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14 December 2023

Planning Services,
Planning, Transport & Sustainable Development,
Bristol City Council,
Bristol,
BS1 5UY

Pearce Planning Ltd
Woodspring House
17 Hill Road
Clevedon
BS21 7NE

Our Ref - AP/NS/10 Temple Back
Planning Portal Ref: PP-12526386

Dear Sirs,

FULL PLANNING APPLICATION FOR NEW SHOWER BLOCK 10 TEMPLE BACK, BRISTOL, BS1 6FL

Pearce Planning Limited have been instructed by St James's Place Property Unit Trust to submit a Full Application for the proposed change of use and associated physical works of part of the basement car park at 10 Temple Back, Bristol, BS1 6FL to provide shower facilities.

The application is supported by the following documents:

- This Covering Letter (Pearce Planning)
- Planning Application Forms
- CIL Form
- Site Location Plan – Dwg. No. PL04
- Proposed Site Plan & Location – Dwg. No. 19503-PAR-XX-OO-DR-I-P00001
- Existing Lower Ground Floor Plan – Dwg. No. 9616.LO.0999
- Proposed Basement Area Layout – Dwg. No. 19503-PAR-XX-OO-DR-I-P00002
- Existing and Proposed Basement Area Elevations – Dwg. No. 19503-PAR-P00003

With regard to the Bristol City Council Validation Checklist, it is not considered that any additional supporting documents are required to enable validation of this application.

The application fee of £642.00 will be paid by the client via the Planning Portal.

Site Location and Context

The application site is located at 10 Temple Back in Bristol City Centre and comprises a large office building with a basement car park. It is proposed to locate the new shower room within the basement in place of 6no. of the existing car parking spaces.

Proposals

The application proposes the provision of a shower block within the basement of the building for use by the tenants. As shown on the submitted plans the shower block will comprise of XXXX.



In order to make space for the new facilities it will necessitate the loss of 6no. of the 84no. existing car parking spaces, however this is only a 7% reduction and therefore not considered significant and will still provide adequate parking. Furthermore, the facilities will help to encourage users of the building to commute to work via more sustainable modes of transport such as cycling or running which is a positive benefit.

Planning History

According to the Council's online planning application database there are a few planning applications relating to the property, but none that are considered to be relevant to the application proposals.

Relevant Planning Policy

The local plan proposals map shows that the site is located within the designated city centre and also within the Redcliffe Conservation Area. The property is not the subject of any other specific designations or safeguards. The site is within Flood Zone 3.

Policy BCS10 advises that development proposals should maximise opportunities for the use of walking and cycling. In addition, policy DM30 confirms that proposals that would retrofit existing buildings with sustainability measures will be encouraged subject to meeting the criteria listed under this policy, including respecting the siting, scale, form, proportions, materials, details and the overall design and character of the host building, its curtilage and the broader street scene.

Policy DM14 advises that development should contribute to reducing the causes of ill health, improving health and reducing health inequalities within the city through, inter alia, promoting and enabling healthy lifestyles as the normal, easy choice.

Policy DM23 relates to transport development management and states that development proposals will be expected to provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the parking standards set out in Appendix 2. The car parking standards set out in Appendix 2 of the SADMP advise that these are maximum standards.

Policy BCAP29 advises that within Bristol city centre, a significantly lower level of car parking provision will be expected. Cycle parking provision and associated facilities should be designed to a high quality which meets the requirements of all cyclists.

Para 2.23.9 of the SADMP advises that in commercial schemes, good facilities for changing, showering, storage and drying can make a significant contribution to increasing cycle use.

Policy BCS22 requires development proposals to safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including, conservation areas.

Planning Commentary

The application proposals will enhance the existing facilities within the building by providing showering and storage facilities for those who want to commute by cycling, running and walking. As stated above, it is acknowledged in the SAMDP that providing good facilities for changing, showering etc can make a significant contribution to increasing cycle use. The proposals will therefore help to promote and enable people to use more sustainable commuting methods as well as making it easier to adopt a healthier lifestyle. All of these things are supported by the above policies which seek to enhance sustainability, reduce travel by private car and encourage healthier lifestyles.

Although 6no. car parking spaces will be lost, the adopted car parking standards are maximum standards and it is made clear by policy BCAP29 that within the city centre a significantly lower level of car parking provision



will be expected. There will still be a sufficient number of car parking spaces to serve the occupiers of the building and it is anticipated that fewer car parking spaces will be required as a result of the proposals due to an increase in people cycling/running/walking to work.

The application proposals are designed to a high standard and as the proposed works are internal with no changes to the external appearance of the property there will not be any impact on the Conservation Area. In addition there will be no increased risk of flooding or any increased flood risk to tenants within the building.

It is therefore considered that the application proposals are acceptable when considered against the relevant policies and therefore should be approved.

If you require any further information on the proposals we would be delighted to provide this.

Yours sincerely



ALAN PEARCE MRTPI
Managing Director



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