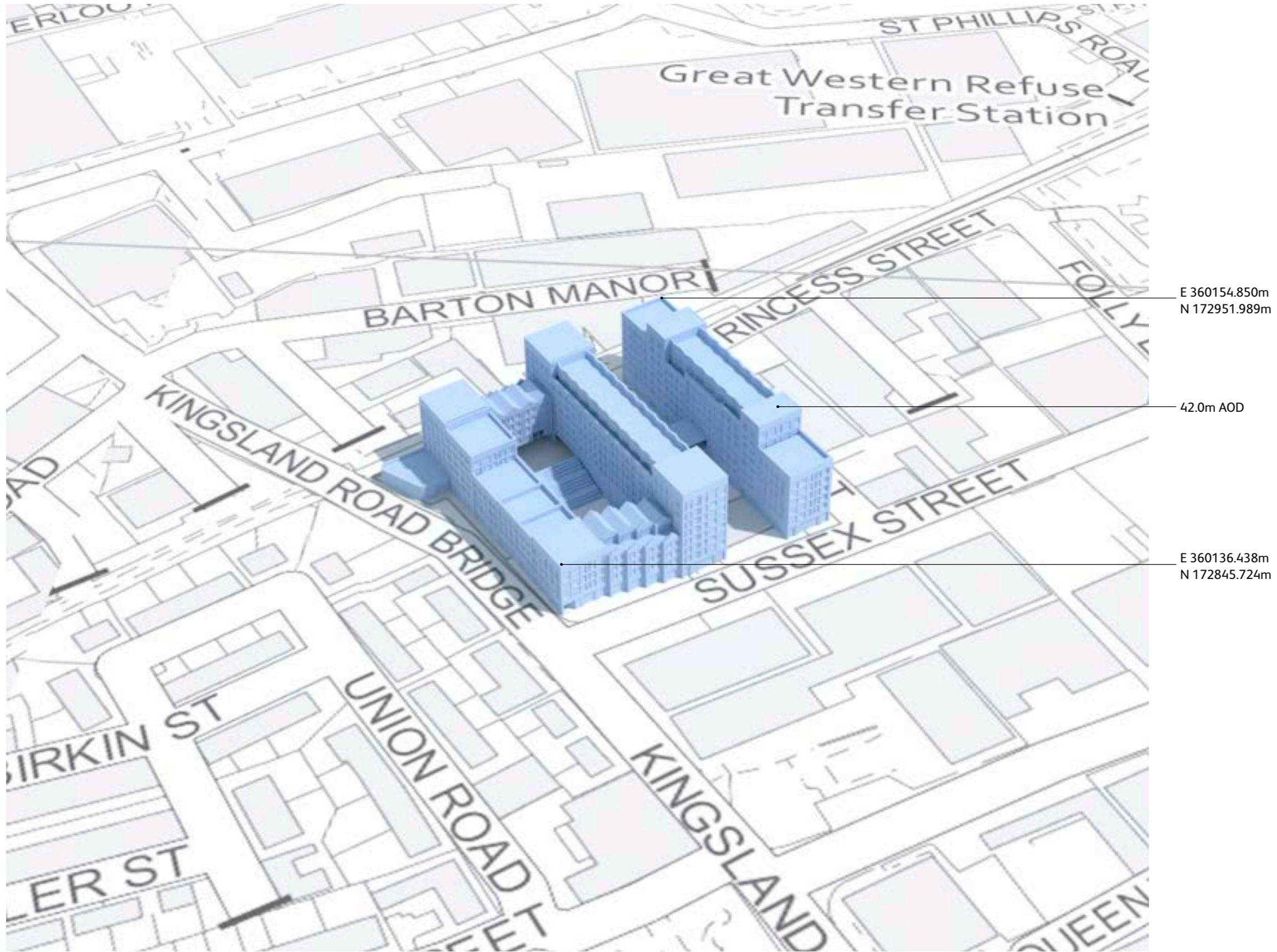


Camera Location
 National Grid Reference 357934.9E 172959.7N
 Camera height 102.37m AOD
 Looking at Centre of Site
 Bearing 89.9°, distance 2.2km
Photography Details
 Height of camera 1.60m above ground
 Date of photograph 29/09/2023
 Time of photograph 14:35
 Canon EOS 5D Mark IV DSLR
 Lens 24mm



Appendices (continued)

A3 Model Overview



Aerial view of Proposed Development

Millerhare reference: 72661\$bristol1584\MHL Bristol\+detail231025-ahmm-proposed

Appendices (continued)

A4 Accurate Visual Representations

A4.1 Each of the views in this study has been prepared as an Accurate Visual Representation (AVR) following a consistent methodology and approach to rendering. Appendix C of the London View Management Framework: Supplementary Planning Guidance (March 2012) defines an AVR as:

“An AVR is a static or moving image which shows the location of a proposed development as accurately as possible; it may also illustrate the degree to which the development will be visible, its detailed form or the proposed use of materials. An AVR must be prepared following a well-defined and verifiable procedure and can therefore be relied upon by assessors to represent fairly the selected visual properties of a proposed development. AVRs are produced by accurately combining images of the proposed building (typically created from a three-dimensional computer model) with a representation of its context; this usually being a photograph, a video sequence, or an image created from a second computer model built from survey data. AVRs can be presented in a number of different ways, as either still or moving images, in a variety of digital or printed formats.”

A4.2 The Landscape Institute Technical Guidance Note 06/19 “Visual Representation of Development Proposals” notes that the production of technical visualisations:

“should allow competent authorities to understand the likely effects of the proposals on the character of an area and on views from specific points.”

A4.3 Paragraph 2.2 highlights that the baseline photography should:

“be sufficiently up-to-date to reflect the current baseline situation”

“include the extent of the site and sufficient context;”

“be based on good quality imagery, secured in good, clear weather conditions wherever reasonably possible;”

A4.4 In this study the baseline condition is provided by carefully taken large format photography. The proposed condition is represented as an accurate photomontage, which combines a computer generated image with the photographic context. In preparing AVRs of this type certain several key attributes need to be determined, including:

- the Field of View
- the representation of the Proposed Development
- documentation accompanying the AVR

Selection of Field of View

A4.5 The choice of telephoto, standard or wide-angle lens, and consequently the Field of View, is made on the basis of the requirements for assessment which will vary from view to view.

A4.6 In the simple case the lens selection will be that which provides a comfortable Viewing Distance. This would normally entail the use of what most photographers would refer to as a “standard” or “normal” lens, which in practice means the use of a lens with a 35mm equivalent focal length of between about 40 and 58 mm.

A4.7 However in a visual assessment there are three scenarios where constraining the study to this single fixed lens combination would not provide the assessor with the relevant information to properly assess the Proposed Development in its context.

Field Of View

The term ‘Field Of View’ (FOV) or more specifically Horizontal Field of View (HFOV), refers to the horizontal angle of view visible in a photograph or printed image and is expressed in degrees. It is often generally referred to as ‘angle of view’, ‘included angle’ or ‘view cone angle’.

Using this measure it becomes practical to make a comparison between photographs taken using lens of various focal lengths captured on to photographic film or digital camera sensors of various size and proportions. It is also possible to compare computer renderings with photographic images.

Studies of this type use a range of camera equipment; in recent times digital cameras have largely superseded the traditional film formats of 35mm, medium format (6cm x 6cm) and large format (5in x 4in). Comparing digital and film formats may be achieved using either the HFOV or the 35mm equivalent lens calculation, however quoting the lens focal length (in mm) is not as consistently applicable as using the HFOV when comparing AVRs.

35mm Lens	HFOV degrees	Lens focal length (mm)
Wide angle lens	74.0	24
Medium wide lens	54.4	35
Standard lens	39.6	50
Telephoto lens	28.8	70
Telephoto lens	20.4	100
Telephoto lens	10.3	200
Telephoto lens	6.9	300

The FOV of digital cameras is dependent on the physical dimensions of the CCD used in the camera. These depend on the make and model of the camera. The comparison table uses the specifications for a Canon EOS-5D Mark II which has CCD dimensions of 36.0mm x 22.0mm.

A4.8 Firstly, where the relationship being assessed is distant, the observer would tend naturally to focus closely on it. At this point the observer might be studying as little as 5 to 10 degrees in plan. The printing technology and image resolution of a print limit the amount of detail that can be resolved on paper when compared to the real world, hence in this situation it is appropriate to make use of a telephoto lens.

A4.9 Secondly, where the wider context of the view must be considered and in making the assessment a viewer would naturally make use of peripheral vision in order to understand the whole. A print has a fixed extent which constrains the angle of view available to the viewer and hence it is logical to use a wide angle lens in these situations in order to include additional context in the print.

A4.10 Thirdly where the viewing point is studied at rest and the eye is free to roam over a very wide field of view and the whole setting of the view can be examined by turning the head. In these situations it is appropriate to provide a panorama comprising of a number of photographs placed side by side.

A4.11 The Landscape Institute Technical Guidance Note 06/19 Appendix 1 suggests that where a standard lens in landscape or portrait orientation cannot capture the view then the use of wider-angled prime lenses should be considered. Appendix 13 further notes:

“The 24mm tilt shift is typically used for visualisation work where viewpoints are located close to a development and the normal range of prime lenses will not capture the proposed site”

A4.12 For some views two of these scenarios might be appropriate, and hence the study will include two versions of the same view with different fields of view.

Representation of the Proposed Development and cumulative schemes

Classification of AVRs

A4.13 AVRs are classified according to their purpose using Levels 0 to 3. These are defined in detail in Appendix C of the London View Management Framework: Supplementary Planning Guidance (July 2007). The following table is a summary.

AVR level	showing	purpose
AVR 0	Location and size of proposal	Showing Location and size
AVR 1	Location, size and degree of visibility of proposal	Confirming degree of visibility
AVR 2	As level 1 + description of architectural form	Explaining form
AVR 3	As level 2 + use of materials	Confirming the use of materials

A4.14 In practice the majority of photography based AVRs are either AVR 3 (commonly referred to as “fully rendered” or “photo-real”) or AVR 1 (commonly referred to as “wire-line”). Model based AVRs are generally AVR 1.

AVR 3 – Photoreal



Example of AVR 3 – confirming the use of materials (in this case using a ‘photo-realistic’ rendering technique)

A4.15 The purpose of a Level 3 AVR is to represent the likely appearance of the Proposed Development under the lighting conditions found in the photograph. All aspects of the images that are able to be objectively defined have been created directly from a single detailed description of the building. These include the geometry of the building and the size and shape of shadows cast by the sun.

A4.16 Beyond this it is necessary to move into a somewhat more subjective arena where the judgement of the delineator must be used in order to define the final appearance of the building under the specific conditions captured by the photographic and subsequent printing processes. In this area the delineator is primarily guided by the appearance of similar types of buildings at similar distances in the selected photograph. In large scope studies photography is necessarily executed over a long period of time and sometimes at short notice. This will produce a range of lighting conditions and photographic exposures. The treatment of lighting and materials within these images will respond according to those in the photograph.

A4.17 Where the Proposed Development is shown at night-time, the lightness of the scheme and the treatment of the materials was the best judgment of the visualiser as to the likely appearance of the scheme given the intended lighting strategy and the ambient lighting conditions in the background photograph. In particular the exact lighting levels are not based on photometric calculations and therefore the resulting image is assessed by the Architect and Lighting Designer as being a reasonable interpretation of the concept lighting strategy.



Appendices (continued)

AVR 1 – Outline



Example of AVR 1 confirming degree of visibility (in this case as an occluded 'wire-line' image)

A4.18 The purpose of a wire-line view is to accurately indicate the location and degree of visibility of the Proposed Development in the context of the existing condition and potentially in the context of other proposed schemes.

A4.19 In AVR1 representation each scheme is represented by a single line profile, sometimes with key edges lines to help understand the massing. The width of the profile line is selected to ensure that the diagram is clear, and is always drawn inside the true profile. The colour of the line is selected to contrast with the background. Different coloured lines may be used in order to distinguish between proposed and consented status, or between different schemes.

A4.20 Where more than one scheme is represented in outline form the outlines will obscure each other as if the schemes were opaque. Trees or other foliage will not obscure the outline of schemes behind them. This is because the transparency of trees varies with the seasons, and the practical difficulties of representing a solid line behind a filigree of branches. Elements of a temporary nature (e.g. cars, tower cranes, people) will similarly not obscure the outlines.

