

Welcome

Thank you for viewing this exhibition.

Last month Bristol City Council shared its vision for the masterplan for Hengrove Park and Hartcliffe Campus along with four masterplan options for consultation. Thank you to everyone who provided feedback.

The council and project team are now in a position to hold a further round of formal public consultation on the emerging masterplan. The aim of the consultation is to invite comments and feedback on the preferred masterplan.

Feedback can be provided via the survey which is available online (www.bristol.gov.uk/plansforhengrove) or in paper format.

The deadline for comments are as follows:

- For Hartcliffe Campus - 10 January 2018
- For Hengrove Park - 31 January 2018.

Following this the project team will review the consultation responses and finalise the planning application document to submit an Outline Application for Hartcliffe Campus in February / March 2018, and Hengrove Park in March / April 2018.

The outline applications will establish the design quality, overall amount and type of housing and open space requirements. The council will then select developers who can bring forward detailed plans for specific areas in line with the outline planning consents.

A full Report of Community Involvement will document the consultation process, feedback received and how the project has responded. This will form part of the planning applications. There will be a further opportunity to make comments on the planning applications once they have been submitted.



project team



client



project lead: project management, costs, engineering, highways/transport, environmental

Lifschutz Davidson Sandilands

architect and masterplanner



landscape architect



planning consultant



consultation co-ordinator



CDM - principal designer



Feedback

During the introductory meet and greet events in October and the public consultation events in November, feedback was received through face-to-face sessions, written responses and from discussions at other meetings including the Community Focus Group, Hartcliffe & Withywood Community Partnership/Pride of Place and the South Bristol Youth Council members.

The feedback has been catalogued and a summary is provided on this and the following board:



In principle support / agreement for:

- Project vision and objectives, with growing understanding of the need for more housing, especially affordable.
- Overall approach to improving and enhancing connections and proposals for movement and access in and around the site particularly on foot, cycle and by public transport.
- Masterplan Option 4 (with improvements) and consideration of the Hengrove & Whitchurch Park Neighbourhood Planning Forum proposals (Option 5).
- A high quality new park with a mix of formal and informal spaces and different landscape features.

Key concerns:

- **South Bristol taking larger proportion of new housing than the rest of city:**
Bristol Local Plan allocates 26,400 new homes across the city (between 2006-2026); 8,000 of these are within South Bristol.
- **Pace of the overall project timetable and resulting limited time to respond to each phase of consultation**

The sites have been allocated for housing since 2014. Project was launched in October and consultation feedback is being sought at each stage to inform the ongoing preparation of Outline Planning Applications. In light of feedback, the consultation period for this second round has been extended to allow 8 weeks for Hengrove Park and 5 weeks for Hartcliffe Campus. There will be a further opportunity to comment once the planning applications are submitted.

- **Loss of park and open space along with other green areas in the vicinity**
Hengrove Park is a brownfield site of the former airfield which has in recent years been used as a large open public space. The proposals are for a quality new destination park of around 23ha, comparable to other well used public parks in the city, which will be designed to support a range of formal / informal spaces and landscape features. In addition there are other green / open spaces adjacent to the site including the Mounds, Hawkfield Meadows, Whitchurch Green, and Brierley Leaze that are protected from development.
- **Capacity regarding health services, particularly GP's to cope with additional number of residents from this development and others in the area**

The Council is meeting with local NHS and Clinical Commissioning Group Bristol (CCG) to discuss how it will respond to the needs of the growing population as a result of the development. The Outline Planning Application will look to secure planning consent for a range of uses including a doctor's surgery. However, the existing Whitchurch Health Centre has the potential to accommodate more doctors and in turn a larger population. NHS England and CCG will be responsible for delivering the relevant primary care provision.

- **Capacity regarding school places to cope with additional number of residents from this development and others in the area**
Secondary Schools - The Education Funding Agency has agreed to fund a new secondary school for South Bristol, to be run by Oasis Academy. The location has yet to be agreed.
Primary Schools - As a result of the development proposals at Hengrove Park and Hartcliffe Campus, the Council is exploring the option of expanding the provision at Perry Court Primary School.
- **Additional traffic and congestion (and resulting pollution) on local roads and on the surrounding highway network**

The development will create an integrated public realm that promotes walking and cycling and discourages excessive car usage and inappropriate vehicular movements through the sites.

Hengrove & Whitchurch Park Neighbourhood Planning Forum:

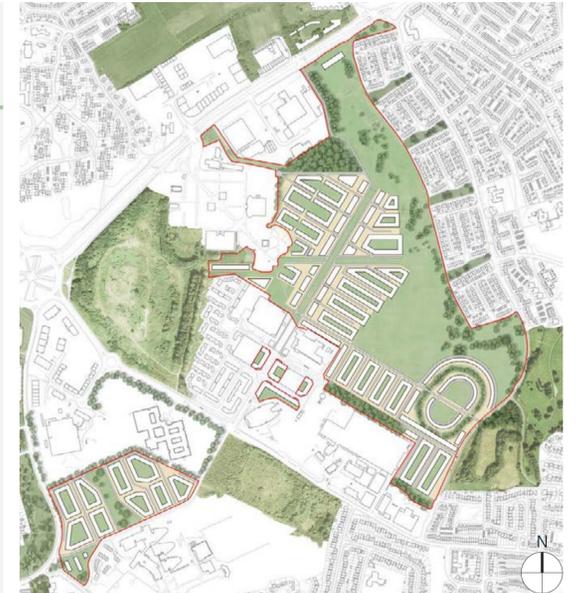
We have considered the proposal by the Neighbourhood Planning Forum which was made public partway through the last round of consultation. Not all members of the public have had the opportunity to view this alongside the council's options.

