

**Design and Access Statement and  
Heritage Statement**

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**Proposal:**

**Construction of two new dwellings replacing the previous garage /  
workshop building (previously Wolseley Road Garage)**

**Site Address:**

**The previous Wolseley Road Garage / Workshop is located between No 1 Wolseley  
Road and the more recently constructed dwelling at the rear of No 62 Gloucester  
Road, Bishopston, Bristol, BS7 8EL**

**For:**

**Omega Properties**

**Revision A:**

**December 2020**

**G H A I D A N   A R C H I T E C T S   :   A R C H I T E C T S   P L A N N E R S   D E S I G N E R S**

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**The Blue House @ The Bell**

**BELL HILL STAPLETON BRISTOL BS16 1BE   Tel & Fax: 0117 9412377**

## Design and Access Statement and Heritage Statement

### Construction of two new dwellings replacing the previous Wolseley Road Garages Wolseley Road, Bishopston, Bristol, BS7 8EL

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#### Introduction:

Wolseley Road Garages relocated from this site on Wolseley Road in May 2016. The site's previous garage / workshop building has been empty since then and the buildings have not been used as a viable working garage since.

A Marketing Report prepared by Burston Cook following a concerted period of marketing for the building is enclosed as part of this application. As the site has been empty and unused since 2016, and as the neighbouring context on Wolseley Road is exclusively residential, the proposed change of use of the workshop / garages to residential is considered appropriate.

The size of the plot allows for rear courtyard amenity gardens appropriately sized for the context and in keeping with the neighbouring plots.

The height of the houses has been reduced to two and a half storeys which reflects the height of the houses immediately next door.

The Design and Access Statement will show that the sizes of the houses are compliant with the Planning Department's adopted Technical Housing Standards under the Nationally Described Space Standards.

The scale, height, massing and materials are also in keeping with the neighbouring dwellings.

The houses are set back from the Wolseley Road carriageway to align with the set back on the neighbouring terrace.

The site is located in an accessible and sustainable area, close to the local amenities, St Andrews Park, restaurants and cafes on Gloucester Road, the local Primary and Secondary Shopping frontages and with direct bus links into the centre of the Bristol.

The houses are designed with appropriate bin, recycling and bicycle storage provision.

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#### The Site:



The proposal site, outlined in red above, is located between the end of the Wolseley Road housing terrace to the west and to the east of recently constructed dwelling at the rear of No 62 Gloucester Road.

A review of the historic mapping explains that the Wolseley Road terrace is not shown on the Ashmead Map in 1874 but is shown on the Town Plans dated 1879 to 1888, which would date the terrace as late Victorian.

A review of the Planning Department's planning portal described the new dwelling at the rear of No 62 Gloucester Road, approved under Planning Application No 02/01133/F with the description: "Construction of two-bedroom dwelling to rear, with access onto Wolseley Road. Alteration of existing shopfront, corner of Gloucester Road/Wolseley Road and new access door to existing flat in No.62 on Wolseley Road frontage". As this predates the scanning of the approval drawings into the portal no documents are available on-line however from the standard first Planning Condition at the time of approval requiring a start date within 5 years, this neighbouring approval would likely have been constructed in the early 2000's. Its construction describes a rendered three storey dwelling with a flat roof surrounded by upstand parapet walls topped with precast copings.

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#### The Site: continued:

The elevational photographs of the Wolseley Road Garages within its immediate context are shown below:



The building is large, occupies the whole site's depth and width, with the garages and workshop on the ground floor accessed through a vehicular roller shutter door for car access, alongside a pedestrian pass door which was used by staff and customers.

The offices for the garage / workshop were located at the front on the first floor (the office's first floor window is visible above the signage in the photographs) and small welfare provisions including a tea / coffee making area with a sink and a WC cloakroom are located at the rear of the ground floor.

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#### The Site: continued:

The space was lit through large central, and slightly smaller rear, rooflights within the garage / workshop's flat roof and the 4 No rear windows which open out onto the rear of No 70 Gloucester Road are either blocked up, obscured or in a poor state of disrepair.



The large workshop building front (left, above) and rear (right, above) and the top lit workshop area (below):



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**The Site:** continued:



The first floor offices (above) and the 4 No rear windows viewed externally from within the rear garden of No 70 Gloucester Road (below)



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#### Heritage issues:

Paragraph 128 of the National Planning Policy Framework (NPPF) states:

“In determining applications, local planning authorities require applicants to describe the significance of any heritage assets affected by the proposal, including any contribution made by their setting. 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 in their significance.”

The requirement for a Heritage Statement should therefore inform and accompany proposals affecting heritage assets.

The site is just located within the Gloucester Road Conservation Area, the proposal describes the removal of the existing garage workshop and constructs two houses in its place.

The existing garage / workshop proposed for removal is nondescript, of poor construction, out of keeping with the residential use on the entire rest of the street, entirely divorced from the local context and of a scale, mass, height and constructed of materials all out of keeping with the area. The existing garage / workshop building is not an existing heritage asset, nor is it located within the curtilage of a Listed Building.

