

Proposed Apart-Hotel and Development at:
72-74 Gloucester Road, Bishopston, Bristol BS7 8BF

Heritage, Design & Access Statement



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105 West Architects Ltd



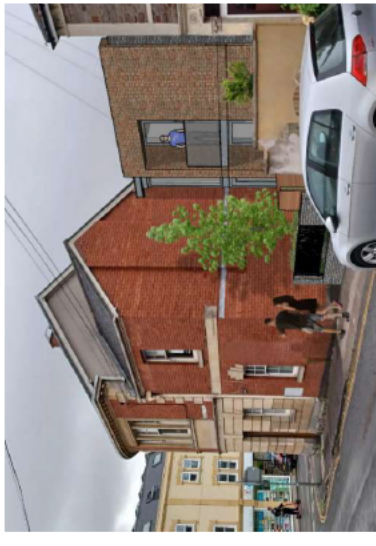
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Project Ref. F062



Prepared on behalf of:

Honor Properties Ltd

Introduction

1.1 Purpose

This Statement accompanies a Full Planning Application for the proposed conversion and development of 72-74 Gloucester Road to create an Apart-Hotel comprising nine serviced apartments. The application description of development is for:

"Partial change of use of Class E commercial unit to a Class C1 apart-hotel with 9no. serviced apartments, demolition of rear extension, replacement extension, external alterations and provision of refuse and cycle storage."

This Statement includes the following key components:

- A description of the site and its surrounding context
- An explanation of the proposed development
- An assessment of heritage-related issues

It provides an overview of the building's background and historic evolution, followed by an assessment of its significance within the local context, particularly in relation to the designated Conservation Area. The Statement also describes the proposed works and includes an overall evaluation of their likely impact on the heritage significance of the building and its setting.

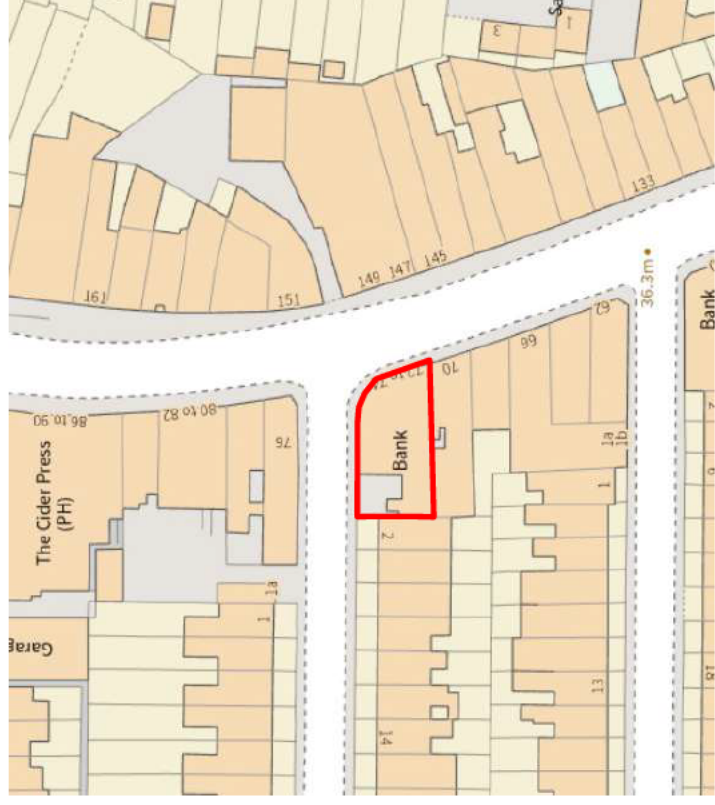
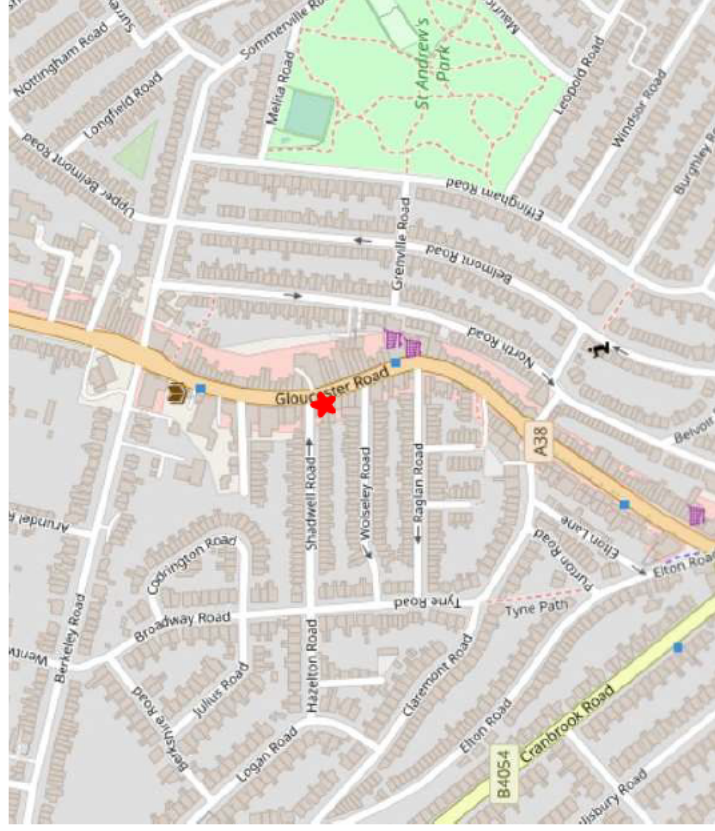
This Statement is submitted in accordance with paragraph 207 of the National Planning Policy Framework (NPPF), which requires applicants:

"...to describe the significance of any heritage assets affected, 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 on their significance."

The Statement should be read alongside the planning drawings prepared by 105 West Architects, as well as the accompanying technical reports and supporting documents submitted with the application.

1.2 Location

The site is located on the west side of the A38 Gloucester Road (figures 1 & 2) within the heart of the Bishopston neighbourhood. It is approximately 1.5 miles north of Bristol city centre and is centred on National Grid Reference ST 58998 75158.



Figures 1 & 2. The site location on the west side of Gloucester Road

The Site & Context

2.1 Local Context

Gloucester Road is a principal route leading north out of the city which is lined by a range of buildings that have active ground frontages that include shops, professional services, cafes, bars, and restaurants. On their upper floors are a mix of either ancillary storage space, commercial offices and/or residential accommodation. Historically a residential street, over time it has become the thriving shopping destination it is today. The appeal of Gloucester Road lies in the fact that it accommodates many independent retailers although several multiples including, the Co-op, Tesco's and Costa Coffee have a presence.

The uses form part of the designated Gloucester Road Town Centre with either Primary or Secondary Shopping Frontages. Streets leading off Gloucester Road are predominantly residential in character with terraces of housing.

The largely late 19th and early 20th century townscape is built to a high density that reflects its inner urban character. Buildings are typically domestic in scale and are two or three storeys in height. They have a mix of styles and facing materials that reflect the evolution of development along the main road. The quality of the townscape has warranted the area being part of the Gloucester Road Conservation Area. However, there are no listed buildings in close proximity to the site.

Contrasting this, streets leading off Gloucester Road are characterised by a mix of semi-detached and terraced housing which reflects its historical development as a suburb of the city.

The site is shown with the Council's 2017 Conservation Area Appraisal to be within Character Area 2 - Bristol North Baths environs (figure 3) and is described as representing 'the continuation of Gloucester Road curving beyond Meridian Terrace, defined by fine grain gable fronted terraces and book ended to the north by larger scale buildings including the Bristol North Baths.'

It is also described as 'Retaining a strong commercial character, fine grain gable fronted terraces characterise the east side of Gloucester Road. The street is less generously proportioned, with relatively narrow pavements and only limited areas of wider pavement allowing 'spillout' activity.'