The team has reviewed the Neighbourhood Planning Forum's proposals and has incorporated the following aspects within the current proposal:

- Access to the north of the site from Hengrove Way
- Increased space for park

However, aspects of the "Option 5" proposal cannot be supported. These are:

- Assumes heights up to 6 storeys
- Indicates 80% apartments, 20% houses – there needs to be more variety and balance to create a range of housing types. The current Hengrove Park proposal assumes roughly a 50% split and will be informed by future market demand.
- Proposals includes buildings outside of the allocated development site and outside of the Council's ownership.
- Assumes the loss of an area of woodland to the north and tree belt to the south which provides important screening.
- Assumes development backing on the Leisure Centre – we believe the development should respond positively to this impressive building.



Option 4: preferred option



Hengrove and Whitchurch Park Neighbourhood Planning Forum proposal ('option 5')

Feedback



New homes:

- **Why is this the right location for the new homes?**

Hengrove Park and Hartcliffe Campus are both allocated brownfields sites for housing led development within the Bristol Local Plan. The sites are well connected and in close proximity to existing retail, leisure and employment facilities. The housing development follows on from the development of Hengrove Leisure Centre, South Bristol Community Hospital and the South Bristol Skills Academy. MetroBus will serve the area with stops at Hengrove Park.

- **What kind of homes are being proposed?**

There will be a mixture of housing and apartments across both sites. We are aiming to provide a balance across tenure type, apartments and houses that will respond to the local housing demands. This could include market housing, affordable, key-worker, rental units and smaller units for older generation homes and self-build.

- **How high will the development be?**

There was a mixed response from the community on building heights. We are proposing a range of building heights – from 2-4 storeys (about the same height as the Leisure Centre) in general with the opportunity for some limited 5 storeys at key locations.

- **How many affordable homes will there be and how can this be guaranteed?**

30%, in line with Bristol Council housing policy. Development sites will be sold to the housing market on this basis. Affordable homes will be integrated amongst the masterplan and designed to be 'tenure-blind', so they look the same as the private sale homes.

- **How is design quality being locked into the masterplan and is it possible to do something different or interesting with design?**

The Outline Planning Application will include Design Codes that will define the character and quality of the buildings, streets and public spaces ensuring a greater sense of place.

The application will also include detail of the highways and strategic parks to ensure that a high quality park is delivered as part of the development.



New park & open space:

- **How has the form of the park been arrived at?**

We want Hengrove Park to be a high quality destination park that retains the best of the landscape and creates a sense of location. The proposals retain and enhance the best of the Hengrove Park site, with a large linear park running along the western edge of the site, opening out onto playing fields. Structured character areas, such as The Avenue and The Runway bring the park into the development, creating safe spaces for children and local residents to relax.

- **What will the park provide?**

The most popular suggested features in the new park are: woodland and trees, areas of nature and wildlife and informal spaces for relaxing and meeting friends. Then seating & tables, play space for younger children and formal sports pitches. All of which will be accommodated within the new parkland, in addition to cycling and running tracks.

- **Is this the right size for the park?**

We've taken on board that the community are most supportive of Option 4 which showed the largest park area, and the Neighbourhood Planning Forum's proposal which retained even greater amount of public space. The proposal now shows over 23 ha of openspace – as part of the community consultation and design development, we have carried out detailed analysis on park typology and size to understand what makes a destination park successful and how much space is required to accommodate all of the facilities required by the existing residents. The balance of development and park will ensure high quality open space can be achieved, and importantly, maintained for many years to come.

- **Will there be spaces for children to play?**

Yes, play space is proposed across the masterplan to create opportunity for play for all ages in addition to retaining the existing Hengrove Play Park.

- **Why is the woodland to the north of Hengrove Park being retained?**

Whilst cutting down trees in this area for development may allow the central park to be made larger, this would be detrimental to the existing habitats and ecological value of the site. In addition, it provides a useful buffer between the industrial employment site to the north and the proposed housing. We propose to enhance this area with a woodland walk in response to the community's request for woodland within the new park.



- **The community wish to reflect Hengrove Park's historic importance of the former airfield. How is this reflected in the masterplan?**

The memory of the runway is retained by an east-west linear open space that will not only create attractive area for local residents, but will also provide an essential water retention feature to help prevent any future flooding. The history of the site will also be marked by information boards in key locations.

- **Who will maintain the park?**

We are currently exploring a number of ways to secure the park's long term maintenance including potential for a management company funded by the development.

- **Will the park be safe?**

In response to comments on the existing space at Hengrove Park which highlighted concerns around safety and anti-social behaviour, we are designing the park with lots of overlooking and lighting to create natural surveillance and improve the sense of safety.

