

HENGROVE PARK MASTERPLAN
NOVEMBER 2017



Contents

INTRODUCTION

- 6 Location & Identity
- 6 Summary Of Design Process

BACKGROUND

- 7 Development Plan For Bristol
- 9 The Neighbourhood Plan
- 9 The Park
- 9 The Runway
- 11 Surrounding Land Uses
- 13 Site Analysis

WORKSHOPS & DROP-INS

- 17 Process & Events
- 18 Fears & Concerns
- 18 Modelling Possible Housing Options
- 19 Summaries & Conclusions

MASTERPLAN

- 21 Vision: 'Park Life'
- 23 Opportunities
- 24 5 Masterplan Moves
- 25 Hengrove Park Framework Plan
- 31 Building Heights & Types
- 33 Open Space And Developable Areas
- 35 Block Typologies
- 43 Enhancing The Park: Quality & Variety Of Open Space
- 45 Street Typologies
- 47 Creating Community:
Sociability & Community Facilities



Introduction

Hengrove Park is the site of the former Bristol airfield which closed in 1953 and has since performed a role as a large open space in the south of Bristol.

Hengrove Park is located within the Hengrove and Whitchurch Park Ward within the boundary of Bristol City Council.

Parts of the site have been developed on over the years proceeding airfield use and the area is now earmarked for much needed housing. As a result, the Park finds itself encroached upon.

The Hengrove and Whitchurch Park Neighbourhood Planning Forum was designated in November 2016 and is currently preparing a neighbourhood plan for the ward area. The Forum have undertaken various stages of public engagement that has informed work on this masterplan and other aspects of the Neighbourhood Plan.

Through the Department for Communities and Local Government neighbourhood planning programme, DHUD has been commissioned to assist the Neighbourhood Forum as they explore masterplan options for the Hengrove Park site (one part of the overall Neighbourhood Plan area).

This community led masterplan document outlines a vision and framework for how an allocated quantity of housing can be achieved and how the unique quality of the historic and extensive former airfield, now open space which serves many communities locally, and citywide, can be enhanced to ensure that not only the right quantity of housing can be delivered, but that the right quality of open space and housing become the hallmark of Hengrove Park into the future.

LOCATION & IDENTITY

Hengrove Park exists as an oasis in the south of Bristol City. The site has been allocated for housing and a high quality park, and identified as a key regeneration site for the city. The identity of the area is founded on the character of the former airfield which, for half a century, has found contemporary use as a large open space, now known as Hengrove Park.

The quality and success of any new development in this location will lie in its ability to enhance this character, maintain the scale and role of the Park, and to create a place whose identity is founded upon the relationship between buildings and landscape. A purely quantitative housing numbers exercise which seeks to put as many houses as possible on an attractive and deliverable site, ignores, and eventually will ruin, the very identity of the location which makes it attractive in the first place.

SUMMARY OF DESIGN PROCESS

This document first sets out to identify the qualities of the existing area and the unique opportunities which accompany these. It also seeks to address the issues and failings of a park which was never designed as such and which has, incrementally over time, been eroded at its edges by poorly considered development.

The masterplan for Hengrove Park needs to reintegrate the park with its surrounding communities and encourage new communities to develop which are mixed, thriving with business, education and activity and which are connected with the distinct identity of the place.

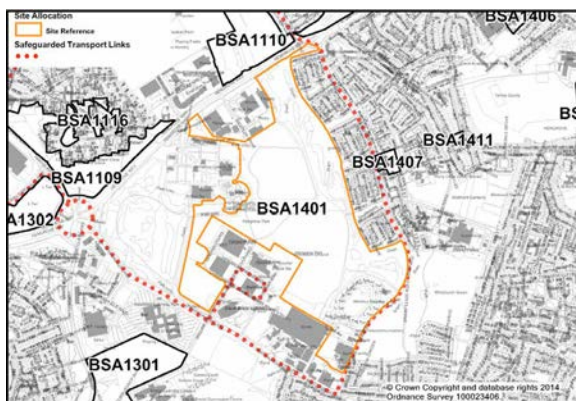
Work to understand the area and to prepare a masterplan has been carried out in collaboration with the Neighbourhood Plan Steering Group and in consultation with the public through various exercises which have sought to gather the primary concerns of local residents and ask them for their ideas for new development in the area.

The result is a vision of mixed urban living in the south of Bristol. Medium density development set within a rich landscape, comprising a variety of types of open space, from gardens to greens, and formal to wild.

Background

DEVELOPMENT PLAN FOR BRISTOL

The Bristol development plan is comprised of documents that provide a complete coverage of the city with most policy complying with current government planning policy in the National Planning Policy Framework (2012). Hengrove and Whitchurch Park is included in the Main "Site Allocations and Development Management Policies 2014 (SADMP)" document. An earlier Plan, the Bristol Core Strategy 2011 provides a strategic overview.



Site Allocation BSA1401: Hengrove Park

Key policy for Hengrove Park is firstly the allocation in the SADMP (site BSA1401). This states that the site should be developed for 'Housing, offices and open space in the form of a large high quality park'. There is an aspiration that Hengrove Park should be 'the centrepiece of a transformed South Bristol'. The estimated number of homes was 1,000, but the office development is now considered non-viable commercially. At this point graphic of the Site Allocation BSA 1401 should be alongside.

Strategic policy in the Bristol Core Strategy (Policy BCS1) sees Hengrove Park as a key regeneration site, which should have outdoor recreation located within it, with the quality of open space and the green infrastructure network improved. Policy BCS9 also requires enhanced open space, and policy BCS17 will require 30% of the housing to be affordable, subject to viability tests.

Within the SADMP document, Policy DM14 requires developers to consider the health impacts of development, and adequate and quality open space has been shown to have considerable health benefits. Policy DM15 requires new green infrastructure to connect or enhance connections to the existing and surrounding green infrastructure network.





THE NEIGHBOURHOOD PLAN

Hengrove and Whitchurch Park Neighbourhood Forum are in the process of drafting a Neighbourhood Plan for the whole ward area. The masterplan for Hengrove Park is an important part of this plan and represents the largest single amount of proposed development within the ward. A lot of focus and efforts have gone into the discussion and preparation of the Hengrove Park masterplan, as the neighbourhood plan will concentrate on this, and issues of open space within the wider ward and neighbourhood area.

The Hengrove Park masterplan does not exist in isolation from the overall Neighbourhood Plan but forms part of it. The development at Hengrove Park can be used to address many of the issues which affect the whole ward, namely safe and easy access to open space and adequate community facilities.