Framing the view

A4.21 Typically AVRs are composed with the camera looking horizontally i.e. with a horizontal Optical Axis. This is in order to avoid converging verticals which, although perspectively correct, appear to many viewers as unnatural in print form. The camera is levelled using mechanical levelling devices to ensure the verticality of the Picture Plane, being the plane on to which the image is projected; the film in the case of large format photography or the CCD in the case of digital photography.

A4.22 For a typical townscape view, a Landscape camera format is usually the most appropriate, giving the maximum horizontal angle of view. Vertical rise may be used in order to reduce

the proportion of immediate foreground visible in the photograph. Horizontal shift will not be used. Where the prospect is framed by existing buildings, portrait format photographs may be used if this will result in the proposal being wholly visible in the AVR, and will not entirely exclude any relevant existing buildings.

A4.23 Where the Proposed Development would extend off the top of the photograph, the image may be extended vertically to ensure that the full height of the Proposed Development is shown. Typically images will be extended only where this can be achieved by the addition of sky and no built structures are amended. Where it is necessary to extend built elements of the view, the method used to check the accuracy of this will be noted in the text.

Documenting the AVR

Border annotation

A4.24 A Millerhare AVR image has an annotated border or 'graticule' which indicates the field of view, the optical axis and the horizon line. This annotation helps the user to understand the characteristics of the lens used for the source photograph, whether the photographer applied tilt, vertical rise or horizontal shift during the taking of the shot and if the final image has been cropped on one or more sides.

A4.25 The four red arrows mark the horizontal and vertical location of the 'optical axis'. The optical axis is a line passing through the eye point normal to the projection plane. In photography this line passes through the centre of the lens, assuming that the film plane has not been tilted relative to the lens mount. In computer rendering it is the viewing vector, i.e. the line from the eye point to the target point.

A4.26 If the point indicated by these marks lies above or below the centre of the image, this indicates either that vertical rise was used when taking the photograph or that the image has subsequently been cropped from the top or bottom edge. If it lies to the left or right of the centre of the image then cropping has been applied to one side or the other, or more unusually that horizontal shift was applied to the photograph.

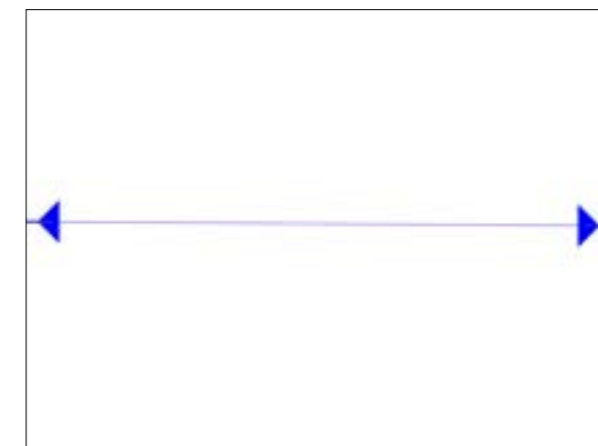


Sample graticule showing optical axis markers

A4.27 The vertical and horizontal field of view of the final image is declared using a graticule consisting of thick lines at ten degree increments and intermediate lines every degree, measured away from the optical axis. Using this graticule it is possible to read off the resultant horizontal and vertical field of view, and thereby to compare the image with others taken using specific lens and camera combinations. Alternatively it can be used to apply precise crops during subsequent analysis

A4.28 .

A4.29 The blue marks on the left and right indicate the calculated location of the horizon line i.e. a plane running horizontally from the location of the camera. Where this line is above or below the optical axis, this indicates that the camera has been tilted; where it is not parallel with the horizontal marking of the optical axis, this indicates that the camera was not exactly horizontal, i.e. that "roll" is present. Note that a small amount of tilt and roll is nearly always present in a photograph, due to the practical limitations of the levelling devices used to align the camera in the field.



Sample graticule showing horizon line markers

Comparing AVRs with different FOVs

A4.30 A key benefit of the index markings is that it becomes practical to crop out a rectangle in order to simulate the effect of an image with a narrower field of view. In order to understand the effect of using a longer lens it is simply necessary to cover up portions of the images using the graticule as a guide.

Appendices (continued)

A5 Methodology for the production of Accurate Visual Representations

Overview of Methodology

- A5.1 The study was carried out by Millerhare (the Visualiser) by combining computer generated images of the Proposed Development with large format photographs at key strategic locations around the site as agreed with the project team. Surveying was executed by Absolute Survey (the Surveyor).
- A5.2 The methodology employed by Millerhare is compliant with Appendix C of the London View Management Framework: Supplementary Planning Guidance (March 2012) and Landscape Institute Technical Guidance Note 06/19.
- A5.3 The project team defined a series of locations in London where the proposed buildings might have a significant visual effect. At each of these locations Millerhare carried out a preliminary study to identify specific Assessment Points from which a representative and informative view could be taken. Once the exact location had been agreed by the project team, a photograph was taken which formed the basis of the study. The precise location of the camera was established by the Surveyor using a combination of differential GPS techniques and conventional observations.
- A5.4 For views where a photographic context was to be used additional surveying was carried out. A number of features on existing structures visible from the camera location were surveyed. Using these points, Millerhare has determined the appropriate parameters to permit a view of the computer model to be generated which exactly overlays the appropriate photograph. Each photograph has then been divided into foreground and background elements to determine which parts of the current context should be shown in front of the Proposed Development and which behind. When combined with the computer-generated image these give an accurate impression of the impact of the Proposed Development on the selected view in terms of scale, location and use of materials (AVR Level 3).

Spatial framework and reference database

- A5.5 All data was assembled into a consistent spatial framework, expressed in a grid coordinate system with a local plan origin. The vertical datum of this framework is equivalent to Ordnance Survey (OS) Newlyn Datum.
- A5.6 By using a transformation between this framework and the OSGB36 (National Grid) reference framework, Millerhare have been able to use other data sets (such as OS land line maps and ortho-corrected aerial photography) to test and document the resulting photomontages.
- A5.7 In addition, surveyed observation points and line work from Millerhare's London Model database are used in conjunction with new data in order to ensure consistency and reliability.

- A5.8 The models used to represent consented schemes have been assembled from a variety of sources. Some have been supplied by the original project team, the remainder have been built by Millerhare from available drawings, generally paper copies of the submitted planning application. While these models have not been checked for detailed accuracy by the relevant architects, Millerhare has used its best endeavours to ensure that the models are positioned accurately both in plan and in overall height.

Process – photographic context

Reconnaissance

- A5.9 At each Study Location the Visualiser conducted a photographic reconnaissance to identify potential Assessment Points. From each candidate position, a digital photograph was taken looking in the direction of the Proposed Development using a wide angle lens. Its position was noted with field observations onto an OS map and recorded by a second digital photograph looking at a marker placed at the Assessment Point.
- A5.10 In the situation where, in order to allow the appreciation of the wider setting of the proposal, the assessor requires more context than is practical to capture using a wide angle lens, multiple photographs may be combined to create a panorama, typically as a diptych or triptych. This will be prepared by treating each panel as a separate AVR and then combining in to a single panorama as a final process.
- A5.11 The Visualiser assigned a unique reference to each Assessment Point and Photograph.

Final Photography

- A5.12 From each selected Assessment Point a series of large format photographs were taken with a camera height of approximately 1.6m. The camera, lens, format and direction of view are determined in accordance with the policies set out above.
- A5.13 Where a panoramic view is specified the camera/tripod head is rotated through increments of 40 degrees to add additional panels to the left and/or right of the main view.
- A5.14 The centre point of the tripod was marked and a digital photograph showing the camera and tripod in situ was taken to allow the Surveyor to return to its location. Measurements and field notes were also taken to record the camera location, lens used, target point and time of day.

Surveying the Assessment Points

- A5.15 For each selected Assessment Point a survey brief was prepared, consisting of the Assessment Point study sheet and a marked up photograph indicating alignment points to be surveyed. Care was taken to ensure that a good spread of alignment points was selected, including points close to the camera and close to the target.

- A5.16 Using differential GPS techniques the Surveyor established the location of at least two intervisible stations in the vicinity of the camera location. A photograph of the GPS antenna in situ was taken as confirmation of the position.
- A5.17 From these the local survey stations, the requested alignment points were surveyed using conventional observation.
- A5.18 The resulting survey points were amalgamated into a single data set by the Surveyor. This data set was supplied as a spreadsheet with a set of coordinates transformed and re-projected into OSGB36 (National Grid) coordinates, and with additional interpreted lines to improve the clarity of the surveyed data.
- A5.19 From the point set, the Visualiser created a three dimensional alignment model in the visualisation system by placing inverted cones at each surveyed point.

Photo preparation

- A5.20 From the set of photographs taken from each Assessment Point, one single photograph was selected for use in the study. This choice was made on the combination of sharpness, exposure and appropriate lighting.
- A5.21 The selected photograph was copied into a template image file of predetermined dimensions. The resulting image was then examined and any artefacts related to the digital image capture process were rectified.
- A5.22 Where vertical rise has been used the image is analysed and compensation is applied to ensure that the centre of the image corresponds to the location of the camera's optical axis.

Calculating the photographic alignment

- A5.23 A preliminary view definition was created within the visualisation system using the surveyed camera location, recorded target point and FOV based on the camera and lens combination selected for the shot.
- A5.24 A lower resolution version of the annotated photograph was attached as a background to this view, to assist the operator to interpret on-screen displays of the alignment model and other relevant datasets.
- A5.25 Using this preliminary view definition, a rendering was created of the alignment model at a resolution to match the scanned photograph. This was overlaid onto the background image to compare the image created by the actual camera and its computer equivalent. Based on the results of this process adjustments were made to the camera definition. When using a wide angle lens observations outside the circle of distortion are given less weighting.
- A5.26 This process was iterated until a match had been achieved between the photograph and alignment model. At this stage, a second member of staff verified the judgements made. An A3 print was made of the resulting photograph overlaid with the

alignment model as a record of the match. This was annotated to show the extents of the final views to be used in the study.



Example of alignment model overlaid on the photograph

Preparing models of the Proposed Development

- A5.27 A CAD model of the Proposed Development was created from 3D CAD models and 2D drawings supplied by the Architect. The level of detail applied to the model is appropriate to the AVR type of the final images.
- A5.28 Models of the Proposed Development and other schemes are located within the spatial framework using reference information supplied by the Architect or, when not available, by best fit to other data from the spatial framework reference database. Study renders of the model are supplied back to the Architect for confirmation of the form and the overall height of the Proposed Development. The method used to locate each model is recorded. Each distinct model is assigned a unique reference code by the Visualiser.

Determining occlusion and creating simple renderings

- A5.29 A further rendering was created using the aligned camera, which combined the Proposed Development with a computer-generated context. This was used to assist the operator to determine which parts of the source image should appear in front of the Proposed Development and which behind it. Using this image and additional site photography for information, the source file is divided into layers representing foreground and background elements.
- A5.30 In cases where the Proposed Development is to be represented in silhouette or massing form (AVR1 or AVR2), final renderings of an accurate massing model were generated and inserted into the background image file between the foreground and background layers.
- A5.31 Final graphical treatments were applied to the resulting image as agreed with the Architect and environmental and planning consultants. These included the application of coloured outlines to clarify the reading of the images or the addition of tones to indicate occluded areas.



