

# Concept and masterplanning

Successful masterplanning is vital to the health of our communities and our city going forward. This requires new development in Bristol to deliver high quality urban design. To achieve this we must create places that connect with each other and are easy to move through, aided by legible and understandable routes and wayfinding. This benefits both the development and its future inhabitants by delivering a safe and accessible environment that enhances and protects physical and mental health.

Further to these aims, our responsibility is to consider a much wider remit than simply the area within the red line boundary of a site, assessing the wider needs and impacts of the inhabitants and visitors of a new development. At the pre-application stage for major developments, Transport Development Management (TDM) will seek qualitative answers to the following questions, amongst other things:

- **What are the desire lines between the development site and local schools, employment, shops, parks, leisure uses and housing? Can they be enhanced / shortened?**
- **Where is the nearest access to public transport? Are services frequent and is the route to the stop / station of high quality?**
- **Can the site act as a through route for walking and cycling, successfully integrating the new development and its occupiers into the local community?**

It is surprising how many of these matters are overlooked and unfulfilled by developments, even in recent years, when more considerate masterplanning would have delivered more social inclusion through better connected neighbourhoods whilst minimising reliance on the private car.

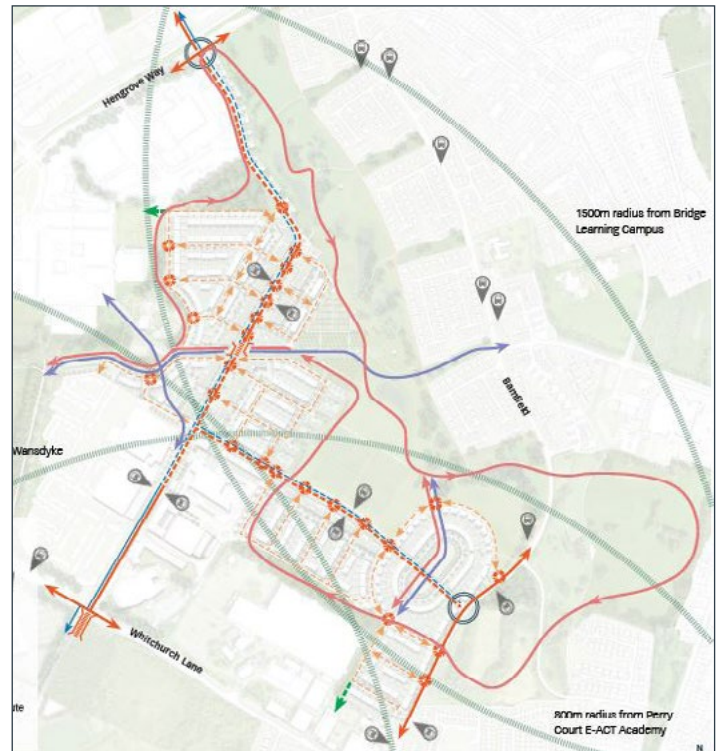


Fig 1: Assessment of linkages and masterplan, Hengrove Park

Where a number of individual development plots lie in close proximity to one another – which is common in areas of urban renewal and regeneration – we require that the opportunities for inter-connectivity by active and sustainable travel modes are maximised, as confirmed in policy DM27 in our Development Management Policy document:

- **Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form.**
- **Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards the development of those sites in the future.**

Through this approach we have insisted that opportunities for active travel connections to the wider area are exploited to successfully serve a

new community rather than being obstructed in perpetuity, and in a manner that only fulfils the most narrow and piecemeal of interests.

To fully understand how a development scheme will connect with both the local and wider movement network, we will request a concept masterplan for most developments that need to be supported by either a Transport Statement (TS) or Transport Assessment (TA) at the pre-application stage. Where Housing is proposed, this should be accompanied by a completed Checklist for New Housing Developments assessment (taken from the Transport for New Homes project). This will enable TDM to provide a comprehensive response and add value to the process at the pre-application stage through confirming our requirements on how high quality permeability can be achieved. We will resist proposals where such opportunities are not maximised, in line with policy.

**Fig 2: Movement infrastructure considered around several development plots, Bedminster Green**