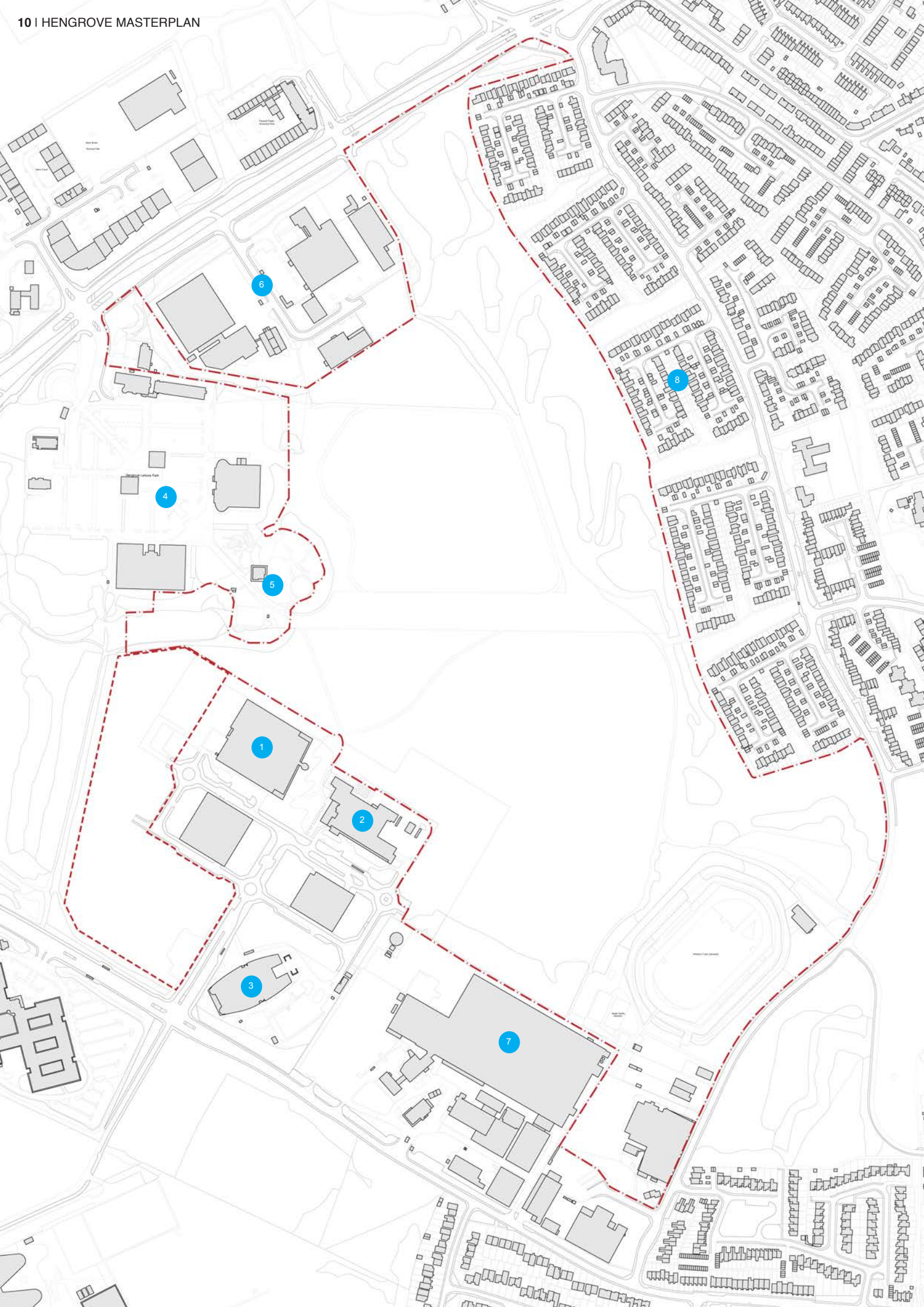
THE PARK

Hengrove Park, formerly Whitchurch Airport until the late 1950s, now is considered 'Informal Open Space' although adjacent to it are other types of open space including Hengrove Children's Play Area and Natural Green Space at The Mounds. These areas are poorly integrated with the main park and in turn the park is severed from all residential areas except St Giles by large roads on all sides.

The Parks and Green Spaces Study 2008 undertaken by Bristol City Council identified a shortage of Formal Green Space in South Bristol, including the neighbourhood plan ward area and other wards around it. The neighbourhood plan proposes that the remaining, improved Hengrove Park makes up for this current shortage, as required by the Local Plan requirement for a new, high quality park as part of the development proposals for Hengrove Park.

THE RUNWAY

Currently the runway hard surface remains at the centre of the park. It does not serve a distinct purpose but does remind and inform people of the area's history. Since the park's character is forged from the former airfield use (primarily wide open and level ground), the runway's presence does contribute to the identity of the park. Measures to include its memory in the masterplan design should be taken.



- 1 Hengrove Leisure Centre
- 2 South Bristol NHS Community Hospital
- 3 City of Bristol College
- 4 Cineworld and various restaurants
- 5 Hengrove Children's Play Area
- 6 Western Drive light industrial units
- 7 The Bottle Yard Studios and various other businesses
- 8 St Giles residential area