Appendices (continued)

Creating more sophisticated renderings

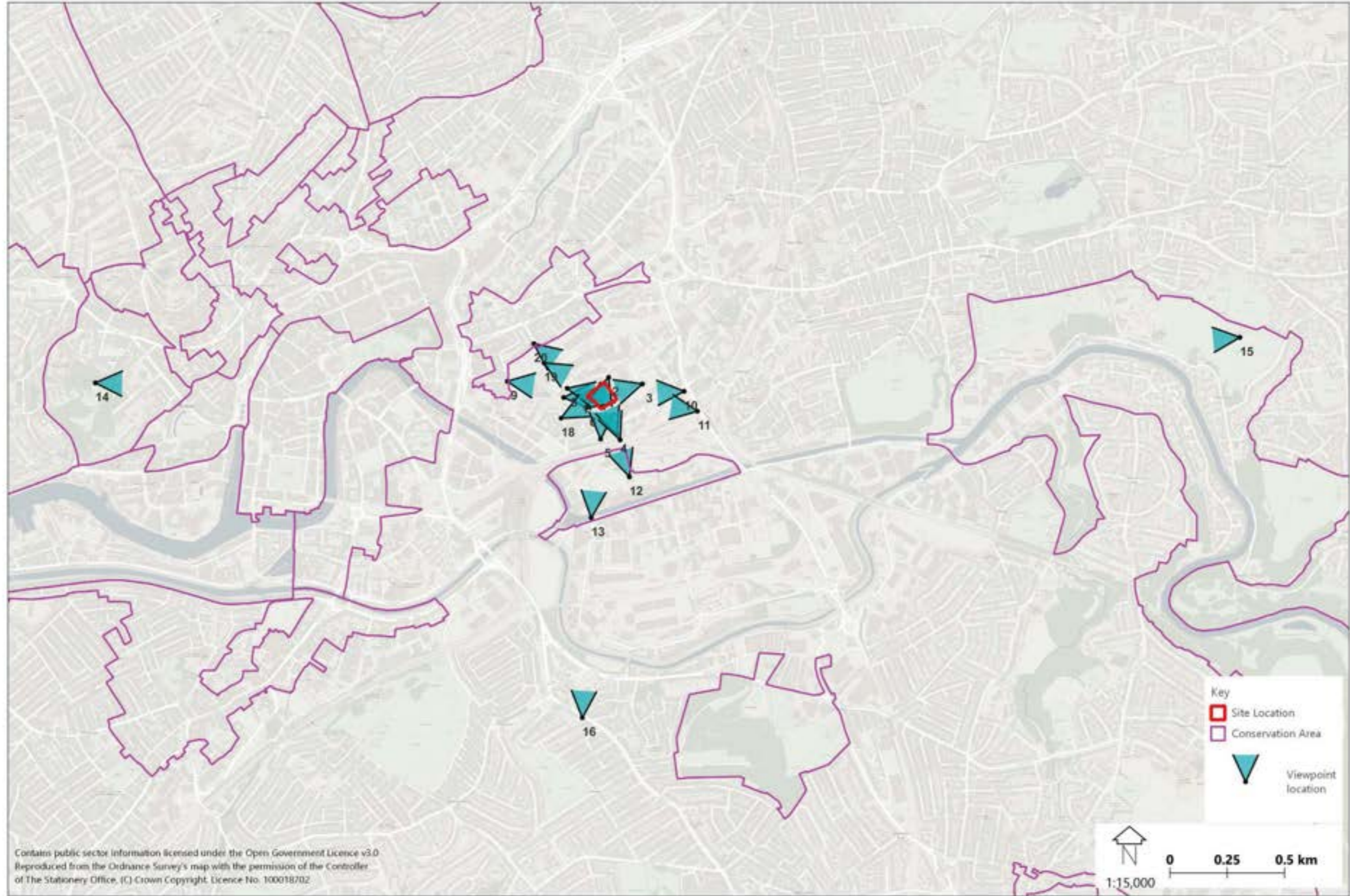
- A5.32 Where more sophisticated representations of the Proposed Developments were required (AVR3) the initial model is developed to show the building envelope in greater detail. In addition, definitions were applied to the model to illustrate transparency, indicative material properties and inter-reflection with the surrounding buildings.
- A5.33 For each final view, lighting was set in the visualisation system to match the theoretical sunlight conditions at the time the source photograph was taken, and additional model lighting placed as required to best approximate the recorded lighting conditions and the representation of its proposed materials.
- A5.34 By creating high resolution renderings of the detailed model, using the calculated camera specification and approximated lighting scenario, the operator prepared an image of the building that was indicative of its likely appearance when viewed under the conditions of the study photograph. This rendering was combined with the background and foreground components of the source image to create the final study images.
- A5.35 A single CAD model of the Proposed Development has been used for all distant and local views, in which the architectural detail is therefore consistently shown. Similarly a single palette of materials has been applied. In each case the sun angles used for each view are transferred directly from the photography records.
- A5.36 Material definitions have been applied to the models assembled as described. The definitions of these materials have been informed by technical notes on the planning drawings and other available visual material, primarily renderings created by others. These resulting models have then been rendered using the lighting conditions of the photographs.
- A5.37 Where the Proposed Development is shown at night-time, the lightness of the scheme and the treatment of the materials was the best judgment of the visualiser as to the likely appearance of the scheme given the intended lighting strategy and the ambient lighting conditions in the background photograph.
- A5.38 Where a panoramic view is specified each panel is prepared by treating each photograph as an individual AVR following the process described in the previous paragraphs. The panels are then arranged side by side to construct the panorama. Vertical dividers are added to mark the edge of each panel in order to make clear that the final image has been constructed from more than one photograph.

Documenting the study

- A5.39 For each Assessment Point a CAD location plan was prepared, onto which a symbol was placed using the coordinates of the camera supplied by the Surveyor. Two images of this symbol were created cross-referencing background mapping supplied by Ordnance Survey.
- A5.40 The final report on the Study Location was created which shows side by side, the existing and proposed prospect. These were supplemented by images of the location map, a record of the camera location and descriptive text. The AVR level is described.
- A5.41 Peripheral annotation was added to the image to clearly indicate the final FOV used in the image, any tilt or rise, and whether any cropping has been applied.
- A5.42 Any exceptions to the applied policies or deviations from the methodology were clearly described.
- A5.43 Where appropriate, additional images were included in the study report, showing the Proposed Development in the context of other consented schemes.

Appendix II - Previously Submitted Views

1. The following views have been taken from the Townscape and Visual Impact Assessment (TVIA) submitted in April 2023 as part of the previous planning application for the Site (reference no. 23/01469/F). The TVIA was produced by Nicholas Pearson Associates (document no. NPA-11305-0001).
2. The viewpoints shown on the following pages were selected by Nicholas Pearson Associates, and the photographs and viewpoint maps are their copyright. The views have been included in this HTVIA for completeness. The visual impact of the Proposed Development in these views has been tested by TTC using Vu.City, a digital modelling software.



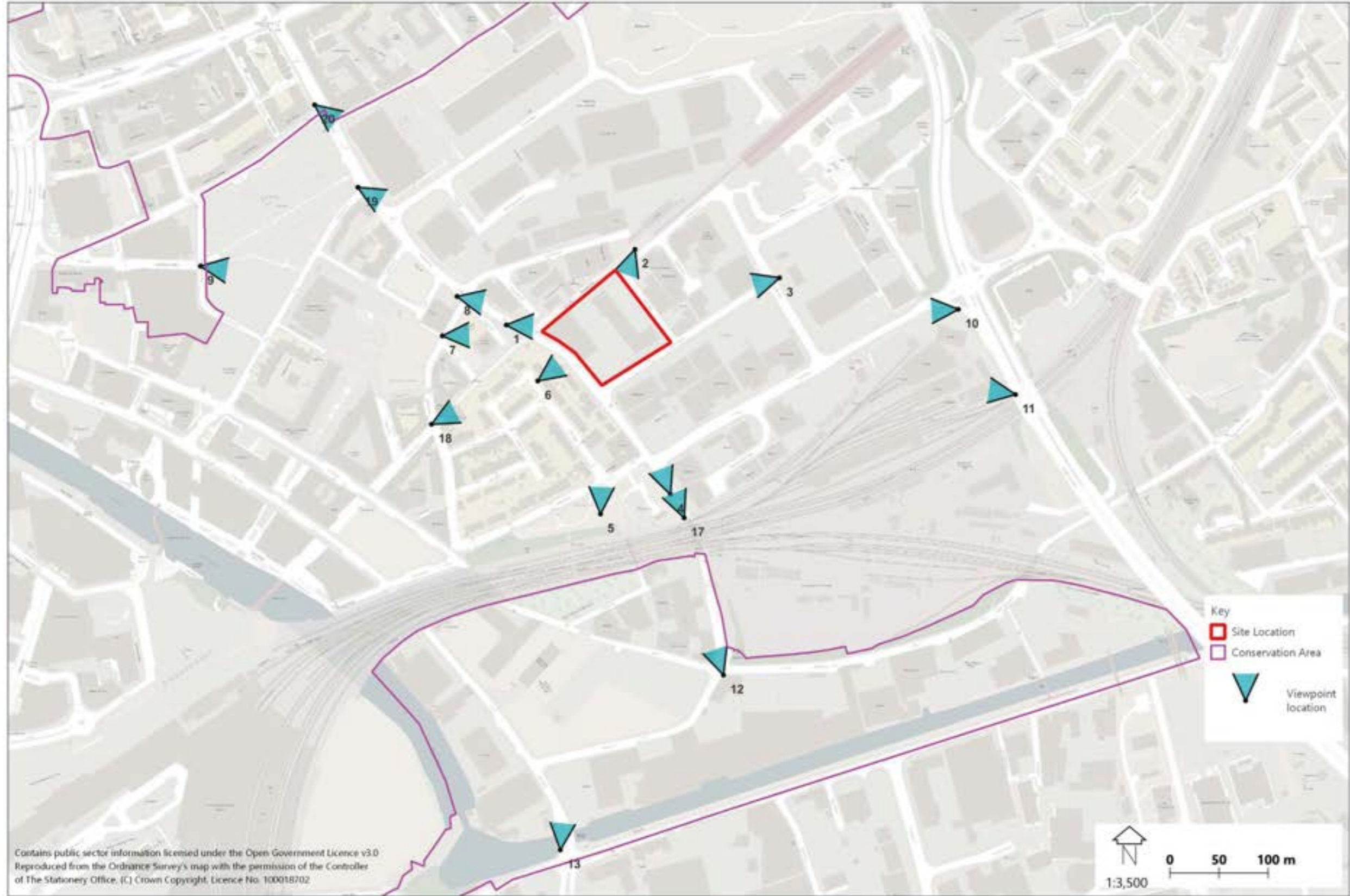
NICHOLAS PEARSON ASSOCIATES

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Project: New Henry Street
Client: Dominus Real Estate
Date: March 2023

Figure Title: Fig. 08: Viewpoint locations (all, including long distance)
Project No.: NPA 11305
Status: Planning
Page Size: A3



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Project: New Henry Street
Client: Dominus Real Estate
Date: March 2023

Figure Title: Fig. 07: Viewpoint locations (local and medium distance)
Project No.: NPA 11305 Status: Planning
Page Size: A3

View 01 - Existing: Kingsland Road Bridge

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at least the distance of the 1/30th/80/75.

00m 100m
 Original image width: 4000px
 Please note: To view this image digitally, follow the link in the URL on screen, for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 12:57
 Camera Location: 1.72402, 38.0028
 Direction of View: 110 E