- **Why isn't the former tennis court area at Hartcliffe Campus being retained to protect the ecology in situ?**

Development of the former tennis courts is required to create new frontage and overlooking along Hawkfield Road, to establish a successful safe and secure neighbourhood. New habitats will be integrated into the masterplan to provide long term protection for the wildlife.

- **What mitigation methods are being used to protect the wildlife on the Hartcliffe Campus site?**

The wildlife corridor is retained along the northern edge of the site, and it is proposed to have a high quality 'pollinator park' in the heart of the site that will replace the existing habitats which the ecological surveys have shown to be currently degrading. Rooftop habitats will also be provided.

- **Does the proposal include opening up the old stream through Hartcliffe Campus?**

There were mixed views about the benefit of opening up an old stream through Hartcliffe Campus. Further investigation has confirmed that this stream has since been diverted and is no longer under the site. However water features will be included on site to accommodate rain water run off and sustainable drainage.



Feedback



Links & connectivity:

- Can the increased number of cars be accommodated by the existing road network?

We are currently carrying out traffic and transport impact assessments to understand if any highway infrastructure upgrades will be required to support this development. Connections to the local area are being carefully considered to minimise any impact on the local traffic network.

As well as consulting with the public on this matter, we are in discussion with BCC highways team.

- Will the development affect existing local shops and centres?

The development is not proposing a significant amount of new retail facilities, as we want to encourage new residents to use the existing local shops and centres. The development will look to improve the links to Whitchurch District Centre, Symes Avenue, Filwood Broadway and Imperial Park.

- How will the MetroBus work with the masterplan?

There were concerns raised about moving the MetroBus route from Bamfield.

In the short term, the first phase of MetroBus will remain on Bamfield. Looking to the future, the scope and location of MetroBus routes will be reviewed with the operator. Therefore, the masterplan will need to allow main roads and new junctions to be designed to accommodate and prioritise future bus and metroBus movements. This will allow for future flexibility so the bus network can respond to local demand. The transport study has identified a number of future strategic transport improvements in the general area that may also provide MetroBus routes to the area.

- The community raised concerns that there were only two vehicular access points to the development at Hengrove Park. Is this still the case?

In response to the consultation, the proposal now shows three access points for vehicles at Bamfield, Hengrove Way and Whitchurch Lane. Development to the north of the runway will be served by an access point at Hengrove Way, development to the south of the runway will be accessed via

Whitchurch Lane or Bamfield. See Board 7.

- What are the proposed changes to the bus only roads?

We are proposing to relocate the existing bus gate on William Jessop Way / Whitchurch Lane further south to the junction on Hawkfield Road so that development at Hartcliffe Campus can be served from Whitchurch Lane.

A further bus gate will be located in Hengrove Park on the junction with the runway to prevent through traffic other than buses and emergency vehicles. In addition, it will mean that the only vehicles passing across the runway will be public transport and cyclists.

- Why is there a road proposed in the space between the Hospital and Leisure Centre?

Concerns were raised about introducing traffic to an existing pedestrian area. There is 42m between the two buildings and this can easily accommodate and provide a clear north-south connection, which is key to connecting the development to existing communities of Filwood Broadway and Hartcliffe and space for the hospital and leisure centre. However, with the proposed new bus gate on the runway, the amount of vehicular movements will be reduced as development to the north of the runway will access and egress the site at Hengrove Way.

- Will the development be walking and cycling friendly?

Yes, walking and cycling is central to the movement strategy. New and existing routes are proposed along the existing desire lines. We want to encourage as many people as possible to walk and cycle by connecting into the existing connections to the local area and city centre.

- Will there be a car club?

Yes - the exact size and details will be developed as the scheme progresses and will form part of the Travel Plan.



Community:

- Will there be any opportunities for employment space?

Whilst this is a residential led development, it is proposed to locate employment space around the new Hengrove Centre (next to the Leisure Centre and Community hospital – see Board 9). This could include space for offices, workspaces for start-ups, small retail units and space for GP surgeries/ dentists.

- How will the new Hartcliffe Campus integrate into existing the communities of Hartcliffe?

We are proposing to create a new connection onto Hawkfield Road to improve the connectivity and visibility with the surrounding area. There is also a new open space and integrated wildlife features that will be available to both existing and new residents.

- What is happening to the existing Rugby Club?

The council is working with St Bernadette's Rugby Club to consider relocating their club to Fulford Road. The new facilities will allow the club to support themselves and grow over the coming years. There were mixed views about this proposal as some people wanted the club to remain at Hengrove Park, whilst others were keen for the playing pitches to be more accessible to all.

Other issues:

- How will the development protect/enhance the existing wildlife?

There was clear support for protecting and enhancing the existing wildlife on both sites. Therefore we are aiming to retain the best of the landscape features and as many trees as possible within the development. Informed by ecology surveys and advice, the landscape plans within the masterplan will create new wildlife habitats, including wildlife corridors and a pollinator park on the Hartcliffe Campus site.

- Will the car boot sale be retained on the Hengrove Park site?

Whilst the development phases progresses there will be room for the car boot sale to remain on site in the short term, however it recommended that it

is relocated in the medium/long term to maximise the use of the open green spaces.

- Consultation raised concerns about potential flooding. How will the drainage be managed?

A variety of measures, such as swales, Sustainable Urban Drainage System (SUDs), permeable paving and raingardens are integrated into the design to minimise water runoff during storm events. See board 7.