The two houses proposed for construction, which replace the existing garage / workshop, takes its context from its immediate neighbours: The rear of No 62 Gloucester Road, to the east of the proposal site, is also located within the same Conservation Area and provides the context and precedent for the proposal’s design, which are also three-storey rendered dwellings. While the adjacent house at No 1 Wolseley Road to the west is not located within the Conservation Area, it is nevertheless still worth assessing. It is also a three-storey building, particularly at its rear with its large flat roofed, loft conversion dormer in decorated rendered elevations.

The scale, mass, height and materials proposed for the two houses are in keeping with this context either side. The proposed houses’ C3 Use Class follows the rest of the houses in the street.

By virtue of this context; the removal of the out-of-keeping existing garage / workshop building and the design’s compliance within the neighbouring buildings, confirms that the proposal will preserve and enhance the character of the Gloucester Road Conservation Area. The works will not therefore represent harm to the character and appearance of the neighbouring buildings, the street scene or the Conservation Area.

The proposal is therefore compliant with Bristol City Council’s Planning Policies BCS21: ‘Quality Urban Design’ and BCS 22: ‘Conservation and the Historic Environment’ of the Bristol Local Plan Core Strategy (2011) and Policies DM26: ‘Local Character and Distinctiveness’, DM29: ‘Design of New Buildings’; and DM31: ‘Heritage Assets’, of the Bristol Local Plan, Site Allocations and Development Management Policies (2014).

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#### Design and Planning considerations:

Overlooking, Overbearing, Neighbouring Amenity and  
The Nationally Described Space Standards

Whether a new housing proposal for a particular site is viable or not from a Planning perspective, depends on a number of factors, not least the areas of the proposed dwellings and the proposed areas' compliance with the Nationally Described Space Standards.

Other considerations include whether or not the development adversely affects neighbours, or is in turn adversely affected by existing neighbouring properties, through over-looking, over-bearing or loss of neighbouring amenity.

Additional factors, such as whether the site is within an accessible and sustainable location, whether the dwelling adequately accommodates bicycle storage and whether it provides adequate bin and recycling storage facilities are all relevant.

With regard to the areas compliance with the Nationally Described Space Standards, the measured survey of the Wolseley Road Garage building is 6.6m + 1.07m wide = 7.73m. As the existing building sits within the terrace with already established habitable dwellings either side, the flank walls are party walls not external walls. One new central party wall of 0.3m will be required between both dwellings making both combined 7.73 less 0.3m = 7.43m wide.

This makes each dwelling 3.715m wide. Removing a corridor of 0.85m and a corridor to (bed) room partition of 0.1m leaves a room width of 3.715m less 0.95 = 2.765m. The Nationally Described Space Standards confirms the main double bedroom width should be a minimum of 2.75m which is compliant, and the second double bedroom / twin bedroom should be a minimum of 2.55m.

The overall GIA of the ground floor is 13.3m x 3.8m = 50.54sqm;  
The overall GIA of the first floor is also 13.3m x 3.8m = 50.54sqm, and  
The overall GIA of the second floors is the dormer (3.1m x 2.5m) + the area of the front room up to a line where the height of the room is no less than 1.5m high (3.85m x 3.8m) = 6.2sqm + 14.63sqm = 20.83sqm  
Overall total of each house = 50.54 x 2 floors + 20.83sqm = 121.91sqm  
From Table 1 of the NDSS Technical Housing Standards, this equates to a 4-bedroom; 7-person, house on three storeys.

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#### Design and Planning considerations:

Neighbouring Context

Height, Scale and Massing

Materials

The Wolseley Road Garage site is situated between the dwelling at the rear of No 62 Gloucester Road (left hand photograph) and the existing house at No 1 Wolseley Road (right hand photograph). Both of these neighbouring dwellings either side are three storey buildings: The house at No 1 Wolseley Road includes a very large rear dormer with its flat roof aligning with the underside of the house's ridge tile.



The proposal for the two new dwellings, described within this application, sets back the face of the proposed houses to align with the set-back face of the house at No 1 Wolseley Road, and therefore set back from the face of the dwelling at the rear of No 62 Gloucester Road, to provide a front garden with discreet and manageable bin storage areas.

The proposal's height will step relate to the height of the houses either side and will set down from the house at no 1 Wolseley Road to allow for the natural ground slope along the Wolseley Road carriageway from a high point (west) to a low point (east at the Gloucester Road junction).

The proposed facing materials will be pennant stone to the ground floor, matching the houses on Wolseley Road with the upper floors in through-coloured render (K-rend or Weber Systems), which is not out of keeping with the local context, as described above.

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#### Design and Planning considerations:

Amenity

Transport and Access

Waste Management

To ensure that the new residential development would provide sufficient space for everyday activities and space which should be flexible and adaptable, aside from meeting the Nationally Described Space Standards, the houses have suitably sized, appropriately planned, include 4m deep courtyard gardens to the rear and smaller front gardens behind a slow stone wall in keeping with the rest of the terrace housing on Wolseley Road.

As the LPA's local plan explains car parking standards are maximum standards and as the houses are located within such an accessible and sustainable location the dwellings will be served with covered and lockable bicycle storage within the rear courtyard gardens.