Field of View: 90 Degree
 Camera: Canon 70D 28-135 IS
 Distance to site: 45m

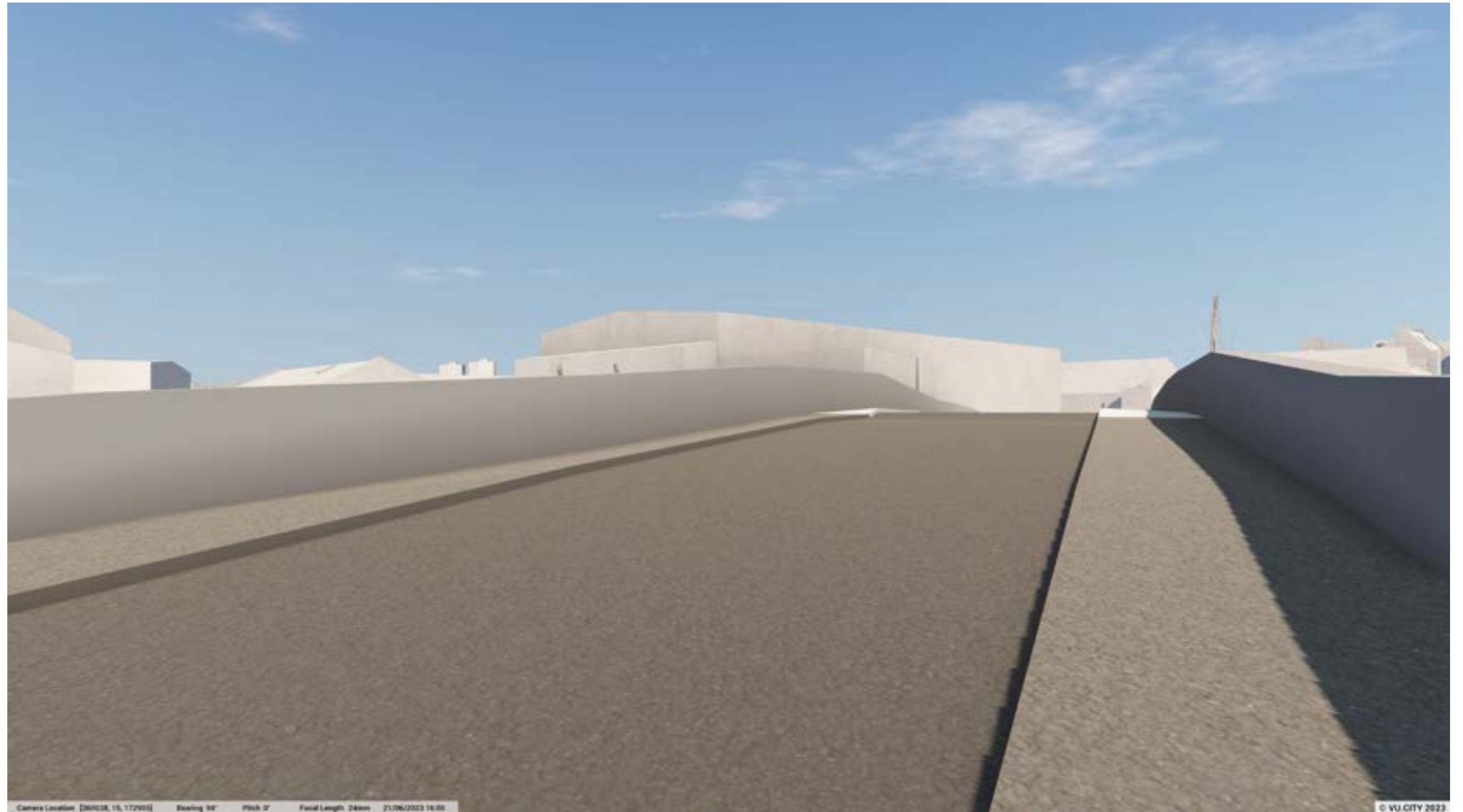
Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bilinear
 Page Size: A1 width

Project: New Henry Street
 Client: Domonius Real Estate
 Date: March 2023

Figure Title: Fig. 17 View 01 - Kingsland Road Bridge
 Project No.: 11422
 Status: Planning

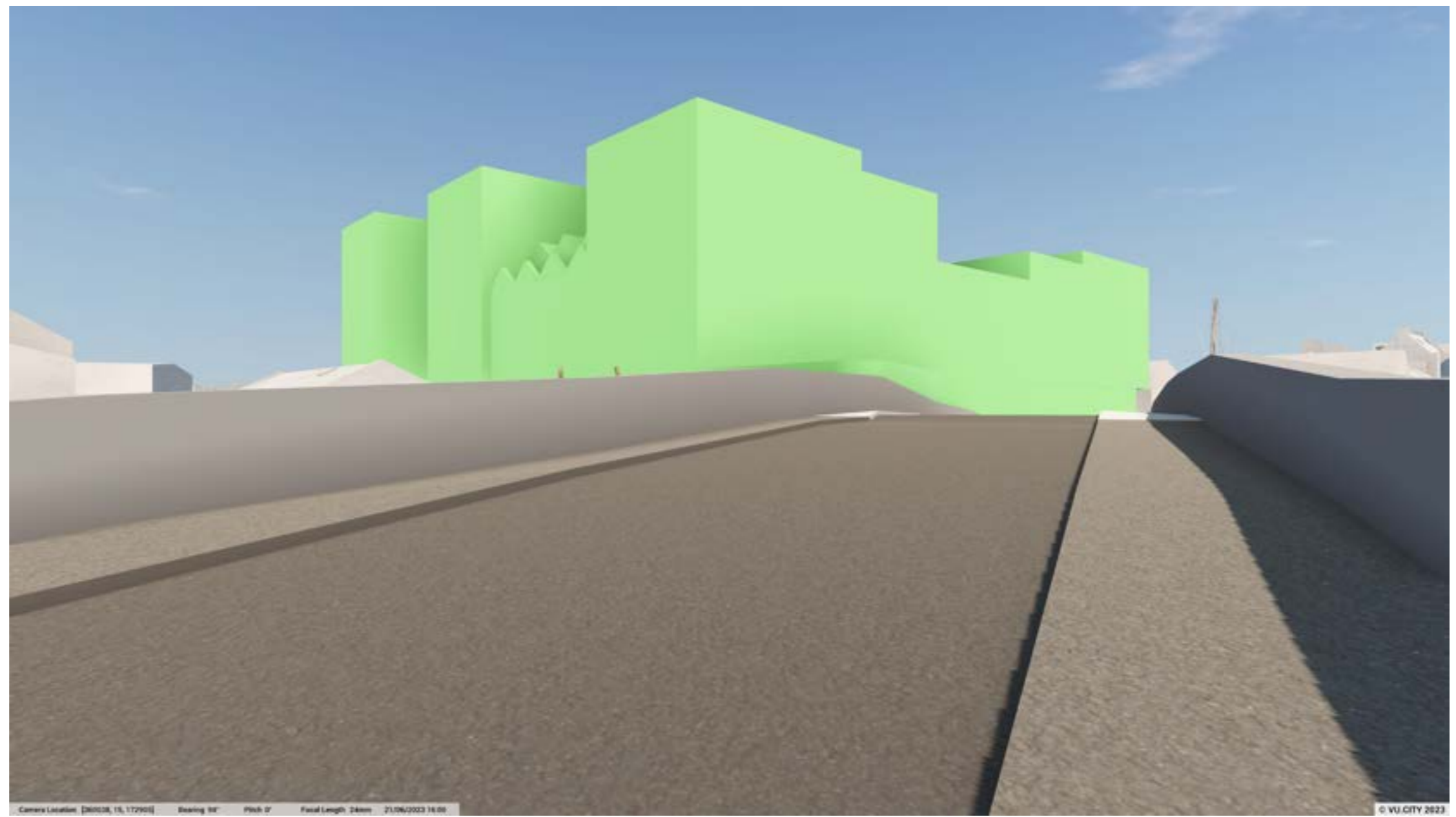
View 01 - Existing (Vu.City): Kingsland Road Bridge



Viewpoint map



View 01 - Proposed: Kingsland Road Bridge



Viewpoint map



Camera Location: [260138, 15, 112905] Bearing: 90° Pitch: 0° Focal Length: 24mm 21/06/2023 16:06

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View 02 - Existing: The Dings Railway Path

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to resemble a computer viewing distance at the same distance as the 1:1000/500 scale.

00m 100m
 Original image width: 1000mm
 Please note: To view this image digitally, follow the link on screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 11:08
 Camera Location: 172960, 502175
 Direction of View: 227.04°

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to site: 50m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% (Bicubic)
 Page Size: A1 width

Project: Five Henry Street
 Client: Domemus Real Estate
 Date: March 2023

Figure Title: Fig. 18 View 02 - The Dings Railway path
 Project No.: 11422
 Status: Planning

View 02 - Existing (Vu.City): The Dings Railway Path



Viewpoint map



View 02 - Proposed: The Dings Railway Path



Viewpoint map





View 03 - Existing: Folly Lane at junction with Sussex Street

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to function as a computer viewing distance at the time the image was shot (170cm/56.1ft).

0cm 100m
 Original image width: 1000px
 Please note: To use this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 11:28
 Camera Location: T1296L 30219
 Direction of View: 242 Deg

Field of View: 90 Degree
 Camera: Canon 70D 18-55 IS
 Distance to site: 132m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bilinear
 Page Size: A1 width

Project: New Henry Street
 Client: Domarus Real Estate
 Date: March 2023

Figure Title: Fig. 18 View 03 - Folly Lane at junction with Sussex Street
 Project No.: 11422
 Status: Planning

View 03 - Existing (Vu.City): Folly Lane at junction with Sussex Street



Viewpoint map



View 03 - Proposed: Folly Lane at junction with Sussex Street



Viewpoint map



View 04 - Existing: Kingsland Road adjacent to The Dings Park

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to resemble a computer viewing distance at the same distance as the 1:1000 scale.

00m 100m
 Original image width: 1000px
 Please note: To use this image digitally, follow the link on screen for a correct scale representation and view the image at a standard screen length.

Date Taken: 23/03/2023 11:28
 Camera Location: T12211_360236
 Direction of View: 327.600

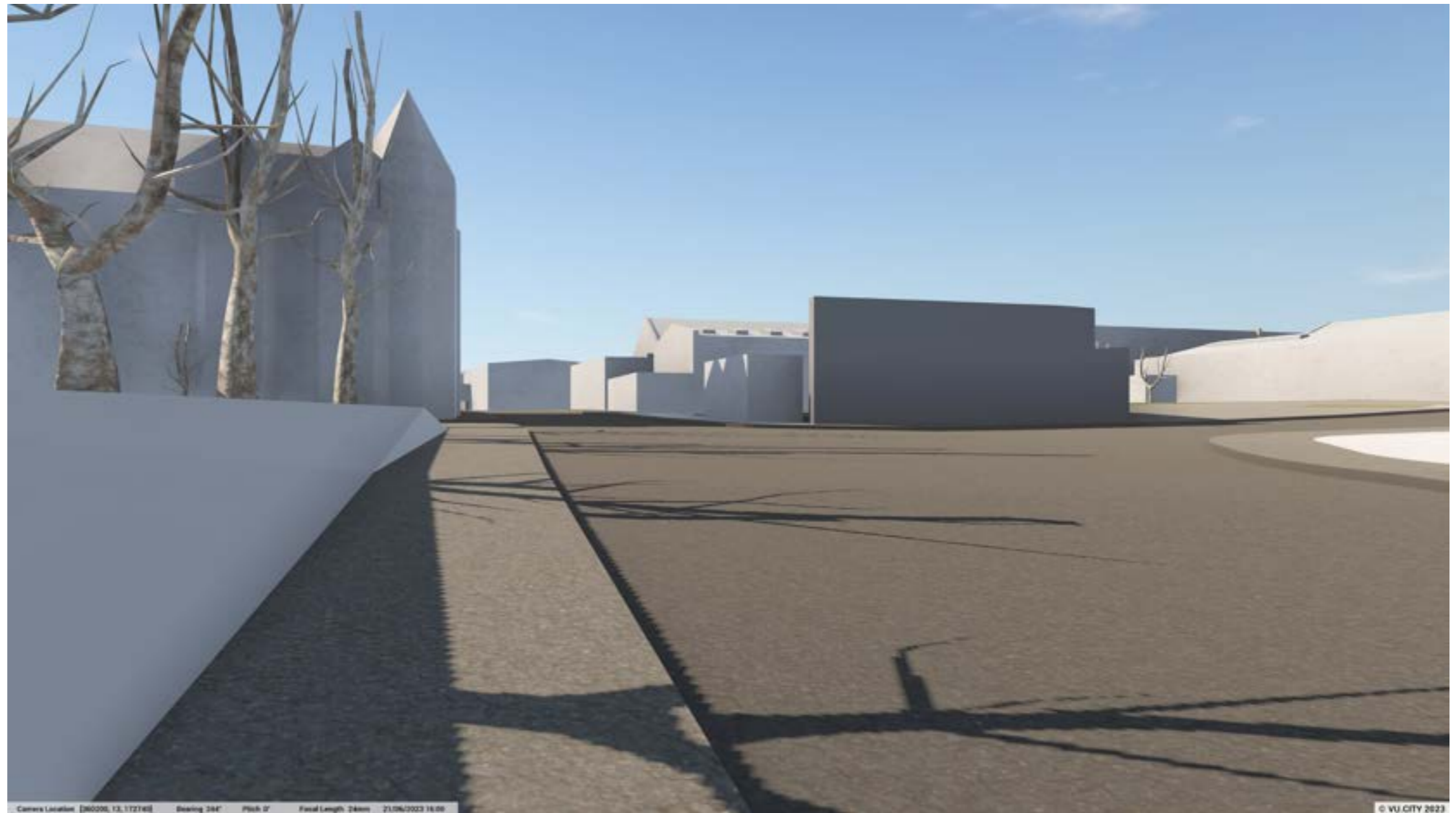
Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to photo: 138m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast
 Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domonic Real Estate
 Date: March 2023

Figure Title: Fig. 20 View 04 - Kingsland Road adjacent to The Dings Park
 Project No.: 11422
 Status: Planning