- Are there any water features?

Consultation demonstrated mixed views on water features as people believe this is open to anti-social behaviour. However, large scale water features are likely to be required to avoid future flooding and contain rain water run off within the site. See Board 7.

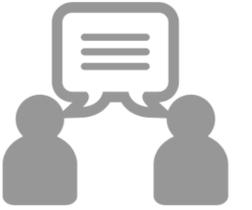
- The route to planning is too rushed. Can the consultation period be extended?

In response to comments, the project team have extended the consultation exhibitions and the feedback period for Hartcliffe Campus until 10th January and Hengrove Park until 31st January 2018 and will be running additional staffed sessions on 6th January at Hengrove Leisure Centre, Hartcliffe Library and Whitchurch Library.

- Can the consultation material be made easier to understand?

This is a complex scheme and as such there is a lot of information to share. We have tried to simplify the plans, add more local landmarks and are providing additional staffed sessions at the exhibitions.

There is a physical model available at Hengrove Leisure Centre, showing the emerging masterplan including labels of the surrounding context.



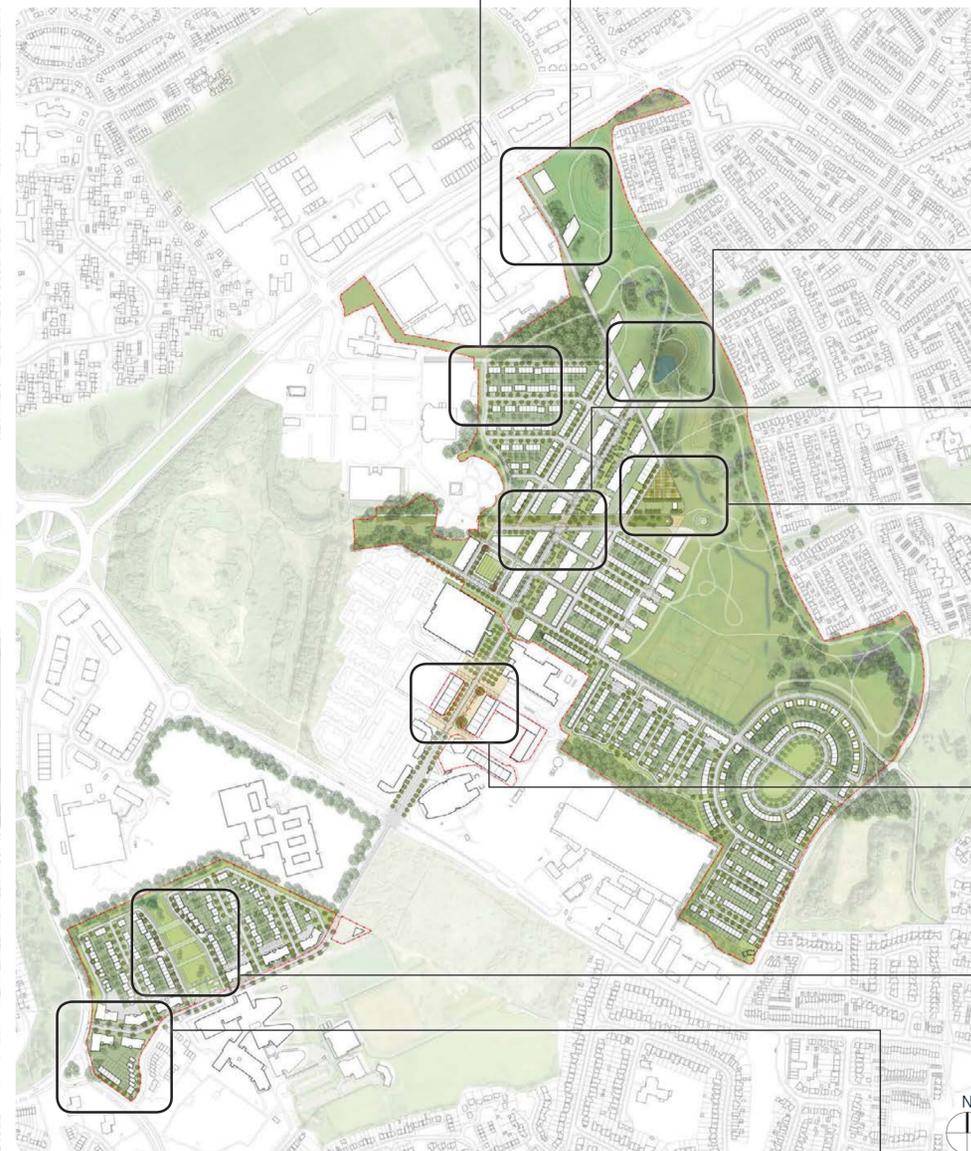
Key changes to the masterplan:

In response to consultation feedback and ongoing technical site studies, masterplan option 4 has been further developed as the preferred option. Key areas of change have been highlighted below. In summary they are:

- Development of district character areas within the masterplan (See Boards 8-10)
- Size of park area increased
- Opportunity for mixed uses including employment around the Leisure Centre and Hospital and creation of a new central square
- All vehicle entrance from Hengrove Way
- Drainage strategy and mitigation measures incorporated into the landscape on both sites
- Bus gate relocated at the junction of the Runway and The Avenue
- Development of the park area and uses at Hartcliffe Campus
- Strengthening the wildlife corridor on Hartcliffe Campus



Option 4: presented at public consultation round 1



Proposed masterplan: evolution of Option 4



1. Realigned the development to provide a better frontage to woodland.



2. New all vehicles entrance and gateway to Hengrove Park along Hengrove Way and introduction of a building to mark the entrance to the development. Buildings added along the road to create frontage and overlooking.