SURROUNDING LAND USES

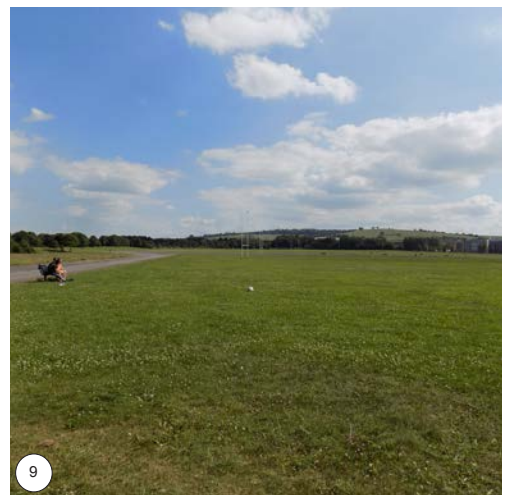
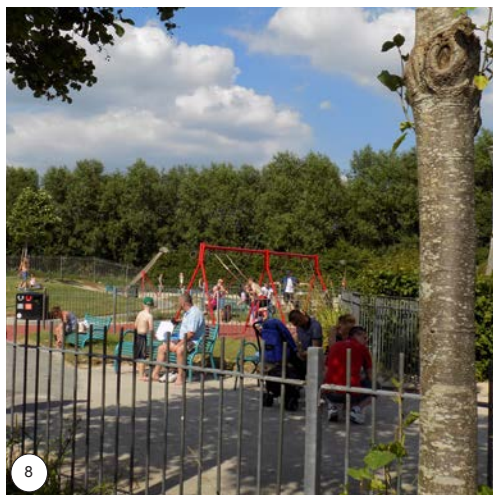
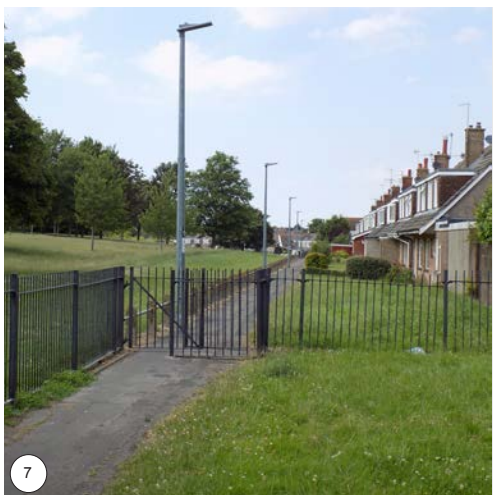
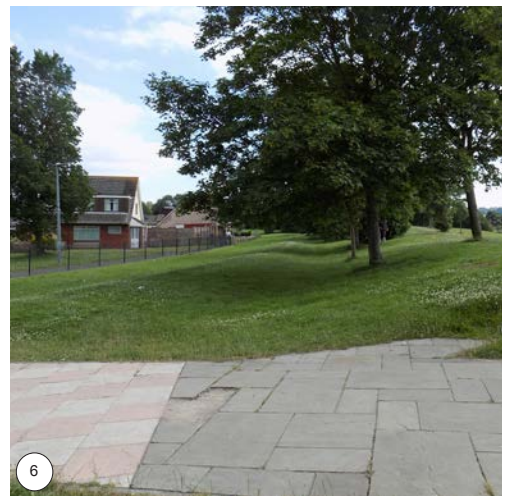
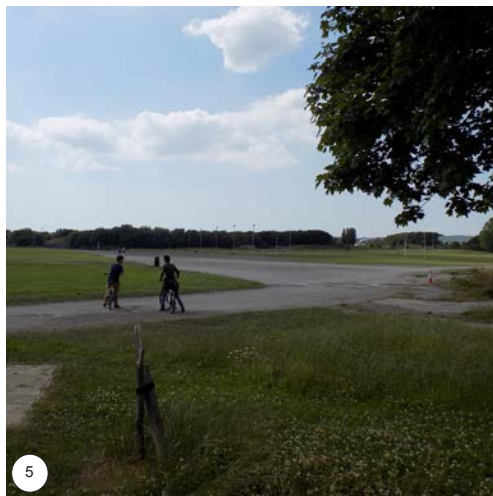
Hengrove Park is known for its prior use as an airfield up until 1953 when as the City's primary airport it became too small and was closed following the opening of the new Bristol Airport further to the south west of the City.

As such, the site only had limited development on and around it during the years of airfield operation. Once the airfield closed, little by little, pockets of land were purchased by other operators and developers but no comprehensive masterplan or strategy was developed for the site and its surrounding areas.

The pattern of development and the uses surrounding the site is fragmented as development has taken place in an opportunistic fashion, rather than a planned one. The release of land from former airfield use also coincided with the trend for post war development to be very car dominated. The site is surrounded on all sides by major roads and each of the small pockets of development which have come about over time have taken independent accesses from these major roads. Little integration or connectivity is achieved between different development parcels or between uses. Nearly all of the buildings which surround the site back onto the park, creating unattractive and antisocial spaces around the edges of the park.

Partly due to the location, and the provision of large roads around the periphery, the site has become favourable as a location for light industrial and large leisure developments. To the north edge of the site are several individual manufacturing businesses located along Western Drive, and the leisure complex, including cinema and various eating places. To the south are the recently built hospital, leisure centre and college and the Bottle Yard Studios which is host to a number of businesses including the film studios.

The only residential development within the ring of the surrounding roads is the housing development to the north east corner of the area known as St Giles. This comprises approximately 300, 2 storey semi detached houses, some of which look directly over the park.



- 1 The site is flat and open. Large buildings surrounding the site turn their backs to the site.
- 2 Remnants of the former airfield create the current structure to the park and have become populated by invading vegetation in places.
- 3 In some more secluded parts of the site the park has taken on a natural green space character.
- 4 Green fingers extend in places into the surrounding residential area of St Giles. Overlooked by houses they form good sized safe spaces but lack any specific purpose.
- 5 The former Runway is located in the centre of the park. While it does not have a distinct purpose local people are very fond of the memory and history it conjures up.
- 6 At the eastern edge the site interfaces directly (without a road) with the residential area of St Giles. The park is more natural in character here and a water pipe running adjacent to the housing constrains the use of this land.
- 7 Houses at St Giles appear to create a good relationship with the park but since most people park their cars at the rear of the house, the back doors are more frequently used so there is less activity at the 'front' of the house.
- 8 The Children's Play Area to the west of the site is very popular and well equipped for a variety of age groups. It attracts people from around the city but feels detached from the rest of the park.
- 9 The majority of the park is mown grassland with little Biodiversity. While this is evocative of the former airfield character and offers wide open space for a variety of activities, the park could also benefit from some contrast and diversity.

SITE ANALYSIS

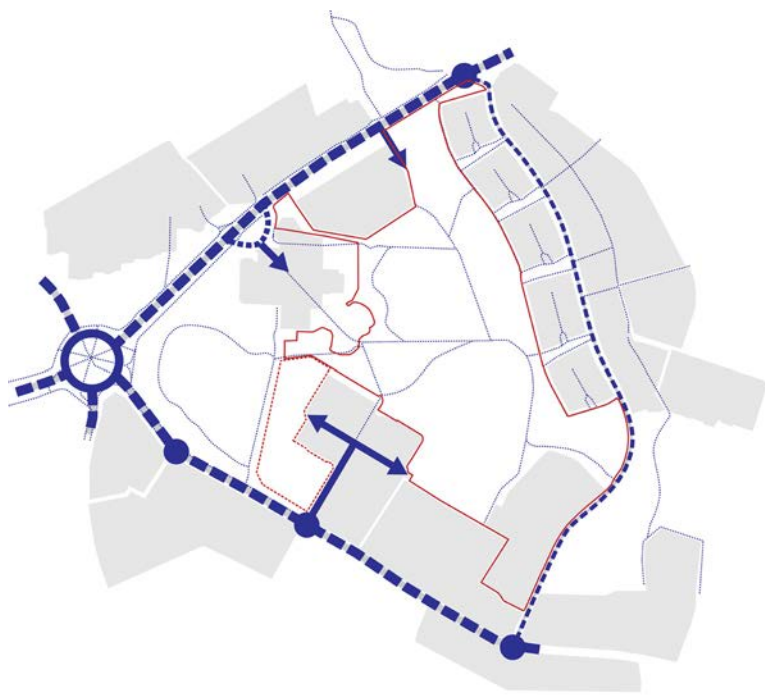
The site at Hengrove Park identified for housing by the City Council, is by nature of its previous use as an airfield, relatively disconnected. It is located directly to the south of Bristol and although not right at the edge of the City and surrounded by other development, it is not well integrated with these areas. Through routes across the site are pedestrian and the walking distance from one side of the site to the other eg. Bamfield to Hengrove Way, or Hengrove Way to Whitchurch Lane, being over 1km.