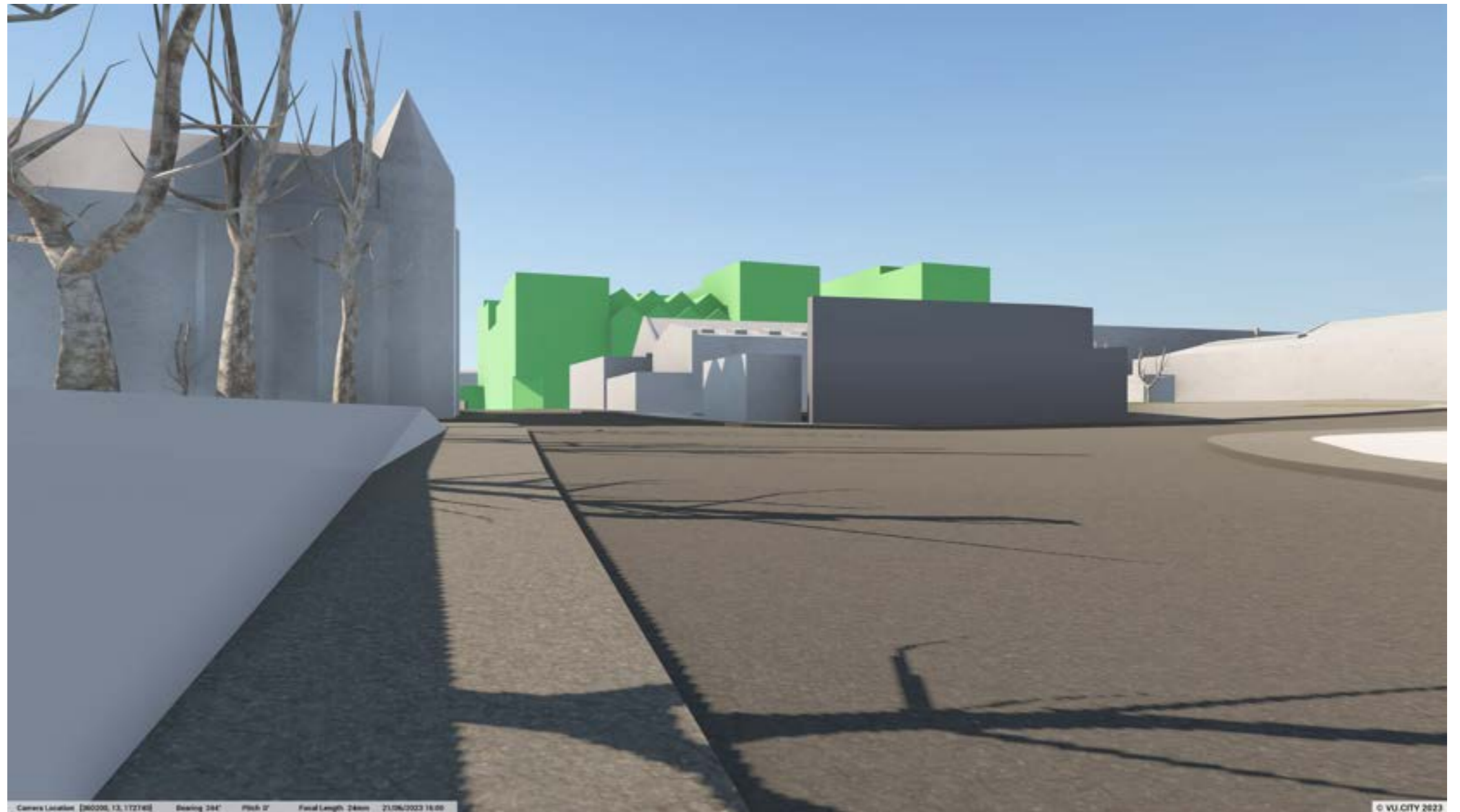
View 04 - Existing (Vu.City): Kingsland Road adjacent to The Dings Park



Viewpoint map



View 04 - Proposed: Kingsland Road adjacent to The Dings Park

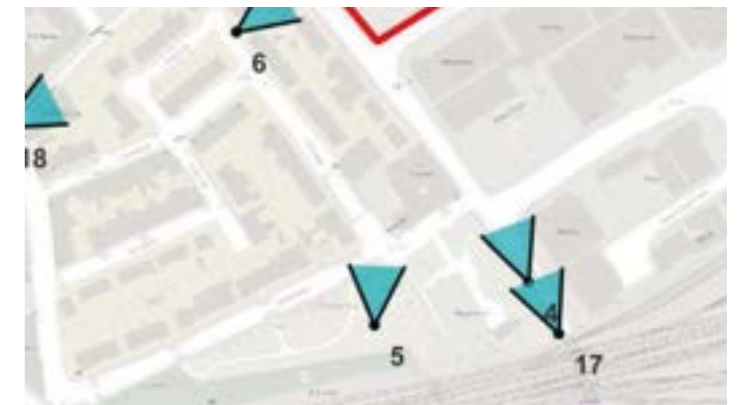


Viewpoint map



View 05 - Existing: The Dings Park

Viewpoint map



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When printed, vertical or images need to be turned
 around the viewer to represent real world viewing angles.
 Alternatively they could be viewed flat by holding the
 paper to resemble a computer viewing distance at less than
 distance (d) of 1/10th of the height.

0cm 100m
 Original image width: 1000mm
 Please note: To use this image digitally, follow the scale bar on screen for a
 correct scale representation and view the image at a horizontal view length

Date Taken: 23/03/2023 12:05
 Camera Location: 172711, 507128
 Direction of View: 330 N

Field of View: 90 Degree
 Camera: Canon 70D 28-135
 Distance to photo: 130m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bilinear
 Page Size: A1 width

Project: New Henry Street
 Client: Domemus Real Estate
 Date: March 2023

Figure Title: Fig. 21: View 05 - The Dings Park
 Project No: 11122
 Status: Planning

View 05 - Existing (Vu.City): The Dings Park



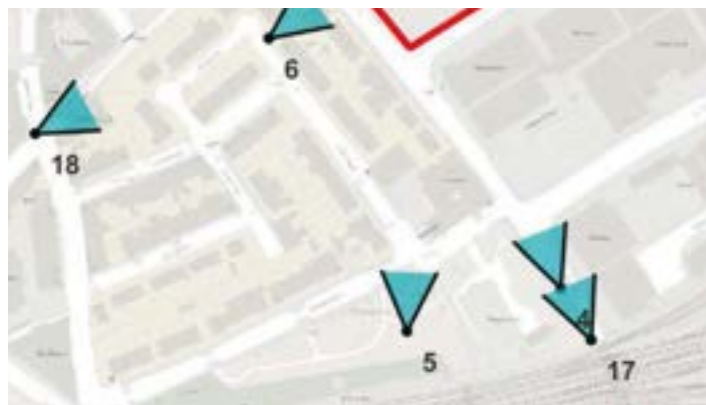
Viewpoint map



View 05 - Proposed: The Dings Park



Viewpoint map



View 06 - Existing: Union Road / footpath link to Kingsland Road

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at least the distance of the 1/30th/30/75.

00m 100m
 Original image width: 4000px
 Please note: To view this image digitally, follow the link in the corner for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 12:11
 Camera Location: T32846, S02076
 Direction of View: 66.52

Field of View: 90 Degree
 Camera: Canon 70D V2
 Distance to site: 45m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast
 Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domus Real Estate
 Date: March 2023

Figure Title: Fig. 22 View 06 - Union Road / footpath link to Kingsland Road
 Project No: 11422
 Status: Planning

View 06 - Existing (Vu.City): Union Road / footpath link to Kingsland Road



Viewpoint map



Camera Location: [60073, 13, 17204] Bearing: 54° Pitch: 0° Focal Length: 24mm 21/06/2023 16:00

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View 06 - Proposed: Union Road / footpath link to Kingsland Road



Viewpoint map



View 07 - Existing: Barton Road near junction with Barton Vale

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at eye level (approximately 100cm).

Please note: To use this image digitally, follow the link in the image to download a separate viewing distance at eye level (approximately 100cm).

Date Taken: 11/03/2023 12:23
 Camera Location: 51.2811, -2.59276
 Direction of View: 79.1

Field of View: 90 Degree
 Camera: Canon 70D 24-105 IS
 Distance to site: 100m

Projection: Cylindrical
 Lens: Sigma 24mm
 Visibility: Sunny
 Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: New Henry Street
 Client: Domonick Real Estate
 Date: March 2023

Figure Title: Fig. 28 View 07 - Barton Road near junction with Barton Vale
 Project No: 11122
 Status: Planning

View 07 - Existing (Vu.City): Barton Road near junction with Barton Vale



Viewpoint map



View 07 - Proposed: Barton Road near junction with Barton Vale



Viewpoint map



View 08 - Existing: Midland Road at junction with Barton Road

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at least the distance of the 1/10th/10/10th.

0cm 100m
 Original image width: 1000mm
 Please note: To view this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 12:49
 Camera Location: 1.02914, 2.09827
 Direction of View: 130.58

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to photo: 130m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domemus Real Estate
 Date: March 2023

Figure Title: Fig. 24 View 08 - Midland Road at junction with Barton Road
 Project No.: 11102
 Status: Planning

View 08 - Existing (Vu.City): Midland Road at junction with Barton Road



Viewpoint map



View 08 - Proposed: Midland Road at junction with Barton Road



Viewpoint map





View 09 - Existing: New Thomas Street at junction to Straight Street

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at eye level. Dimensions: 400 x 175 x 167.5

00m 100m
 Original image width: 4000mm
 Please note: To view this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 12:57
 Camera Location: 1.72961, 51.91726
 Direction of View: 54.1

Field of View: 90 Degree
 Camera: Canon 70D 18-55 IS
 Distance to site: 33m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bilinear
 Page Size: A1 width

Project: New Henry Street
 Client: Domarus Real Estate
 Date: March 2023

Figure Title: Fig. 25. View 09 - New Thomas Street at junction to Straight Street
 Project No.: 11422
 Status: Planning

View 09 - Existing (Vu.City): New Thomas Street at junction to Straight Street



Viewpoint map



View 09 - Proposed: New Thomas Street at junction to Straight Street



Viewpoint map



Camera Location [209732, 13, 112961] Bearing 92° Pitch 0° Focal Length 24mm 21/06/2023 16:06

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View 10 - Existing: St Philips Causeway junction with Day's Road

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to resemble a computer screen, or use the interactive tool (1/15/2017).

00m 100m
 Original image width: 1000px
 Please note: To view this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 11:02
 Camera Location: 51.2816, -2.0752
 Direction of View: 267.66

Field of View: 90 Degree
 Camera: Canon 70D 55 IS
 Distance to site: 30m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domonic Real Estate
 Date: March 2023

Figure Title: Fig. 26 View 10 - St Philips Causeway junction with Day's Road
 Project No: 11422
 Status: Planning