The application property is identified as one of a number of 'character buildings'. There are no statutory or locally listed buildings in close proximity to the application site.



Figure 3. Character Area 2 with the site highlighted and shown on the plan as a 'character building'.

2.2 72-74 Gloucester Road

The 272 sqm site is developed with a 2-3 storey building that was built c.1903. It sits at the back edge of the pavement and has its main entrance in the façade fronting Gloucester Road. On the Shadwell Road frontage there is a secondary door for staff and towards the rear of the property is a further entrance that is accessed via Shadwell Road and a hardstanding that has space for two cars to park.

The building's principal elevations are faced in a mix of rusticated ashlar Bathstone above which is red brick along with Bathstone features. A smaller brick-faced annex fronts Shadwell Road, which also has Bathstone dressings. In contrast, the rear of the building is plainly treated and has rendered facades. The building's pitched roof is covered with slate tiles. Attached to the rear of the building is a modern single storey extension with a flat roof which has a utilitarian appearance. Atop the roof is a range of air conditioning units and other plant.

There is a range of large windows within the street elevations, those on the ground floor being modern whilst those on the first floor level are traditional vertically sliding sash windows with glazing bars and multi-panes in the upper sashes.

Its curving front facade articulates the junction with Shadwell Road and as seen from Gloucester Road it is prominent wit in the street scene and makes a small but positive contribution to the townscape.

Internally the accommodation is arranged over three levels (two full floors and an attic storey) and has a gross internal floor area of c. 308.16 m². The accommodation is as per the following table:

The bank was originally built with residential accommodation on its upper floors. Over time this has been changed to become ancillary space, offices and staff welfare areas.

It appears the building's interior has undergone various phases of adaption and updating, so much so that there are few features of interest, particularly on the ground floor.

The property shares boundaries with no. 70 Gloucester Road that comprises a ground floor commercial unit (Gloucester Road Bikes) over which is a two-storey apartment. The rear of the site backs onto no. 2 Shadwell Road, a residential dwelling with a rear garden.

A series of photographs on the following pages show the site and its immediate context.

2.2 Historic Development

According to historic mapping, the site was first developed in the late 19th century when two buildings were constructed fronting Gloucester Road as nos. 72 and 74 (figure 4). In 1903 these buildings were demolished and the present building was constructed (figure 5) for the Bristol banking firm of Stuckey & Co. and was designed by the renowned architectural practice of Oatley and Lawrence (Sir George Oatley 1861-1950 / George Lawrence 1872-1938). Plans of the building are kept in the Bristol Archives ref. Building Plans - Volume_43/8c.

The National Westminster Bank took over Stuckey's bank in the early 1970s and it remained at NatWest Bank until its closure in early 2022.