Access to the site is generally segregated: vehicles and open space/ pedestrians -the main entrances to the park, not corresponding to vehicular accesses to existing buildings around the site. The primary vehicular accesses, although not penetrating into the site, are from Whitchurch Lane from the south (and accessing the Leisure Centre and the Hospital), from Hengrove Way from the north (into the Cineworld complex) and further to the east into Western Drive (for access to the industrial units). There are a number of residential vehicular access points from Bamfield from the east.

The Park currently creates a very large expanse of mainly informal green space. There are some areas which are distinct, mainly associated with varying edge relationships, eg. the natural green space margin to St Giles residential area and the more wooded areas to the north of the park which back onto the rear of existing industrial units.

Buildings around the site vary in scale and use, from 2 storey houses along the eastern edge to large footprint buildings in single use such as the Leisure Centre and the Hospital as well to the south and large commercial buildings to the north. These buildings, with the exception of the houses to the east of the site create unattractive and anti-social edges to the site. Due to independent vehicular accesses to surrounding buildings the buildings all turn their backs to the site.

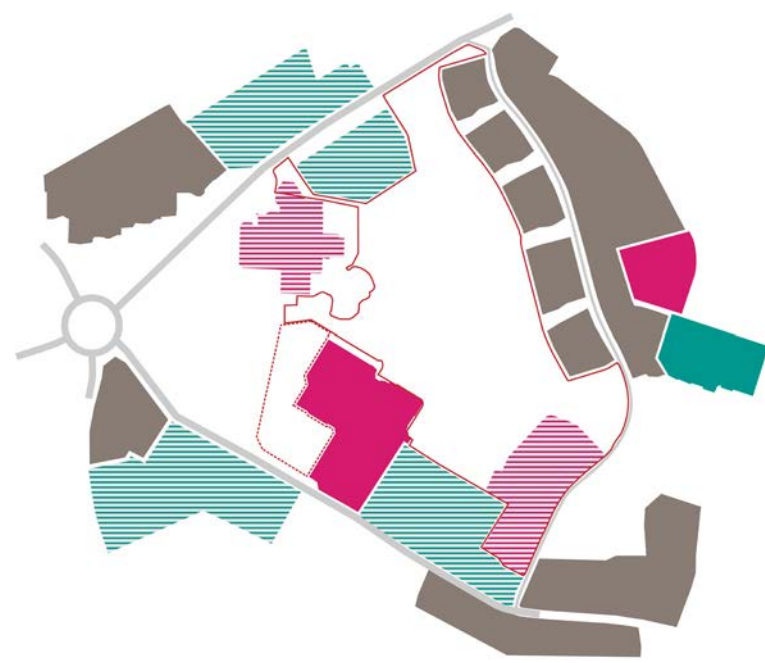
The combined effect of these factors is a site and park which are hidden unless passed through on foot.



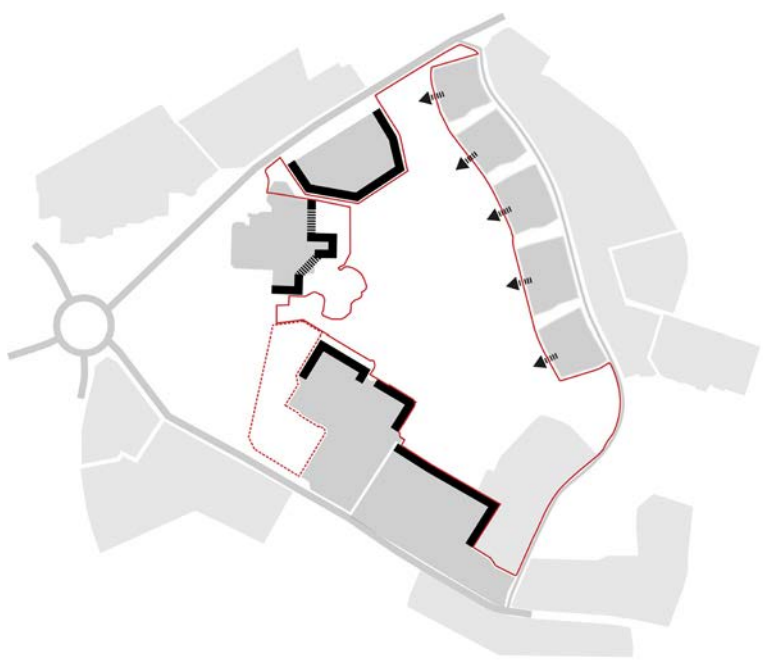
Access



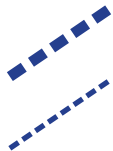
Open Space



Existing uses



Building form and relationship to the park



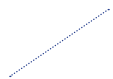
The site area is surrounded on 2 sides by dual carriageway highway (Hengrove Way & Whitchurch Lane) and by Bamfield along the eastern edge, a wide main road itself.



Large junctions exist at some of main points of access to the site and between the large roads joining around the site area.



While most accesses into the site serve a specific purpose currently they also offer routes into the site.



A wide network of pedestrian routes, formal and informal, crisscross the site and demonstrate the variety of desire lines which exist between communities and different locations around the site.

In the immediate area surrounding the site there are a mix of uses, however, these are each accessed independently from one another and give rise to a 'zoned' pattern of development locally:



Civic & Public Leisure buildings: South Bristol Community Hospital, Hengrove Park Leisure Centre and Bristol College;



Residential areas, predominantly 2 storey buildings but a mix of terraces, semi-detached and detached houses;



Private commercial Leisure development: Cineworld complex and Action Indoor Sports;



Commercial development, office, studios/workshops and industrial manufacturing.