View 10 - Existing (Vu.City): St Philips Causeway junction with Day's Road



Viewpoint map



View 10 - Proposed: St Philips Causeway junction with Day's Road

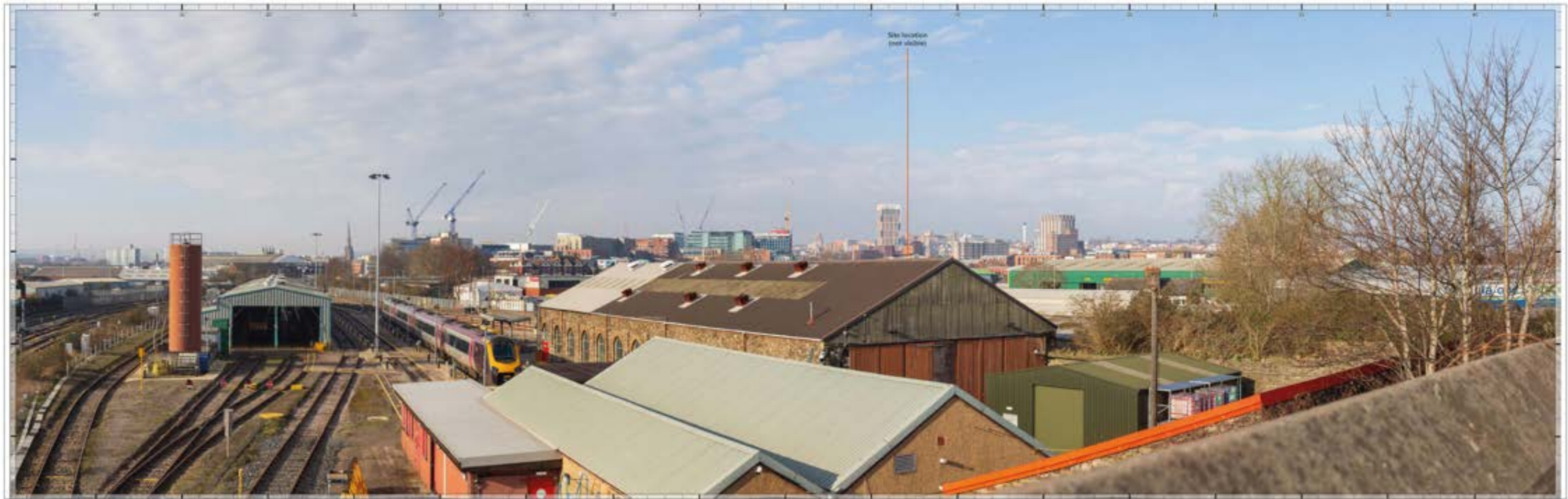
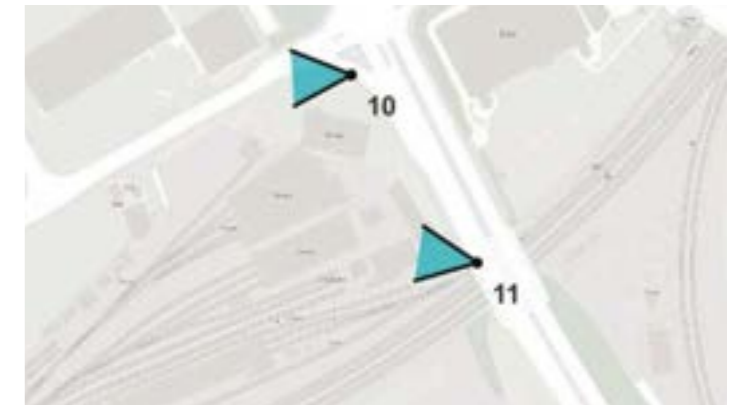


Viewpoint map



View 11 - Existing: St Philips Causeway over railway line

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to resemble a computer viewing distance at the same resolution as the print.

00m 100m
 Original image width: 1000mm
 Please note: To view this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 14/02/2023 10:12
 Camera Location: 51.2811, -2.62226
 Direction of View: 282.50

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to site: 330m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Sunny

Resolution Type: Type 1
 Image Interpolation: 100% Bilinear
 Page Size: A1 width

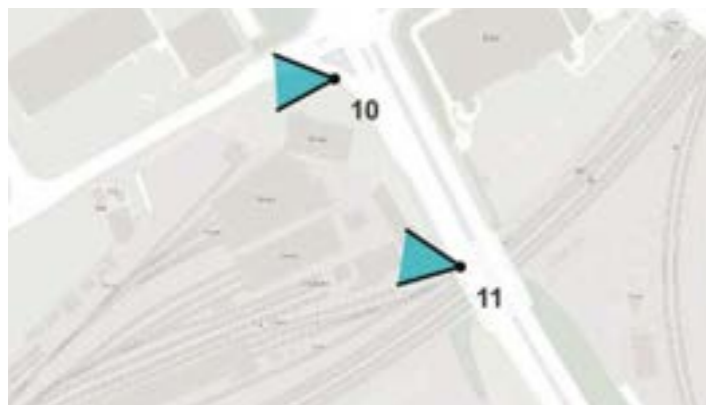
Project: New Henry Street
 Client: Domonius Real Estate
 Date: March 2023

Figure Title: Fig. 2.7 View 11 - St Philips Causeway over railway line
 Project No: 11422
 Status: Planning

View 11 - Existing (Vu.City): St Philips Causeway over railway line



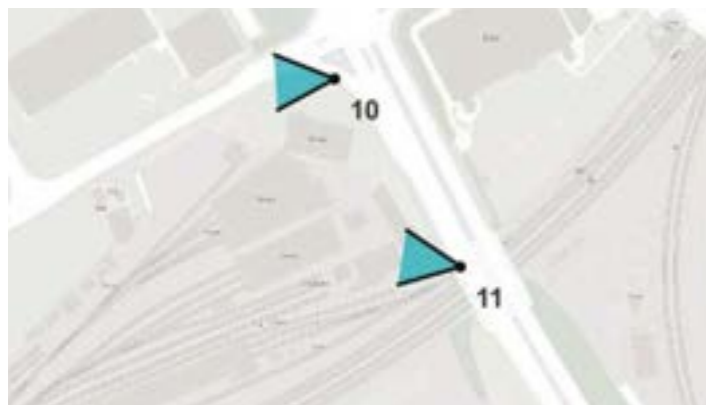
Viewpoint map



View 11 - Proposed: St Philips Causeway over railway line



Viewpoint map



Camera Location [760058, 23, 172834] Bearing 279° Pitch 0° Focal Length 24mm 21/06/2023 16:00

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View 12 - Existing: Silverthorne Lane at junction with Kingsland Road

Viewpoint map



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When printed, cylindrical images need to be viewed
 around the viewer to represent real-world viewing angles.
 Alternatively they could be viewed flat by holding the
 paper to maintain a constant viewing distance at eye level
 (distance = 2xH) (1/20x/26/75)

00m 100m
 Original image width: 1000px
 Please note: To view this image digitally, pull down this image bar, or screen, for a
 correct scale representation and view the image at a comfortable screen length.

Date Taken: 23/03/2023 11:40
 Camera Location: T32547 500269
 Direction of View: 335.81

Field of View: 90 Degree
 Camera: Canon 70D 18-55 IS
 Distance to site: 320m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast

Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domemus Real Estate
 Date: March 2023

Figure Title: Fig. 26 View 12 - Silverthorne Lane at junction with Kingsland Road
 Project No.: 11122
 Status: Planning

View 12 - Existing (Vu.City): Silverthorne Lane at junction with Kingsland Road



Viewpoint map



View 12 - Proposed: Silverthorne Lane at junction with Kingsland Road



Viewpoint map



View 13 - Existing: Marsh Bridge, Avon Street

Viewpoint map



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When printed, digital or images need to be viewed, extend the view to represent real world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at the maximum of 100cm (1/100th scale).

0cm 100m
 Original image width: 1000px
 Please note: To view this image digitally, follow the link in the screen for a correct scale representation and view the image at a maximum screen length.

Date Taken: 23/03/2023 11:46
 Camera Location: 172700, 50200
 Direction of View: 315

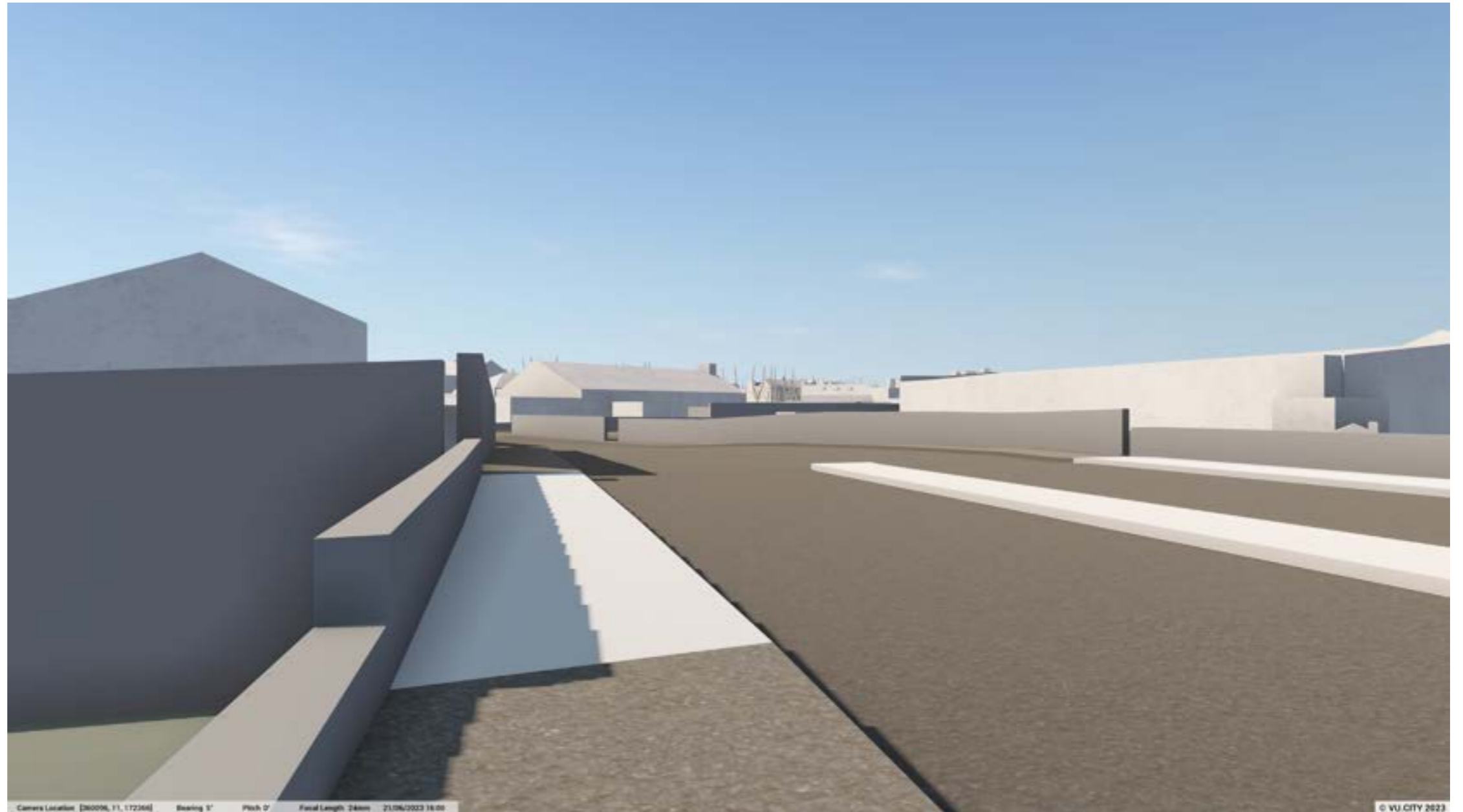
Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to site: 43m

Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Overcast
 Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: New Henry Street
 Client: Domus Real Estate
 Date: March 2023

Figure Title: Fig. 28 View 13 - Marsh Bridge, Avon Street
 Project No.: 11422
 Status: Planning

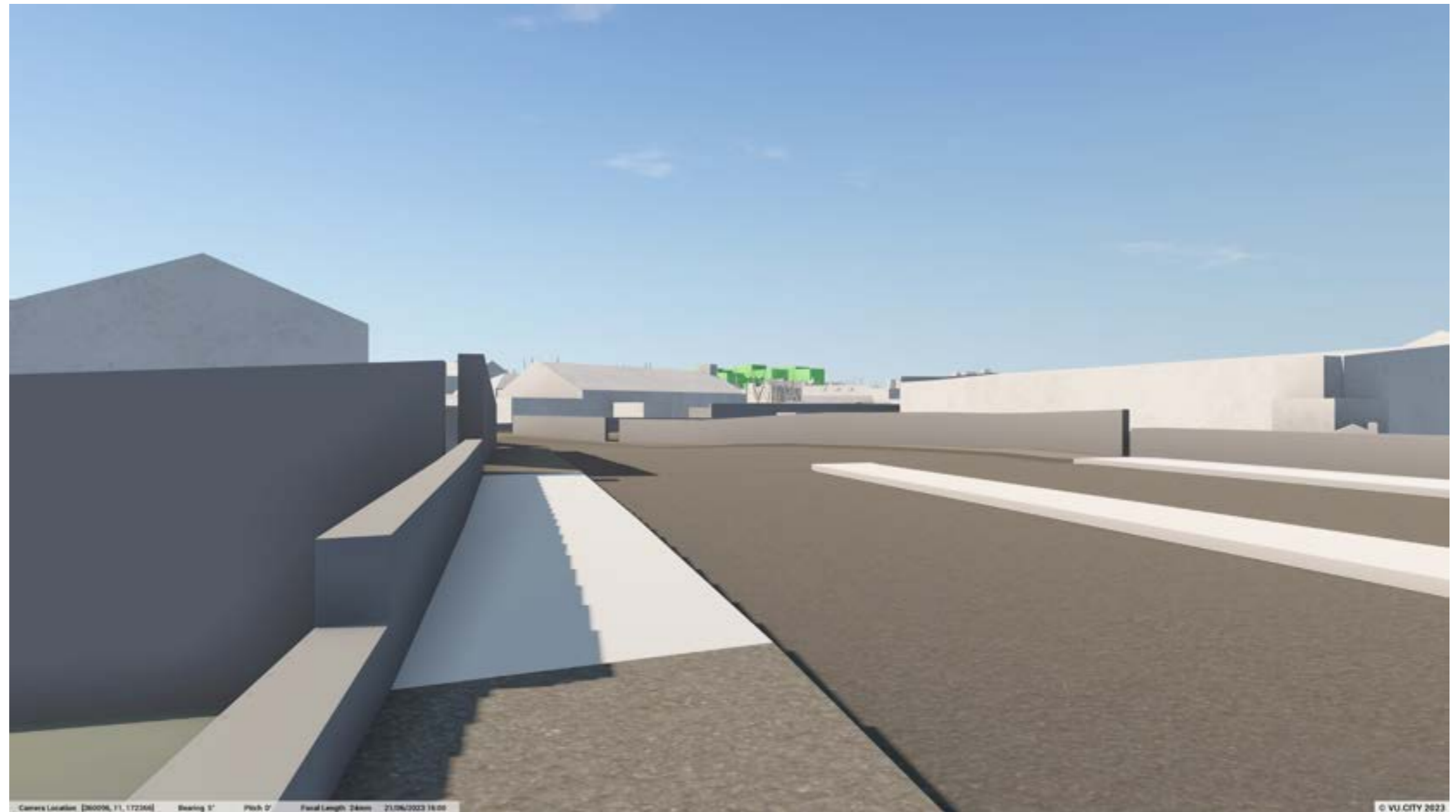
View 13 - Existing (Vu.City): Marsh Bridge, Avon Street