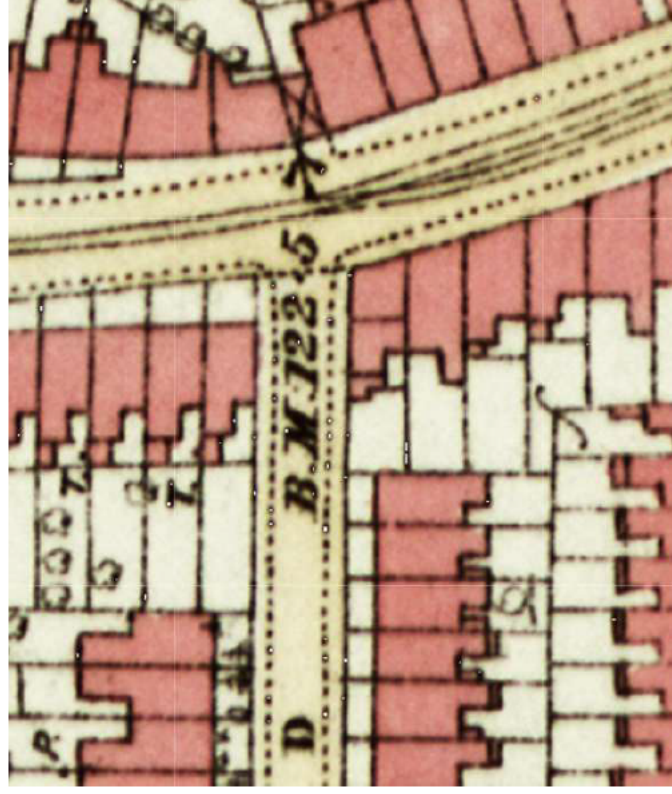


Figure 4, 1st Ed. Ordnance Survey plan of c. 1884 showing the original buildings developed on the site.

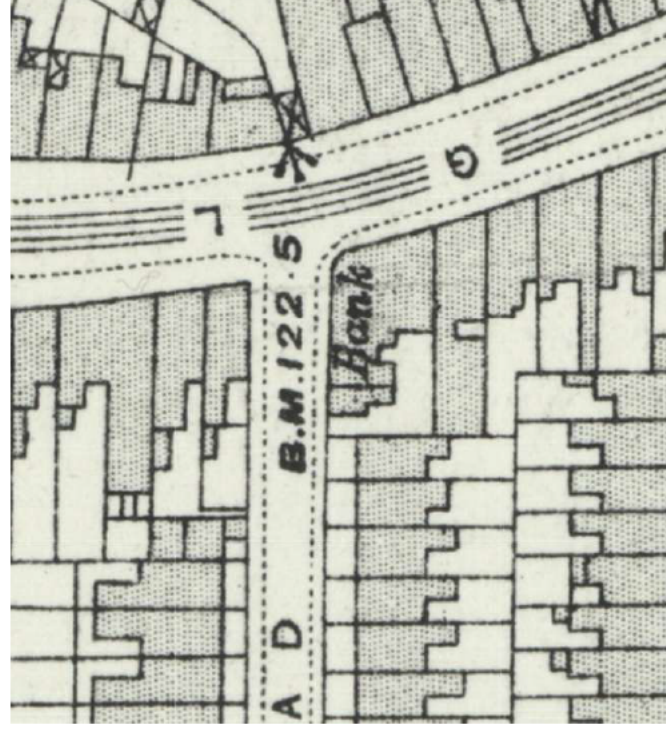


Figure 5, 3rd Ed. Ordnance Survey plan of c. 1916 showing the site developed with the 1903 bank building.

2.3 Accessibility and Transport

The site is located in a highly accessible area, benefiting from a permeable network of local streets that provide good connectivity for pedestrians. Public transport provision is excellent, with frequent bus services (nos. 11, 12, 19, 73, 74, and 309) operating along Gloucester Road. A bus stop is located directly opposite the site, offering services towards Bristol city centre, while another stop approximately 80 metres to the north provides access to services heading towards north Bristol and Cribbs Causeway.

Montpelier Railway Station, which lies approximately 1.0 km (a 10-minute walk) from the site, is served by the Severn Beach line and provides connections to Bristol Temple Meads and the wider rail network.

On-street parking is restricted in the immediate vicinity of the site. Double yellow lines run along Gloucester Road and Shadwell Road, with no parking permitted at any time. Additionally, loading restrictions apply on Gloucester Road between 07:00–09:30 and 16:30–18:30, Monday to Friday. Shadwell Road operates as a one-way street with no entry permitted from Gloucester Road.

Visitor cycle parking is available nearby, with bicycle hoops located approximately 20 metres to the north and 50 metres to the south of the site.



Photo 1. Nos. 72-74 Gloucester Road fronting the back edge of the pavement at the junction with Shadwell Road.



Photo 2. The site seen from Gloucester Road when approaching from the south. Due to its larger scale, design and form, it reads as a local landmark in the townscape.



Photo 3. The site seen facing into Shadwell Road where there is a secondary entrance that was used by banking staff.