3. Integrated sustainable drainage landscape features.



4. Bus gate located in the runway to prevent 'rat running' and reduce traffic pressure on Bamfield.



5. Size of the park increased and pulled back from the St Giles estate edge.



6. A new centre for Hengrove Park with opportunity for shops, health and employment spaces around a new central square.



7. A park opposite the school with areas of play, seating, ecological habitats and integrated sustainable drainage landscape features.



8. William Jessop Way extended to Hawkfield Road. Existing connection to Bishport Avenue to be pedestrian/cyclist only route.

How the design has changed...



Hengrove Park

The proposals build upon the high quality civic buildings adjacent to the site, creating a new destination park in South Bristol and circa 1,500 new homes, arranged in a number of distinct character areas. New homes will be a mix of houses and apartments, market and affordable, ranging from 2-4 storeys with the opportunity for some 5 storeys at key locations. The park retains the memory of the airfield's runway and the best of the existing landscape, providing a combination of formal and informal spaces.

Development wrapping around the existing car parks creates the opportunity for employment and retail uses fronting onto a new central square, leading to a central avenue which extends through the masterplan, intersecting with the runway park. The old running track is reimagined as a formal crescent of houses with a village green at its heart (see boards 9 and 10).

Park and open space:

New destination park = 19.03 ha

Other open space (eg. the avenue, the runway, the green, sports trail and village green) = 4.18 ha

Developable land: 21.9 ha

c.70 dwellings/ha: c. 1,530 dwellings

c.60 dwellings/ha: c. 1,310 dwellings

c.50 dwellings/ha: c. 1,100 dwellings

Hartcliffe Campus

The Hartcliffe Campus masterplan is centred around a new pollinator park, opening out onto the Bridge Learning Campus. The park will be home to new habitats for wildlife to flourish and connect into the wildlife corridor to the north. Apartment buildings front onto William Jessop Way, creating overlooking and security on the street. The streets have shared surfaces, trees and soft landscaping, promoting safe environments and areas for children to play. The wildlife corridor will be retained and enhanced. (see board 11)

Park and open space:

Park and open space area: 0.80ha (excluding wildlife corridor)

Developable land: 6.87 ha

c.70 dwellings/ha: c. 480 dwellings

c.60 dwellings/ha: c. 410 dwellings

c.50 dwellings/ha: c. 345 dwellings

A new park for Hengrove

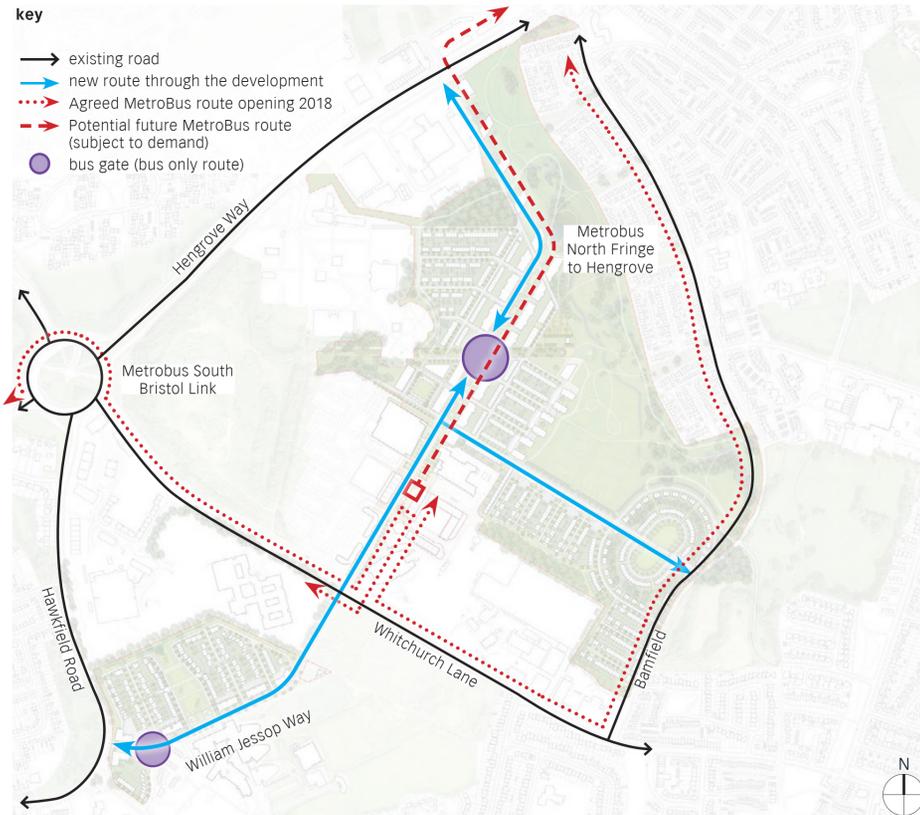
The park retains the best of the existing landscape features, such as the woodland belts and mature trees, whilst providing new park facilities. New paths are proposed between the St Giles estate and The Avenue and The Runway. The paths are designed to drain to remain dry throughout the year, even near the bottom of the mounded and tree covered areas.