Viewpoint map



View 13 - Proposed: Marsh Bridge, Avon Street



Viewpoint map



View 14 - Existing: Cabot Tower, Brandon Hill

Viewpoint map



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When printed, cylindrical images need to be viewed around the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at eye level. Dimensions: 600 x 1125/967/9

0cm 100m
 Original image width: 6000px
 Please note: To view this image digitally, follow the link in the bottom right corner for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 05/03/2021 12:54
 Camera Location: 51.2901, -2.7821
 Direction of View: 64.1

Field of View: 90 Degree
 Camera: Canon 70D Mk II
 Distance to site: 2120m

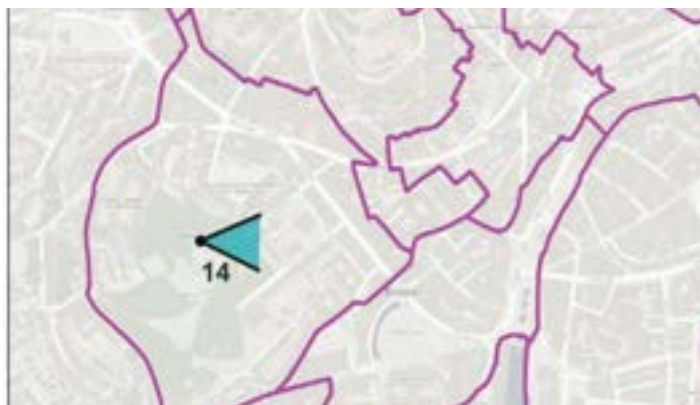
Projection: Cylindrical
 Lens: Sigma 50mm
 Visibility: Sunny
 Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domarus Real Estate
 Date: March 2021

Figure Title: Fig. 30 View 14 - Cabot Tower, Brandon Hill
 Project No.: 11422
 Status: Planning

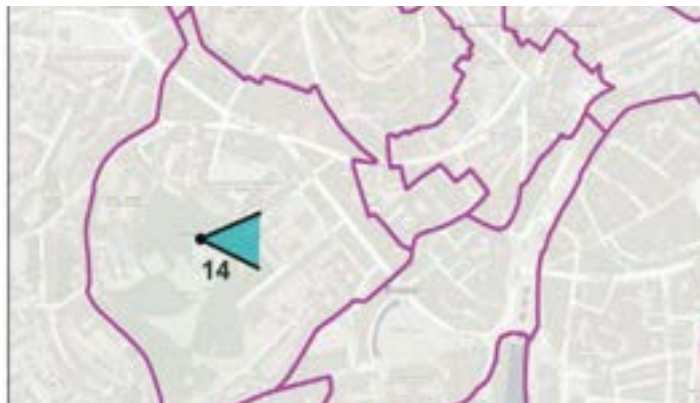
View 14 - Existing (Vu.City): Cabot Tower, Brandon Hill

Viewpoint map



View 14 - Proposed: Cabot Tower, Brandon Hill

Viewpoint map



View 15 - Existing: Troopers Hill

Viewpoint map



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0cm 100m
 Original image width: 4000px
 Please note: To view this image digitally, pull down this page bar, or screen, for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 04/05/2022 11:25
 Camera Location: 171016, 527514
 Direction of View: 268.50

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to site: 2704m

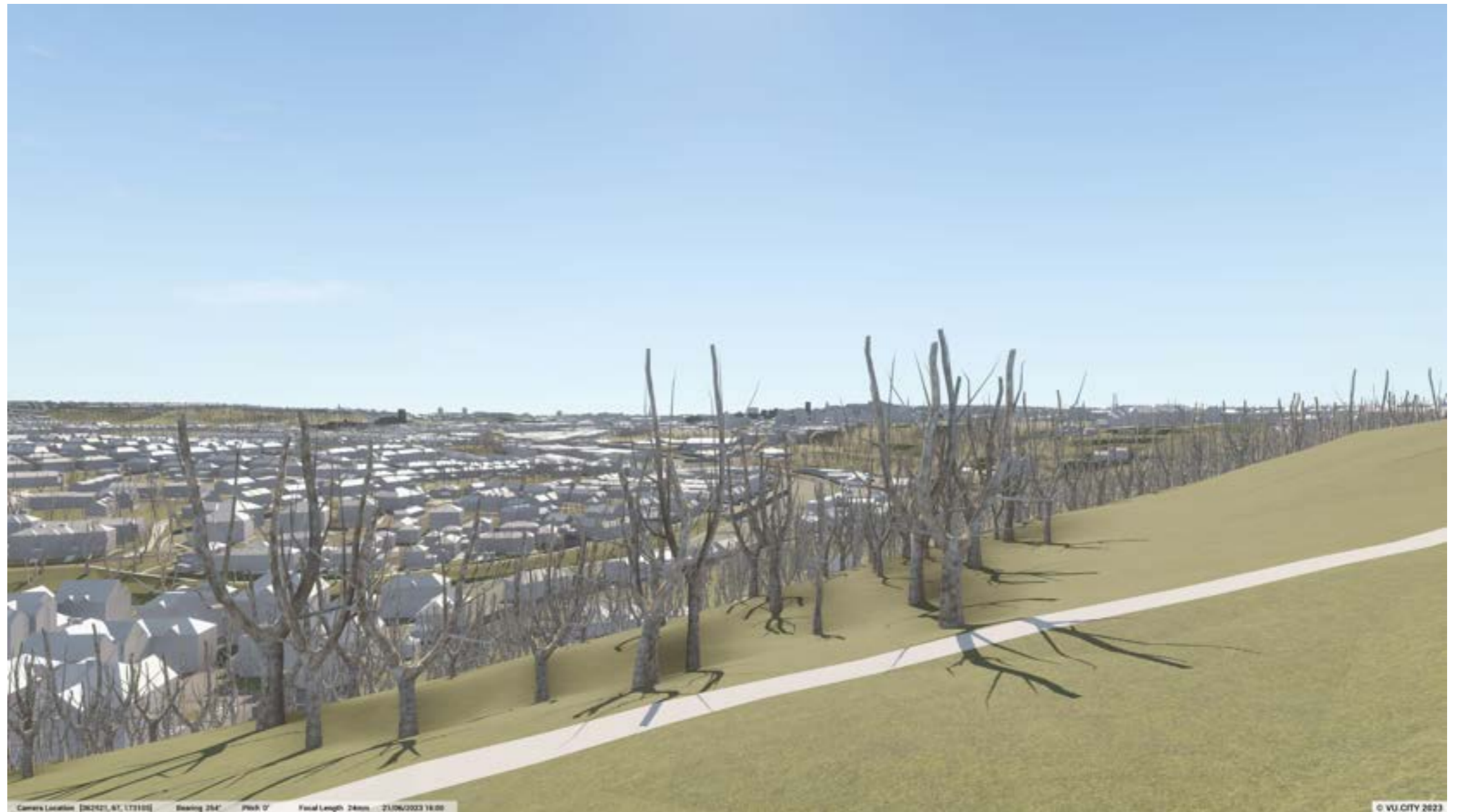
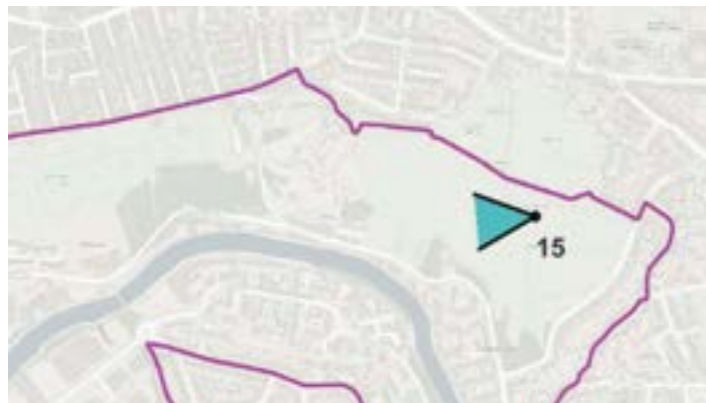
Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Sunny
 Resolution Type: Type 1
 Image Interpolation: 100% (Bicubic)
 Page Size: A1 width

Project: New Henry Street
 Client: Domarus Real Estate
 Date: March 2023

Figure Title: Fig. 01 View 15 - Troopers Hill
 Project No.: 11425
 Status: Planning