Since becoming a park, a range of open space types have been created:



Hard public spaces, either designed plaza spaces within the new development of the hospital and leisure centre, or the runway which remains as a large area of tarmac at the centre of the park;



The predominant character of the park is wide open grassland which is used informally for a variety of activities as well as flexibly for larger events or gatherings;



The Mounds and other incidental overgrown areas have limited access and are antisocial as a result. These areas lack any overlooking by adjacent buildings. They do not have a clear purpose and contribute little to the identity of the park;



Along the eastern margin adjacent to the St Giles residential area is an attractive area of natural green space. Some access to the public is allowed along informal paths mown in the wild grassland.

The park remains largely hidden from view from the surrounding developments and there is limited awareness of its presence and location from the surrounding roads:



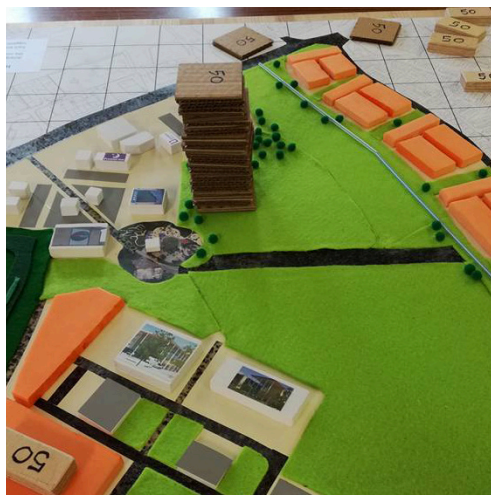
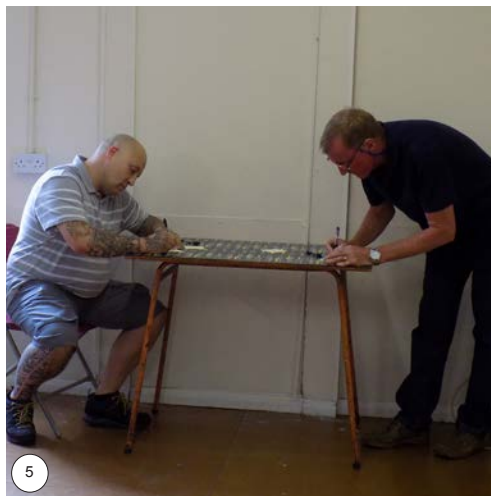
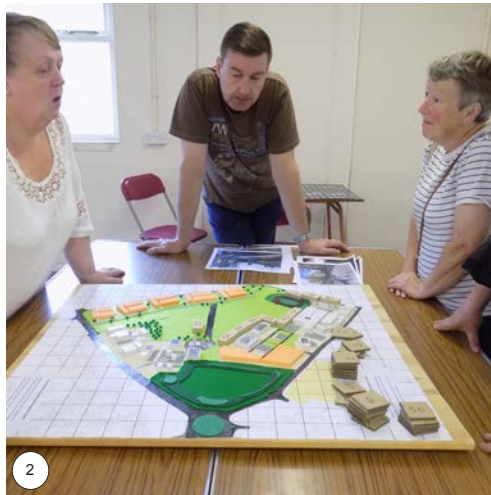
Large footprint buildings (and the equivalent of approximately 4 storeys) turn their backs on the park and create antisocial unattractive spaces at the edge of the park;



Although some gaps exist between these backs of buildings, they are not utilised as park gateways and in some case restrict access through to the park;

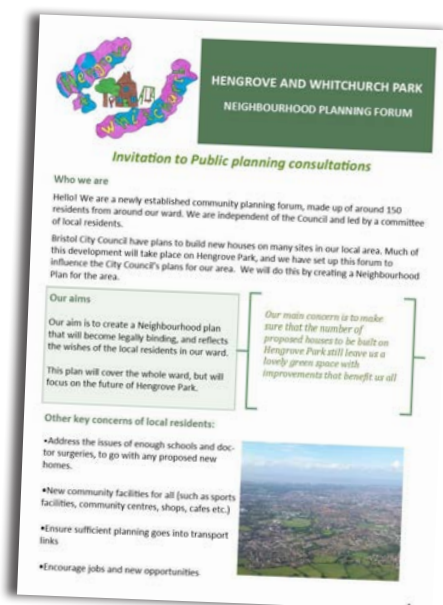


The residential area of St Giles does interface well with the park and creates a positive built edge. Houses here however tend to be accessed from the rear where their car parking is located. This results in limited uses of the front doors of houses and a lack of social interaction along the park edge.



Workshops & Drop-ins

- 1 People recorded information about their likes and dislikes and where they lived.
- 2 Using a basic 3D model to understand the implications of location and scale of development.
- 3 Not everyone had the same opinion and there was lively discussion.
- 4 After viewing and discussing the information provided, there were themed discussions.
- 5 Everyone was asked to record their views on the questionnaire provided.
- 6 A number of information boards were displayed to prompt discussion and gather views.



Invitations to the workshop events were distributed widely across the ward

PROCESS & EVENTS

The Neighbourhood Forum Steering Group have communicated widely with the ward about all of the activities and work relating to the Neighbourhood Plan. They have encouraged membership of the Group in order to gather a strong public consensus for a well considered Neighbourhood Plan.

This has included inviting the community to 2 masterplan workshop events. These were held on the 15th July and 5th August 2017 and followed a questionnaire which was delivered across the ward to gather views on the future of Hengrove Park.

The masterplan workshop events provided information on the City Council's policy to develop on the park and asked for peoples views in several themed areas: The Park, Housing, Community and the Runway. Later in the day, small working groups considered a plan of the park and how these same themes could be designed for in preparing a masterplan for the park.

Many good ideas were gathered, but the events also highlighted important concerns the community had despite the sense that some development was inevitable.

Overall the information and workshops aimed to provide the opportunity to shape the quality and character of the development as well as consider how the park can remain the centre piece of the area.



A purely quantitative approach to development should be avoided in order to prevent development encroaching unnecessarily and resulting in a shrinking park.



The Masterplan should take a 'Park First' approach, diversifying, improving and connecting the open space. Housing type and location is then dictated by the quality and character of the park.