Photo 4. The north elevation fronting Shadwell Road where there is vehicular access and space for two vehicles to park. The later single storey extension can be seen behind the van.



Photo 5. The existing hardstanding where there is space for two vehicles to park.



Photo 6. The flat roof over the rear extension which has a variety of air conditioning units and other plant.



Photo 7. The rear facades with their utilitarian, rendered appearance. A Mix of M&E equipment adorns the roof of the rear extension.

Proposed Development

3.1 Use and Quantum of Development

The applicants are seeking full planning permission for the demolition of the existing rear extension and its replacement with a new two-storey extension. The proposals will facilitate the creation of an apart-hotel comprising nine serviced apartments (Use Class C1: Hotel). A ground-floor commercial unit, with approximately 125 sqm of floor space and frontage onto Gloucester Road, will be retained as part of the scheme. Access to the serviced apartments will be provided via a new dedicated entrance on Shadwell Road.

The serviced apartments will be professionally managed by the applicants' appointed agent, who will oversee guest bookings, provide housekeeping and laundry services, and ensure the ongoing maintenance of communal areas, including refuse storage. Further operational details are outlined in the accompanying Premises Management Plan.

Each apartment will be let on a fully furnished basis and include kitchen facilities, crockery, glassware, cutlery, bed linen, towels, and essential appliances. A housemaid service will provide linen and towel changes twice weekly, along with general cleaning and housekeeping. Television and internet services will also be provided for guests.

As part of the development, the existing dropped kerb along the Shadwell Road frontage will be removed, and the footway and kerb will be fully reinstated. There is potential for the reduction of the double yellow lines outside the site, which could facilitate the creation of an additional on-street parking space, subject to agreement with the local highways authority.

The proposed extension has been designed in a simple, contemporary-modern style, incorporating materials that are sympathetic to the existing building. Its form and massing remain subservient to the principal structure, ensuring that it does not dominate or detract from the heritage value of the host building. The design has also been carefully developed to avoid any adverse amenity impacts on neighbouring properties, particularly the residential accommodation at 68

Gloucester Road. The scale and appearance of the extension have been thoughtfully considered in response to the diverse and evolving urban context of the surrounding area.

The appearance of the extension is designed to complement the adjacent period buildings. The selection of high-quality materials will give the development a sleek, clean appearance, these being:

- Walls – clay facing brick to match existing
- Roof covering – single ply membrane
- Windows – ppc aluminium (RAL 7016 mid-grey)
- Doors – Velvac double-glazed casements
- Rear dormers – lead roll roof and cheeks

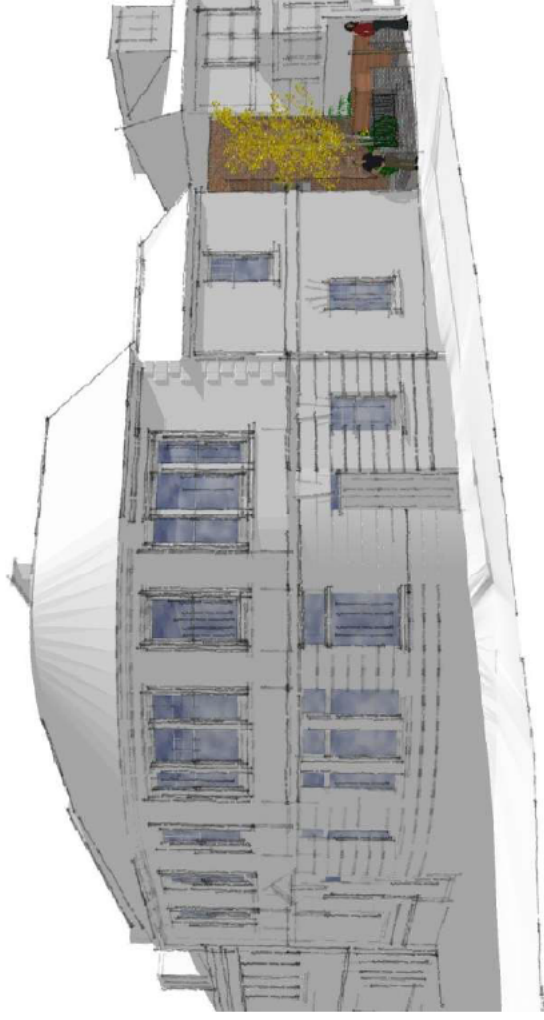
As noted above, two new dormer windows will be inserted into the main roof that will provide access to daylight and fresh air for the additional accommodation