For a 3-bedroom dwelling the local plan requires 2 No bicycle spaces per dwelling as a minimum and requires that "Cycle spaces must be suitably covered, safe and secure and not included within the same storage":

These will be in the form of Asgard Metal Bike Storage Units: Twin Bike Shelters. The bicycle storage is shown as item No 'R' on Drawing No P-1100: Proposed Ground Floor Plan at 1:100, and the product literature for these units is further described on 4 sheets within this Design and Access Statement.

The bin and recycling storage facilities are provided within the front gardens to the houses, behind the low front stone wall and within enclosed and covered bin storage cupboards. These bins are in dedicated, suitably ventilated and secure storage units and they prevent interference from any scavenging pests.

Bin and recycling storage for these dwellings are shown under item 18 on Drawing No 5819 / P-700: Proposed Ground Floor Plan.

They will be in the form of Waltons 7' x 3' timber double wheelie bin and double recycling bins storage enclosures. The bin and recycling provision is shown as item 'F' on Drawing No P-1100: Proposed Ground Floor Plan at 1:100, and the product literature for these enclosures is further described on 3 sheets within this Design and Access Statement.

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#### Design and Planning considerations:

Sustainability

SUDS

CIL

All Planning Applications for a scheme which proposes new dwellings must be accompanied by a Sustainability and Energy Statement to address Policies BCS13-15.

A Sustainability and Energy Statement is included as part of this application's submission which addresses BCC's Policies BCS13-15. This Statement includes measures to reduce the development's carbon generation by 20% through the use of renewable technologies.

"Surface water drainage will be addressed in an appropriate and sustainable manner, with, if possible, discharge to soakaways or to the dedicated storm water drainage, and subject to discussions and agreement with Wessex Water. If soakaways are agreed for this scheme by Wessex Water and Building Control, Percolation Testing will be carried out on site to determine the Infiltration Rate of the ground. These results will be transferred to PolyPipe's Engineers who will advise on the number of their Storm Cell Blocks required to form the soakaway. Product literature on the PolyPipe Storm Cell blocks is included within this Design and Access Statement.

Any development would be liable under the Community Infrastructure Levy (CIL).

A completed CIL form forms part of the submission documents.

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#### Pre-Planning Application Discussions with the Planning Department:

Very useful advice was provided by the Senior Planning Officer, Mr Matthew Bunt, based on the previous Planning Application scheme (Application No 19/04633/F), which was withdrawn.

The Planning Officer's e-mail is attached as an appendix to this Design and Access Statement. It has been reviewed, marked up and the useful advice fully understood and completely incorporated into the revised scheme which is described on the Revision A drawings.

The 6 points made, as shown on the Planning Officer's marked up e-mailed notes are:

1: The proposal should transition from the terrace form to the 3 storey scale and a 2.5 storey proposal with pitched roof and perhaps dormers to get roof space would provide a better transition:

Agreed and these suggestions have been incorporated in this Revision A scheme.

2: The proportions and layout of the fenestrations together with the form and height should reference the more successful development in the area:

Also agreed and these suggestions have also been incorporated in this Revision A scheme.

3: The Planning Officer encourages a revised proposal that takes its proportions from the adjacent terrace on Wolseley Road and also suggests that the facing materials of the Wolseley Road terrace (pennant stone facings) should be used 'particularly at ground floor level'.

Agreed, the revised scheme's proportions are now taken from the adjacent terrace on Wolseley Road and the facing materials of the revised scheme on ground floor level, using pennant stone facings will match that of the Wolseley Road terrace.

4: The scheme should include bin and recycling storage and covered and klockable bicycle storage:

Agreed: These have been including in the scheme.

5: If the proposal extends to the rear, the 45-degree rule on plan and elevation (taken from SPD 2) should be respected.

Agreed: The houses have been reduced at the rear from the previous scheme to ensure that there is no breach of the 45-degree rule either on plan or in elevation.

6: Comply with the Technical Housing Standards in the Nationally Described Space Standards.

Agreed: As described and calculated earlier in this report.

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## Conclusion:

The proposed construction of the two houses addresses all of the key urban design, detail design and 'assessment of impact' issues. These points, as described in this Design and Access Statement have been accepted, addressed and incorporated into the submission proposals.

All of the advice provided by the Senior Planning Officer in the assessment of the withdrawn Planning Application No 19/04633/F have been understood, accepted and incorporated into the revised scheme.

The Application is accompanied by a Marketing Report prepared by Burston Cook.

The design complies with the Nationally Described Space Standards adopted by Bristol City Council.

There is no overlooking or loss of privacy issues; no over-bearing issues; no overshadowing and no loss of neighbouring residential amenity.

The design is compatible with the context in which it is located, making the neighbouring buildings' heights, scale, use-class, massing and materials. The design has considered the neighbours and the local area.

Sufficient provision is allowed for bins and recycling and for bicycle storage.

A Sustainability Statement is enclosed with this application and the CIL forms have been completed.

The design is considered, appropriate and suitably addresses planning policy. The design creates vital new dwellings and is a viable proposal contributing positively to the housing stock.

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