FEARS & CONCERNS

A complete record of responses and input gathered at the public workshop and drop-in events has been compiled by the Neighbourhood Forum Steering Group, however, some overarching feeling was expressed in fear of the development of Hengrove Park:

Fear:	How can the Neighbourhood Plan masterplan process mitigate this fear?
Housing will engulf the Park	Take a 'park-first' approach to the design of the masterplan, rather than considering what to do with the 'remaining' open space, a pro-active approach to the open space can shape and dictate the approach to housing design.
The Park is a great asset for the whole community. This will change with new housing because it will feel like it is their own space.	A comprehensive open space strategy for the area will include a variety of open space types ranging from spaces which are more private and used by smaller groups of the community to those which are still wide open spaces accessible to all.
New housing will put further pressure on existing services which are stretched already -there isn't capacity for existing demand, let alone that which 1000 new houses will create.	New housing should bring with it proposals for new facilities in the community. The masterplan should take an integrated approach looking to make existing communities and facilities better connected to one another.
Increased traffic will cause more difficulties along the large roads which surround Hengrove Park. This will make it more difficult to cross roads and get to the Park. At the moment the Park creates a good way to get around as a pedestrian but this will change.	The masterplan should include proposals (eg. road crossing points, new entrances and gateways, signage etc) to better link the wider parts of the neighbourhood to the Park. The Park does exist as an island by its nature as a former air field. It was never designed to serve as a Park accessible by the wider neighbourhood and the masterplan offers the opportunity to be more pro-active in this.

MODELLING POSSIBLE HOUSING OPTIONS

At both events a representative physical model of the park and its immediate surroundings was available and scale blocks could be placed to provide an indication of the quantity of development and how the quality of the park could be affected by locating development in different places.

In this exercise, most people favoured increasing the height of buildings in order to minimise the amount of park that would be built on. They also preferred to locate buildings close to the existing edges



Using a basic 3D model of the area people explored how different quantities and form of development affected the park:

- 1 Taller buildings around the edge;
- 2 Lower rise development takes up more park;
- 3 With development shown across a large area of the park, people calculated that this far exceeded the housing allocation figure.

of the park which had the backs of large buildings facing onto them (ie. close to the edge of the Leisure Centre, Hospital and Bottle Yard to the south, and wrapping the rear of the Cineworld complex and buildings at Western Drive to the north).

SUMMARIES & CONCLUSIONS

- Some resignation that, left to their own devices, the City Council's plans to develop the site may lead to an inevitable decline in the park size and quality;
- Appreciation of the Neighbourhood Forum Group's work in taking a pro-active role in shaping the future of the park;
- The need to develop a masterplan which prioritises the park and retains as much of the park area as possible;
- Acknowledgement that taller buildings means less sprawl;
- The need to include sufficient and accessible community facilities;
- A strong feeling for the need for a centre which includes small shops and business units at ground floor but that residential units above will help populate the space;
- The opportunity for new businesses and new residents to revitalise the area;
- The opportunity to improve the park with high quality design;
- Some sense that development, if done well, could help improve some of the anti-social spaces around the edge of the park;
- A fondness for the Runway as a historical feature, desire that it's location is retained, although acknowledgement that it could serve a different purpose and be improved;
- Strong objection to development being located adjacent to the only residential units adjacent to the site at St Giles, also the identification of a pipeline running parallel to properties here which heavily constrains the land in any case;
- Some future provision for sports facilities which have declined over time;
- Consider a mix of house types to suit different people.

Islands

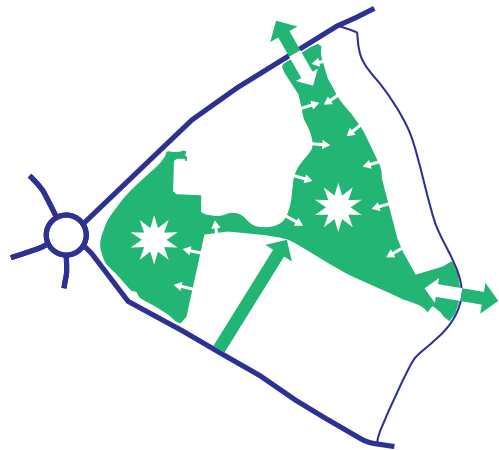
The existing layout of landscape and highways have lead to an enforced separation between uses and communities.

The Park remains 'back of house' as most buildings turn their back on it.



Oasis

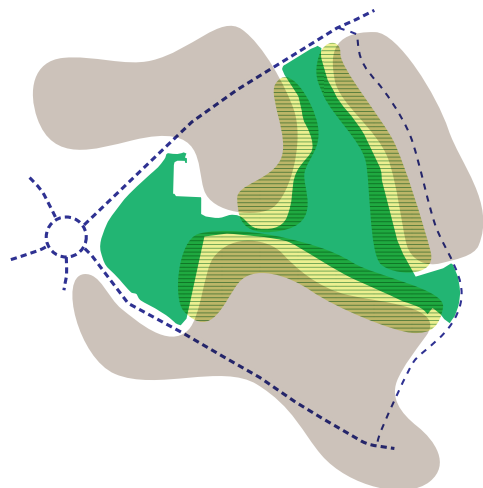
Creating destinations and purpose in the park spaces in turn means development turns to face the park



Integrated Neighbourhoods

Neighbourhoods linked by the park with new open spaces to provide variety of activity and focus.

New relationships between different uses including retail and community uses and a new setting for many existing businesses and residential areas.



Masterplan

VISION: 'PARK LIFE'

Once developed, 'Hengrove Park' will be a highly desirable place to live. It will represent a new City district at the forefront of sustainable living and offering an exceptional quality of life. This quality of life is borne out of the proximity and access each new resident (of a new population of approximately 3500) has to a rich park landscape and local facilities.

New residents and existing communities alike are able to experience a rich mix of landscapes on a day to day basis, from wide open spaces, to intimate contemplative gardens. From time to time, large city and regional events and festivals are held in the Park which has become a recognised destination for many acts and performances. This brings the buzz of activity and celebration to the area, as well as a healthy market for some new businesses which have chosen to locate here.

The emerging new community is a diverse one. Many are existing local residents who have moved locally and until now have not been able to find suitable houses to up or down size to. Many new people, from the elderly to young individuals, couples and families are excited by attractive good quality housing in this unique location.

The Park has become a thing of lasting capital value. A city and community asset whose benefits have far outweighed its cost and has brought health to the local economy and to residents.