The development will comprise the floor areas shown in the following table.

Floor	Existing	Proposed (apart-hotel)	Commercial Unit
Ground	205.3	89.4	124
1st - Floor	123.11	194.27	n/a
2nd - Floor	14.6	33.27	n/a
Total	343	316.4	124
Total (after development)	n/a	441.94	



Figure 7. The new area of defensible space landscaping. And refuse store outside the entrance to the apart-hotel.



Figures 5 & 6. CGI views showing the existing buildings and proposed replacement extension fronting Shadwell Road.



Figure 8. CGI view of the proposed development showing the replacement extension that fronts Shadwell Road and defensible space with landscaping at the front of it.

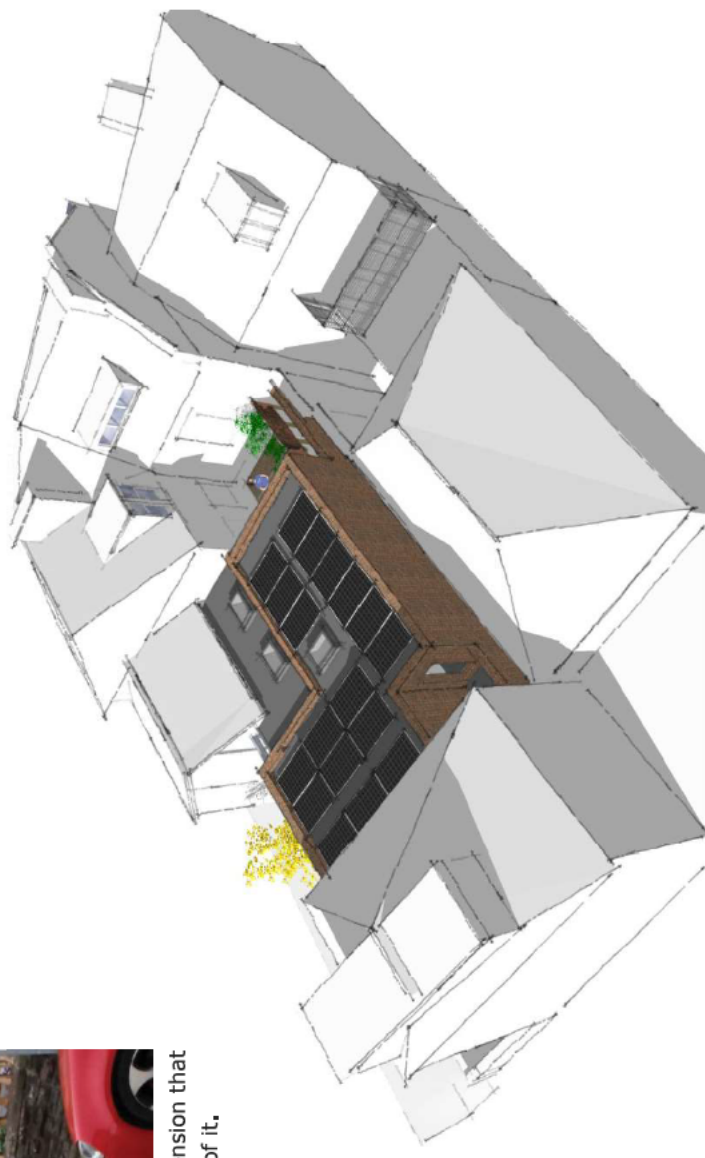


Figure 9. Birds eye view of the site showing the flat roof of the rear extension, solar panels and new dormer window in them main roof.