The new destination park extends into the development via two green pedestrian zones (The Avenue and The Runway), connecting the St Giles Estate on Bamfield Whitchurch Lane and Hengrove Way with the Hengrove Centre.

The Avenue consists of a road and cycle path on one side, with a linear park on the other. The linear park creates a wide traffic free park full of play areas, seating and space for residents to relax. A pedestrian route leads through groves of trees and open lawns. The Avenue terminates with an attenuation pond, set in the centre of a wide and shallow bank, creating a relaxing and contemplative space.

The Runway is retained and provides an informal green space, planted with native vegetation that connects the Mounds with the park. The Runway is lowered to provide drainage attenuation.

There is space for playing fields and the woodland areas are retained and extended. A village green provides a formal setting for new homes along Bamfield and retains the best trees in this area. Footpaths, a fitness trail and cycle routes cross the park and connect with the surrounding neighbourhoods.



Road connections

Three access points for vehicles are now proposed at Bamfield, Hengrove Way and Whitchurch Lane, which take advantage of the higher capacity road network surrounding the development. This is being tested with the council through detailed highway capacity modelling.

On Hengrove Park, development to the north of the runway will be accessed via Hengrove Way and development to the south of the runway will be accessed via Whitchurch Lane or Bamfield. A bus gate is proposed at the junction of the runway to prevent through traffic. On Hartcliffe Campus, development will be accessed from Whitchurch Lane. The existing bus gate is proposed to be relocated to the junction of Hawkfield Road and William Jessop Way.

Car parking will not exceed Bristol City Council's parking standards set out in planning policy, which allocates an average of 1-1.5 spaces for every home (depending on its size) plus some visitor parking spaces on the street, disabled parking and electric vehicle charging points.

In the short term, the first phase of MetroBus will remain on Bamfield. Looking to the future, the scope and location of MetroBus routes will be reviewed with the operator. Therefore, the masterplan will need to allow main roads and new junctions to be designed to accommodate and prioritise future bus and MetroBus movements. This will allow for future flexibility so the bus network can respond to local demand. The transport study has identified a number of future strategic transport improvements in the general area that may also provide MetroBus routes to the area.