- 1a Purposeful Runway space
- 1b Defined and distinct Parkland
- 1c Defined and distinct sports pitch focus
- 1d Pocket parks/community spaces within residential areas
- 1e Retain and integrate play area

Improve access and biodiversity of Wild Landscapes:

- 2a St Giles Edge
- 2b The Mounds

- 3 Create Park gateways for access, landmarking and for connecting surrounding areas

- 4 Intensify existing developed areas

- 6 Create a visual link towards the runway

- 7a 7b 7c New development frontages to the park

- 8 Enclose the rear of existing buildings

- 9 Use green space renewal to create better links

- 10 Phase 1 development currently under consideration for planning consent

- 11 Potential for future improvements/developable areas, access, gateway and mixing of uses

OPPORTUNITIES

Hengrove Park is a unique location, not only in the south of Bristol, but across the city. It currently offers a variety of facilities and serves a variety of functions from wide open spaces, the likes of which are largely inaccessible even at the fringe of the city with the rural countryside nearby, to the recently newly developed, College, Hospital and Leisure Centre which also justify the expanded bus provision locally.

Despite this, overall, Hengrove Park as an open space, does not attract great attention as a city destination, and with the exception of the large children's play area to the west of the park, use of the park is mainly by local people, walking to use the park from nearby residential areas. There are occasional larger events such as the car boot sale which attract visitors from a wide area but these are limited.

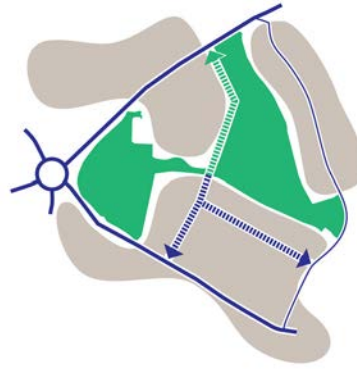
The opportunities, aside from the capacity for housing development, are mainly founded on the quality and identity of the open space as distinct when compared to other spaces locally, and also as a city destination.

As a centre piece to any new development, the park can provide a safe and attractive environment for existing local residents, new residents moving into the new development, and visitors to the area.

Through careful design and consideration of the location, quality and character of development, the park can be better linked and offer a greater provision of facilities to suit different people and different activities. It can become a focal point to be proud of as surrounding development turns to look over and define the park.

The park has capacity for a great variety and mix of types open space and the landscape design of the park should include provision for small intimate spaces as well as wide open spaces. It can accommodate the wild and formal with great opportunity for interpretation and practical use of the former runway to create a distinct sense of place.

5 MASTERPLAN MOVES



1. Link North to South:

Addressing the impermeability of the site currently by connecting it with its surroundings. Routes through the site are not necessarily all vehicular and in fact should avoid disrupting the continuity of the park.

However, legible and direct routes which link Hengrove Way, Whitchurch and Bamfield are necessary if this is to become an integrated part of the overall area.



2. Create a Centre:

Existing facilities at the Hospital and the Leisure Centre set a precedent for the location and scale of public and active buildings. Combined with good access to the park and some additional retail/business and residential development, a new local centre can provide easy access to facilities for existing and new residents.



3. Open Space Quality & Character:

While the existing park offers a large amount of space, there are significant improvements that can be made to the quality and variety of park spaces.

Greater contrast should be created between different parts of the park ensuring that a variety of open space types are established allowing for a range of activities and uses.



4. Establish residential character & density difference:

A variety of building types, heights and locations can be used to create distinct residential areas in the masterplan and avoid a development which looks the same everywhere.

Since different people need or prefer different types and sizes of houses or apartments, this range of building types in different locations will also help attract and provide for a diverse mix of people, helping create a balanced and interesting community.



5. Consider the edge conditions:

The variety of development and locations around the park offers the opportunity to create different relationships with the park ranging from formal, plazas and streets which overlook the park to very close relationships with nature where existing buildings sit adjacent to wild areas.

HENGROVE PARK FRAMEWORK PLAN

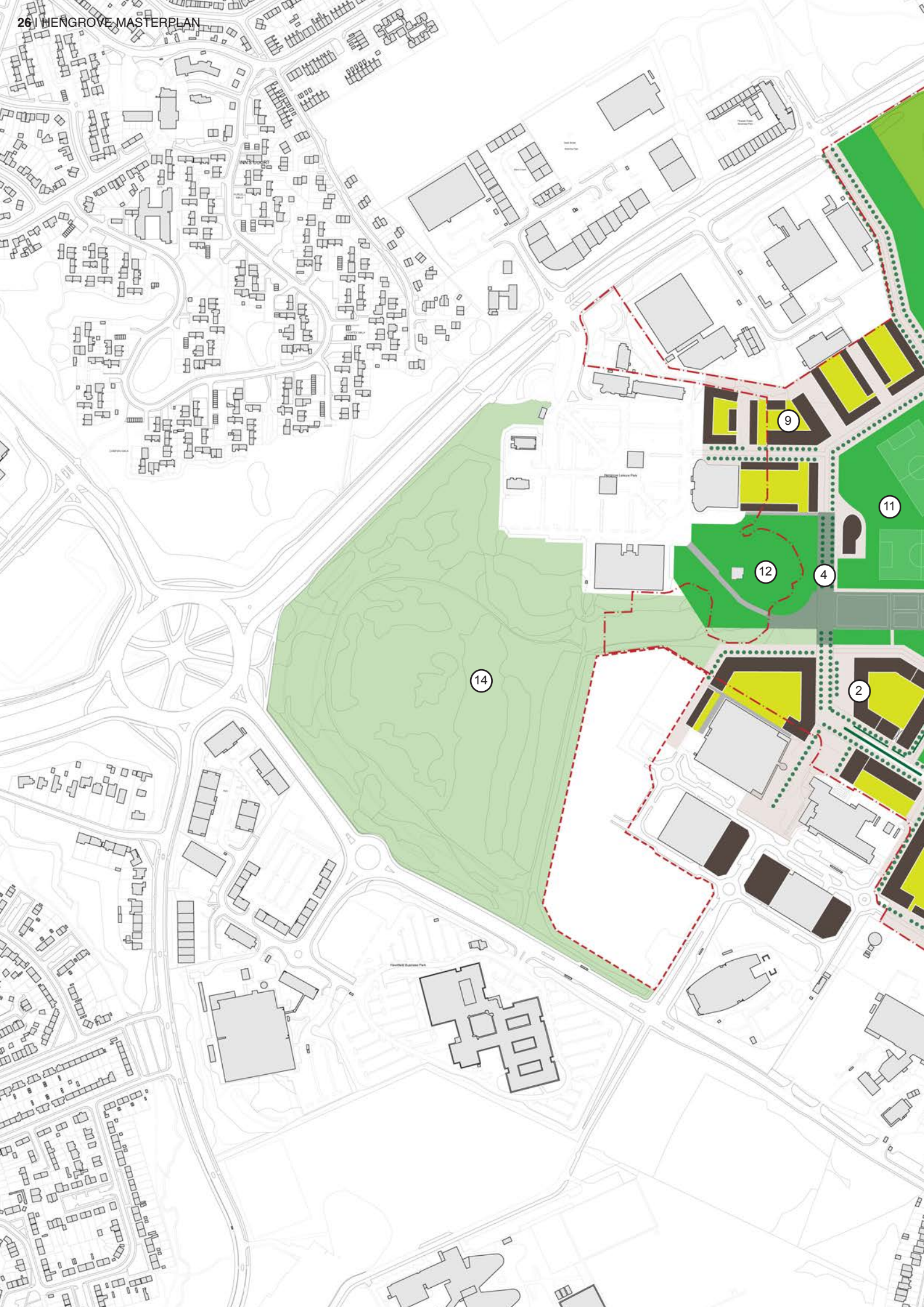
The Framework Plan shows one indicative approach to achieving the 5 Masterplan Moves, and how building heights, uses and typologies can be utilised to ensure the quality and character of the park remains the primary focus in promoting the Hengrove Park area as the location for new residential neighbourhoods.