3.2 Sustainable Design and Renewable Energy

As detailed in the accompanying Sustainability Statement and Energy Assessment, the development will include heating and hot water sourced from an air source heat pumps located on the flat roof of the new extension. It is also proposed to install a solar photovoltaic array with a system of 7.02kWp comprising 18no. panels. The use of renewables is calculated to achieve a 45.62% saving on residual carbon emissions.

3.3 Landscape Design

At the front of the apart-hotel entrance, as well as providing space for a refuse store, there is scope to create an area of landscaping. Within this it is intended to plant a shrubs behind the fence and tree that is of an appropriate specie that can tolerate an urban environment.

3.4 Cycle Storage

The future guests of apart-hotel is to be provided with a communal cycle storage that is both secure and weather-tight. This is located within the building and includes Sheffield stands bike-dock system which is gas-assisted and so is user-friendly, even with heavier electric bikes. The space sufficient to allow for 8no. bikes to be stored. Access via door openings of 1.2m is also provided.



3.5 Refuse and Recycling

A refuse store will be created adjacent to the entrance to the apart-hotel, as shown on drawing refs. 1736(L)11c *Proposed Ground Floor Plan* and 1736(L)41 *Proposed Bin Stores*.

Within the commercial will be a dedicated refuse store. A second store will be provided for the apart-hotel where the communal bins will serve the guests. A mix of general waste wheelie bins, recycling boxes, food waste bins and bags from cardboard are provided, all of which will be collected by a commercial waste contractor appointed by the applicants as part of the Premises Management Plan.

Heritage Assessment

4.1 Impact Assessment: Design & Conservation

The National Planning Policy Framework (NPPF) in paragraph 128 requires applicants to provide a description of the significance of heritage assets and/or their setting that may be affected by development proposals which are subject to applications seeking consent. Annex 2: Glossary of the NPPF describes the significance of a heritage asset 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."

As a 'character building' and because it is located within a conservation area, there is a need to consider the potential impact of the proposed development upon these heritage assets.

In designing the proposed development, thorough consideration of the site and context and importantly, the project team have been conscious of the Council's conservation and design related policies, notably Core Strategy Policy BCS21: Quality Urban Design, Policy BCS22: Conservation and the Historic Environment and Policy DM31: Heritage Assets.

Following a review of the building's construction, its condition and cost for continuing its long-term use, the applicants have reconciled several constraints and opportunities. The applicants are essentially seeking to make a more efficient and effective use of the site, creating additional development that as seen from the public realm preserves the character and appearance of the Conservation Area, if not enhances it. Furthermore, the design intent is to ensure the building has longevity with appropriate construction and detailed design to ensure it has a suitably long design life.

Historically, the site has evolved as development has taken place. The principal building evidently has architectural and historic merit but the rear extension lacks any discernible qualities.

The proposal, whilst a high-density scheme, has been designed to respond to the particular characteristics of the site and immediate context. Only upon visiting the site can one fully appreciate the rationale for the design approach and understand the relationship with the immediately adjoining properties. The layout, design and appearance of the development will positively respond to the prevailing character of the area.

All of the units will have a good outlook given and the density is consistent with the Town Centre location.

Overall the design approach will create a high standard of accommodation. To this end, the NPPF identifies 'good design' as a key aspect of sustainable development and in paragraph 127 lists a series of design-related criteria to be achieved. In this case, the proposed development will adhere to the criteria and achieve high-quality sustainable design.

In undertaking a balancing exercise it is our judgment that the proposals comply with the aims and objectives of the NPPF, as well as Bristol Core Strategy and Development Management Policies. Similarly, we are of the view that the proposed development is in accordance with section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and that the character or appearance of the conservation area would be preserved or enhanced.