1. Bristol MetroBus



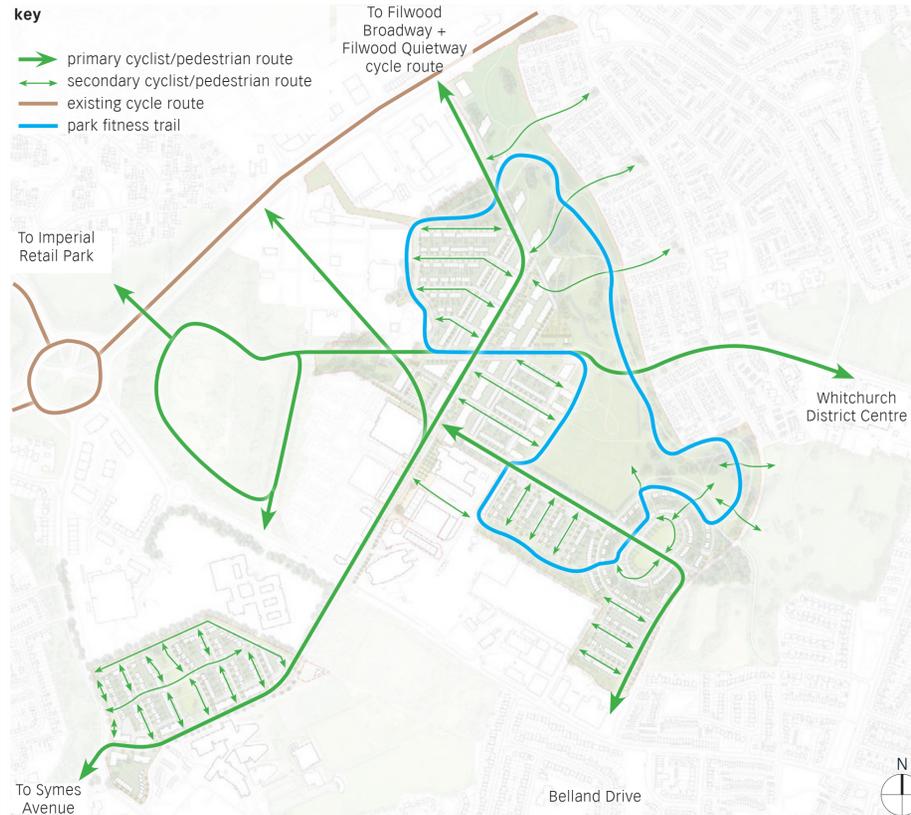
2. Example of a busgate



3. Cycling circuit



4. cycle/joggin circuit

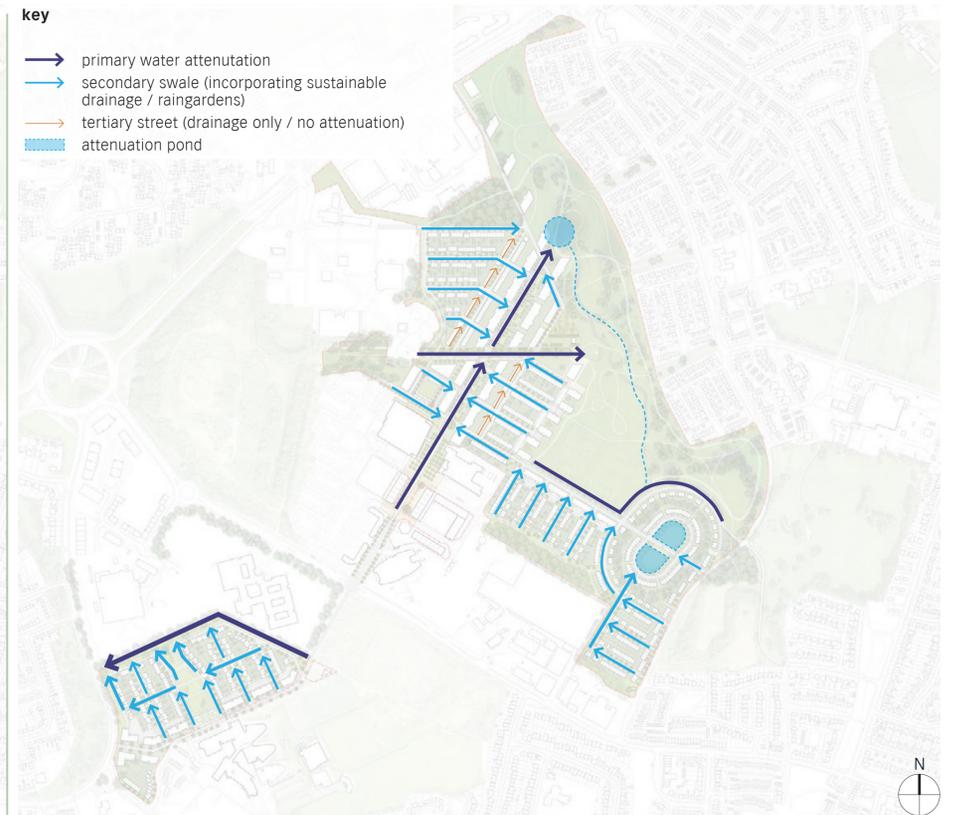


Cyclist and pedestrian connections

Improving walking and cycling links to the surrounding area and into the city centre is central to the masterplan. The plan above shows the primary and secondary cycling and pedestrian route through the sites and into the surrounding networks.

A network of accessible paths around the perimeter link together a series of outdoor exercise equipment to create a fitness trail. The trail is circa 3km long and is routed to take advantage of the various character areas within the Hengrove Park development.

The primary roads (along the avenue and connecting onto Bamfield) will have dedicated cycle lanes that will connect to the Filwood Quietway and the city centre beyond.



Drainage strategy

The ground build-up within the two sites is primarily clay and undeveloped. As such there are significant surface water run-offs to be designed for. The most sustainable and the preferred method of dealing with such conditions, is to integrate drainage features into the design of the masterplan that will hold the water on-site until the existing surface water sewer system is able to discharge the water downstream.

We are proposing a number of drainage features, including small scale interventions, such as individual rain gardens, bio-retention areas and swales on the tertiary streets and within gardens. They will hold some of the water and direct the water towards the larger scale features - they can be planted with moisture tolerant planting, adding to the streets character. There are also larger features, such as a large swale along the length of the runway and attenuation ponds within the park that will hold the water run-off during larger storm events. The runway swale is integrated into the linear park to provide a habitat walkway that will be planted. The attenuation ponds will be aligned with the existing hills to create natural amphitheatres that can be used by the local residents to relax, play and perform in when not in use.

All of these features will work together to ensure that the new development does not create flooding on adjacent or downstream properties.



5. Sustainable drainage network



6. Formal water attenuation pond

1 the green



aerial view over the green, looking towards the Hengrove Play Park



key plan

The green is a new garden square on the important pedestrian link between the public buildings of Hengrove Centre and the retail and play areas of Hengrove Leisure park. Located immediately to the north of the existing Leisure centre, the square will open up views to and from the swimming pool, as well as forming the termination of the east-west route to Bamfield Road.

The green is envisaged as providing new sports facilities and whilst shown as a bowling green in the images above, the space could equally provide fitness equipment, table tennis or basketball areas.



plan



section

Leisure Centre

71m

0 10 15 20 25 30m



alternative sports equipment - UTS green



residential garden square Argyle Square



basketball in residential area - Aalst, Belgium



basketball in residential area - Aalst, Belgium

2 the avenue



view along the avenue, looking towards The Hengrove Centre to the south



key plan

A generous landscaped route forming the spine of the new development, similar in width and length to the Clifton Mall, The Avenue leads from the central square to the south, linking to the park in the north. Designed to prioritise pedestrians rather than the car, the roadway is biased to the western side, leaving a 14m wide landscaped strip on the east where it will benefit from afternoon sun. The landscaped area is subdivided into smaller 'rooms', each landscaped to encourage protected play, seating or quiet movement through the space. Four to five storey apartment buildings on either side create a critical density and overlooking of the public areas.



plan



section

40m

0 10 15 20 25 30m



creating spaces through surface treatment



seating and play areas linked along avenue



avenue of trees, enclosing usable spaces



street designed for users other than cars.