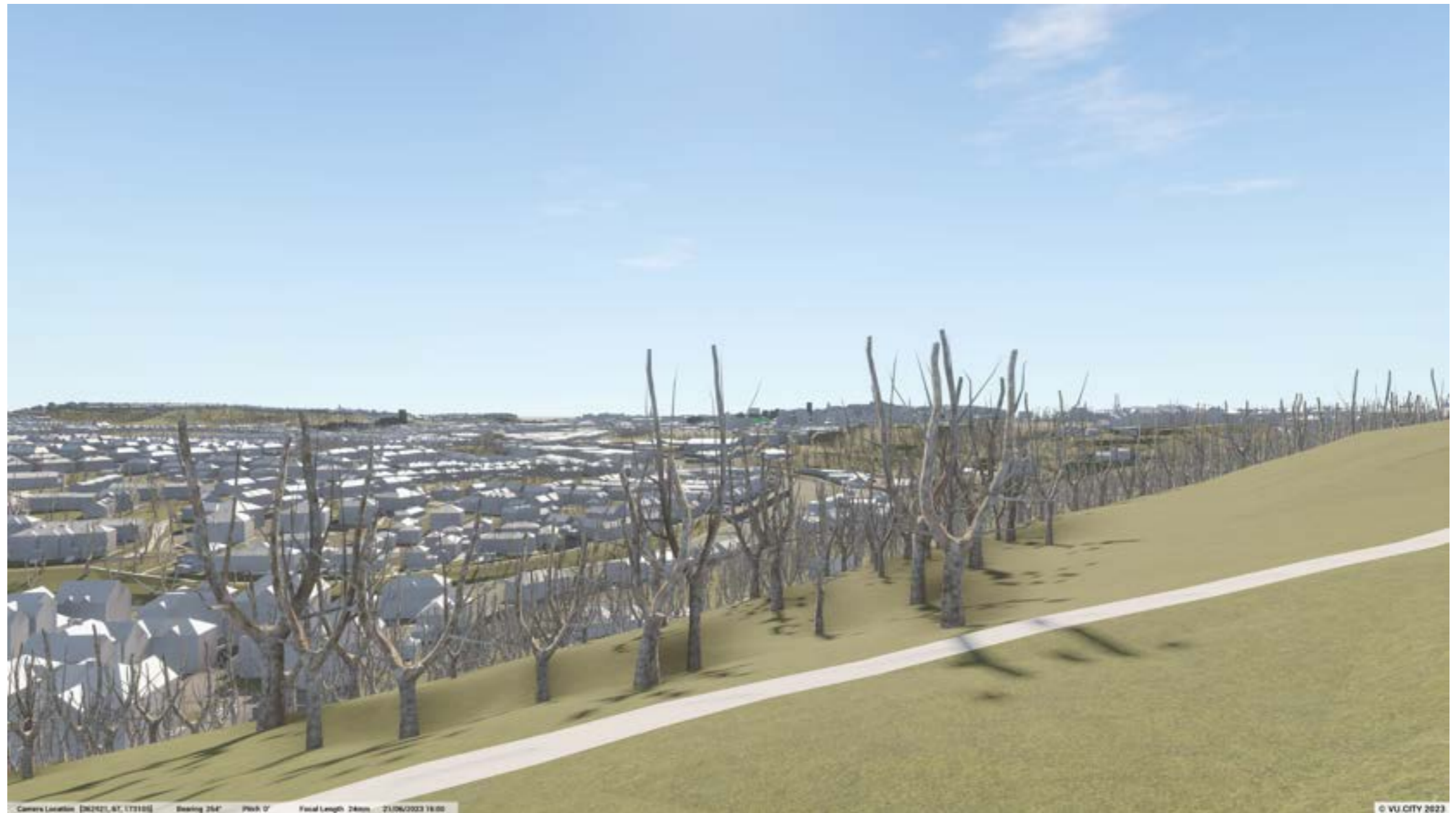
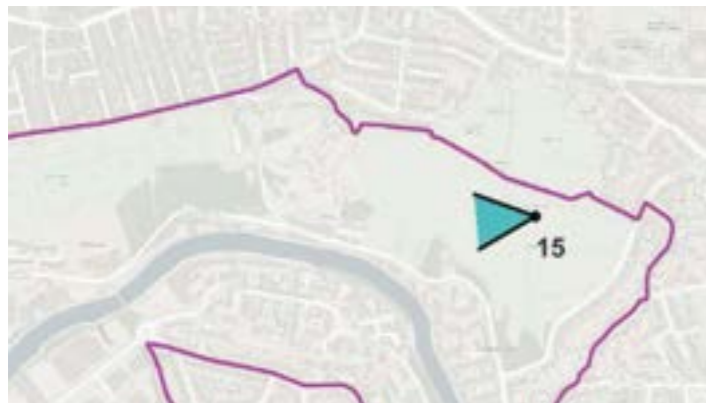
View 15 - Existing (Vu.City): Troopers Hill

Viewpoint map



View 15 - Proposed: Troopers Hill

Viewpoint map



Camera Location: [51.4511, 8.17310] Bearing: 254° Pitch: 0° Focal Length: 24mm - 21/06/2023 16:00

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View 16 - Existing: Wells Road at junction with Knowle Road, Totterdown

Viewpoint map



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00m 100m
 Original image width: 1000px
 Please note: To use this image digitally, follow the link on screen for a correct scale representation and view the image at a horizontal screen length.

Date Taken: 14/02/2023 11:02
 Camera Location: 51.451, 2.0206
 Direction of View: 200 ft

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to site: 132m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Sunny

Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Domarus Real Estate
 Date: March 2023

Figure Title: Fig. 52 View 16 - Wells Road at junction with Knowle Road, Totterdown
 Project No: 11422
 Status: Planning

View 16 - Existing (Vu.City): Wells Road at junction with Knowle Road, Totterdown



Viewpoint map



Camera Location [50.056, 50, 11.501] Bearing 4° Pitch 0° Focal Length 24mm 21/06/2023 16:00

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View 16 - Proposed: Wells Road at junction with Knowle Road, Totterdown

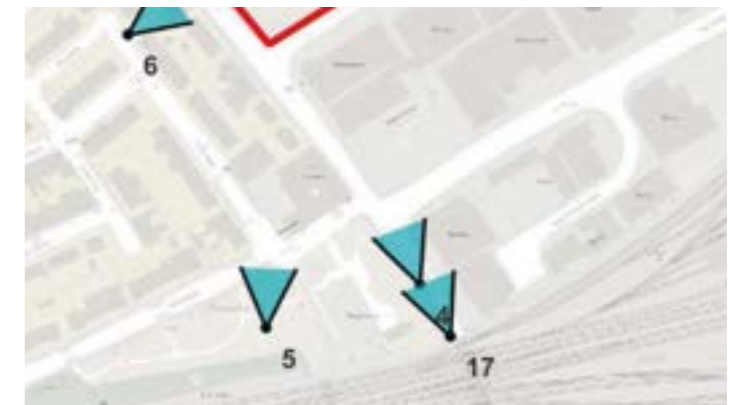


Viewpoint map



View 17 - Existing: Kingsland Road at railway bridge / tunnel entrance

Viewpoint map



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0cm 100m
 Original image width: 1600px
 Please note: To view this image digitally, pull down this page bar, or screen, for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 11/03/2023 12:21
 Camera Location: 51.2701, -2.60224
 Direction of View: 336.81

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to photo: 162m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Sunny

Resolution Type: Type 1
 Image Interpolation: 100% (Bicubic)
 Page Size: A1 width

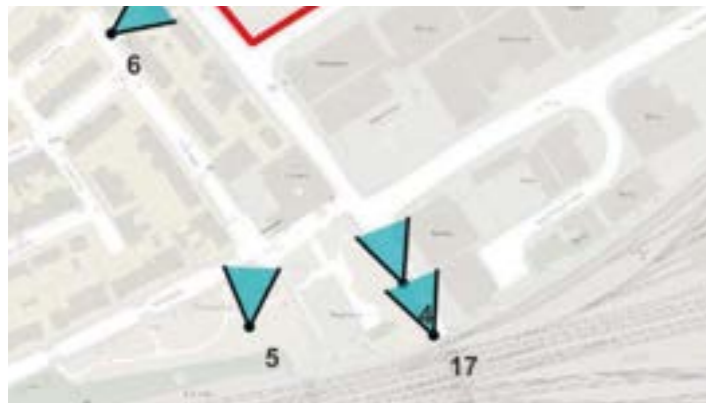
Project: New Henry Street
 Client: Domonius Real Estate
 Date: March 2023

Figure Title: Fig. 33 View 17 - Kingsland Road at railway bridge / tunnel entrance
 Project No.: 11122
 Status: Planning

View 17 - Existing (Vu.City): Kingsland Road at railway bridge / tunnel entrance



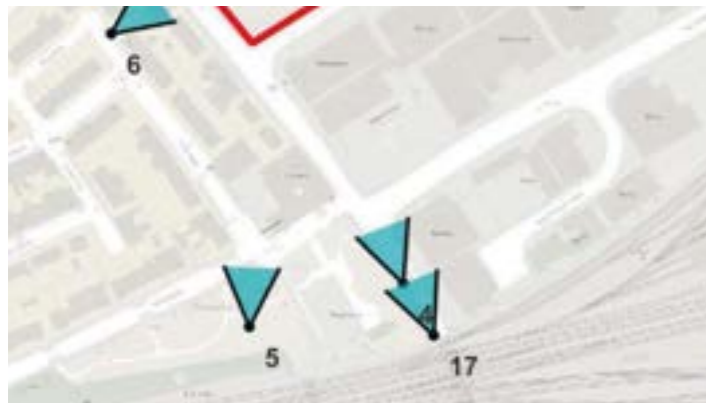
Viewpoint map



View 17 - Proposed: Kingsland Road at railway bridge / tunnel entrance



Viewpoint map



View 18 - Existing: Junction of Chimney Steps and Barton Road

Viewpoint map



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When printed, digital or images need to be viewed, extend the viewer to represent real-world viewing angles. Alternatively they could be viewed flat by holding the paper to maintain a constant viewing distance at least the distance of the (1/10th/16/7th).

0cm 100m
 Original image width: 1000px
 Please note: To use this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 11/03/2023 12:29
 Camera Location: 172021_339920
 Direction of View: 31 NE

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to photo: 130m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Sunny

Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

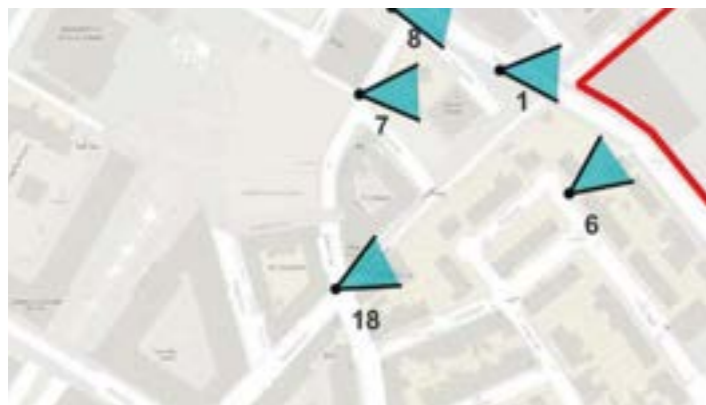
Project: Five Henry Street
 Client: Domemus Real Estate
 Date: March 2023

Figure Title: Fig. 34 View 18 - Junction of Chimney Steps and Barton Road
 Project No: 11122
 Status: Planning

View 18 - Existing (Vu.City): Junction of Chimney Steps and Barton Road



Viewpoint map



View 18 - Proposed: Junction of Chimney Steps and Barton Road



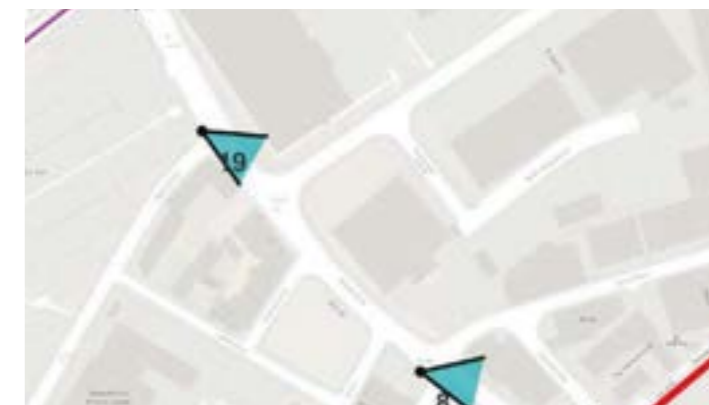
Viewpoint map





View 19 - Existing: Midland Road at junction with Horton Street

Viewpoint map



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00m 100m
 Original image width: 1000mm
 Please note: To view this image digitally, follow the link in the screen for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 11/03/2023 14:15
 Camera Location: 173126, 259684
 Direction of View: 130.16

Field of View: 90 Degree
 Camera: Canon 70D 24-105 IS
 Distance to site: 336m

Projection: Cylindrical
 Lens: Sigma 24mm
 Visibility: Sunny
 Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: New Henry Street
 Client: Domonik Real Estate
 Date: March 2023

Figure Title: Fig. 33 View 19 - Midland Road at junction with Horton Street
 Project No.: 11122
 Status: Planning

View 19 - Existing (Vu.City): Midland Road at junction with Horton Street



Viewpoint map



View 19 - Proposed: Midland Road at junction with Horton Street



Viewpoint map



View 20 - Existing: Midland Road at junction with Unity Street

Viewpoint map



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When printed, digital or images need to be viewed, extend the viewer to represent real-world viewing angles. Alternatively, they could be viewed flat by holding the paper to maintain a constant viewing distance at the distance of the eye (1700/1675).

00m 100m
 Original image width: 1000mm
 Please note: To view this image digitally, follow the link in the corner for a correct scale representation and view the image at a comfortable screen length.

Date Taken: 11/03/2025 14:12
 Camera Location: 112040, 510891
 Direction of View: 120.00

Field of View: 90 Degree
 Camera: Canon 70D 18-135 IS
 Distance to site: 230m

Projection: Cylindrical
 Lens: Sigma 18mm
 Visibility: Single

Resolution Type: Type 1
 Image Interpolation: 100% Bicubic
 Page Size: A1 width

Project: Five Henry Street
 Client: Dominus Real Estate
 Date: March 2025

Figure Title: Fig. 20 View 020 - Midland Road at junction with Unity Street
 Project No.: 111025
 Status: Planning

View 20 - Existing (Vu.City): Midland Road at junction with Unity Street



Viewpoint map



View 20 - Proposed: Midland Road at junction with Unity Street



Viewpoint map