3 the village green



view overlooking the village green



key plan

The Village Green sits within the existing band of trees which surround the redundant running track. The trees form the dividing line at the rear gardens of new housing, creating an outward looking crescent overlooking the park, and an inward looking ring around the new green. The green space itself is split in two by the east-west access from Bamfield road, creating an important part of the entrance sequence to the wider area. The green is formed as a shallow 'dish' with banked perimeter accessed from a path set within a twin row of trees.



plan



section

25m

6m

6m

6m

4m

47m

4m

6m

6m

6m

25m

91m

0 10 15 20 25 30m



village green Broadway Village



banked circumference for informal seating Tetbury



avenue of trees around the green Millar Garden

④ the runway



view along the runway, with productive landscape



key plan

Located along the southern side of the existing runway this space provides a green link from the Mounds and Hengrove Play areas, across The Avenue to the park. It is planted as a wildlife corridor using native plants to connect the nearby nature areas. It is designed as a sunken natural garden as part of the drainage strategy with the curving path meandering through groups of native trees and meadow planting. It provides an opportunity to absorb surface water and integrate informal play areas.



plan



section



airfield geometry
Whitchurch airfield



pathway adjacent swales
Piekenhoef, Netherlands



informal play, complementing formal play areas



path through a planted landscape using trees
Highline, NY

⑤ the hengrove centre



view of Hengrove centre, looking towards the avenue to the north



key plan

Situated a short distance from the southern entrance to Hengrove Park from Whitchurch Lane, the 'central square' has been located between the key existing public facilities on the south of the site (Hospital, Leisure Centre and Skills College). Through the creation of two new 'bookend' buildings screening the existing car parks, the new square will increase the density and mix of use at the start of the main avenue, providing opportunity for a mix of uses such as small local shops, cafes, and public facilities such as doctors surgeries or a small meeting space. The square will form a key element of the entrance sequence to the residential area to the north.



plan



section



quiet seating amongst trees
Oxford Brookes University



shared surface public square
Vartov Square, Copenhagen



geometric paving forms
Place D'yoville, Quebec



enclosure of public space using trees
Zeirikzee, Netherlands

⑥ the garden hub



view of garden hub allotments at the end of the runway park



key plan

This area near the eastern end of the existing runway forms a meeting point between the new and existing neighbourhoods. Allotments, 'Pick your Own' herb and orchard gardens and space for a garden café form this area that connects to the Runway. A terraced seating and play space in the form of an amphitheatre leads into the sunken park. A viewing mound forming a belvedere marks the end of the former runway.



plan



section



viewing platform



apple tree orchard



community gardening allotments



picturesque landscape



1 woodland edge brought into the site



3 stepped sustainable drainage edge, gabion habitats



5 play area



7 grassed swale Netherlands



9 academy square, urban character



detail plan



section



2 sustainable drainage pool



4 housing overlooking parkland Clifton, Bristol



6 garden rooms with lawn + hedges



8 shared surface road



10 school entrance Bridge learning campus



aerial view over the central open space with the school in the foreground



key plan

The new park at the centre of Hartcliffe Campus opens up the centre of the site, activated by the Bridge Learning Campus and bus stop on the south side of William Jessop Way. Falling away to the north, a series of shallow terraces connect with the wide wildlife corridor and sustainable urban drainage network wrapping around the north and east of the site. The buildings are typically 2/3 storey houses, rising to 4 storey apartment buildings facing onto the road. The two apartment corners will provide opportunity for local retail at ground floor.



plan

key features:

- new park integrating elements of play
- 'pollinator park' protects the existing ecology and creates high quality habitats for wildlife
- landscaped square opposite the school
- integrated sustainable urban drainage system
- building frontage activates William Jessop Way and Hawkfield Road
- gateway entrance to the site off Hawkfield Road
- wildlife corridor retained

park areas:

Hartcliffe Campus area: 0.80 ha

Hartcliffe Campus (density range):

Developable land:	6.87 ha
c.70 dwellings/ha:	c. 480 dwellings
c.60 dwellings/ha:	c. 410 dwellings
c.50 dwellings/ha:	c. 345 dwellings

capturing your feedback

Thank you for viewing this exhibition.

This is the third of a series of events to give residents and businesses an opportunity to have their say and find out more information about the residential-led development of Hengrove Park and Hartcliffe Campus.

Having viewed the exhibition, please give your feedback.

The project team are keen to have your feedback on the preferred masterplans for Hengrove Park and Hartcliffe Campus.

Your feedback, together with further site investigations and studies, will inform the Outline Planning Application submissions. Please completed a feedback form for Hartcliffe Campus by 10th January 2018 and for Hengrove Park by 31st January 2018

To give your feedback at this stage:

- visit the website (bristol.gov.uk/plansforhengrove), or
- ask for a paper copy of feedback form at reception, or
- contact 0117 977 2002 for a copy.

Please provide feedback:

- Hartcliffe Campus - by 10th January 2018
- Hengrove Park - by 31st January 2018