The Framework Plan takes a 'Park First' approach, defining new and diverse open spaces within the existing park area. It then seeks to frame the park with development which addresses the park in a positive way by indicating the locations of ground floor active uses and ensuring front entrances and windows overlook open spaces and streets.

The link between North and South is an essential principle of the development at Hengrove Park, in order to overcome the segregation which has been experienced for years between parcels of development which surround the site. This has led to buildings turning their backs on the park as they look towards the roads and access points which are only located around the periphery of the area.

Linking north and south again is essential for the health of existing and new neighbourhoods but should not be at the expense of the integrity and continuity of the park. For this reason the Framework Plan indicates a N-S link which is pedestrian and cycle mainly, but designed to allow the potential for a dedicated bus route in the future.

The new development offers opportunity for new facilities and open space accessible to all, new and existing. Linking north to south across the park helps make the most of the opportunity for these new facilities where they are located centrally to the site and the development. Here they can serve the widest number of communities by being within easy walking distance of a number of neighbourhoods, ensuring they get the footfall and patronage they need to survive long term.





- ① New Park design retains wide expanse of the former airfield
- ② Taller and denser development is focussed around existing facilities to establish a new centre
- ③ A new boulevard link E-W connects the centre to Bamfield and creates a very legible central spine to the development
- ④ A new N-S pedestrian boulevard link ensures neighbourhoods and facilities are linked without compromising the continuity of the Park
- ⑤ Development overlooks the Park to create and attractive and safe edge
- ⑥ Fingers of park extend into the development to ensure the relationship with the Park is experienced throughout the development and to create more intimate community spaces
- ⑦ Perimeter blocks ensure the definition and balance of public and private space
- ⑧ Development to the East along Bamfield provides terraced housing with private gardens
- ⑨ Development to the north provides terraced housing with gardens and allows the possibility of linking with new sites in the future
- ⑩ The former Runway is retained but is re-imagined as a series of attractive and varied gardens which link the Park from east to west and create contrast to the expansive Parkland around
- ⑪ A dedicated area of sports pitches for varied use is established with a flexible pavilion building for community events and clubs
- ⑫ Children's area is retained and better integrated with the wider park
- ⑬ Existing wild landscaped area along the north eastern edge is enhanced to include new tree planting and habitat creation
- ⑭ Improve access and signage to the Mounds to allow it to function better as a destination and a distinct area of the Park and landscape



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- 1 Priority to retain a majority of site area as green space.
- 2 Re-provide good quality and sports facilities suitable for a variety of sports.
- 3 Locate development which overlooks and creates a positive edge to the park and which defines smaller areas of green space.
- 4 Use development to improve the existing edges of the park which are blighted by large existing buildings turning their backs on the park.
- 5 Use perimeter blocks of development to enclose private gardens and service areas, and look outwards to overlook public streets and spaces.
- 6 Create a new local centre which is a focus of public open space and a mix of uses and facilities. Position this to be within easy reach of new and existing residents.
- 7 Provide a variety of housing types to attract a mixed population. Taller buildings with mixed units towards the centre, terraced 2 & 3 storey buildings towards the edges of the development.
- 8 Create a hierarchy of streets, connected with the surroundings and providing legible routes towards the centre. Streets should all be safe, inclusive and sociable with the priority on creating attractive public spaces, not as primarily routes for vehicles.

MASTERPLAN DESIGN PRINCIPLES

The Framework Plan demonstrates the following design principles in laying out the site. Any alternative indicative masterplan for the site should take into account these guiding principles which have been established through a combination of local stakeholder engagement, public workshops, and professional/technical design iteration and testing:

- **At least half** of the available site area is retained as open space;
- The layout of development around the park allows for the expansive **former airfield character** to be retained;
- The form of development and its relationship with the park defines a **variety of open spaces** including wide open areas, enclosed public gardens and plazas;
- The **former Runway** is retained, but conceived as a series of rich and contrasting spaces, designed to interpret the history of the site but also to offer flexible and contemporary functional use;
- Development layout is careful to **wrap the rear of existing development** which may be unattractive, whilst not prohibiting the integration of further development on adjacent sites, should these sites come forward in the future;
- Perimeter block development establishes a **clear distinction between public and private**. Public streets and spaces around the outside and private areas within the blocks. Development faces outwards to overlook the streets and spaces and secures the private space which may be designated to individual properties or used communally between several residencies;
- Concentration of **taller buildings and mix of uses nearer the existing mixed use area** already comprising the Hospital, Leisure Centre and College, including intensification of this 'local centre' using any undeveloped parcels;
- **Varied character** of development through the use of different building typologies, reflecting the different functions and situations of parts of the site: urban density and form nearer the centre; mixed housing and apartments along the park edge; and terraced housing with private gardens to the east and north interfacing with the less prominent parts of the park and the surroundings.





BUILDING HEIGHTS & TYPES

The Framework Plan indicates the appropriate positioning of a variety of building heights across the site in order to create landmarks and critical mass around the centre of the development as well as make efficient use of the available developable land after the retention of open space.

The approach to building heights is not simply aesthetic and functional however. Residential accommodation in multi storey blocks must also consider the wider implications on the quality of living for communities and the accessibility of services and facilities which combine to form an overall opportunity for living sustainably.

In this location (close to good facilities and public transport), and coupled with a comprehensive open space strategy which enables the provision of a mix of open spaces and amenity areas, the quality of life for residents of multi storey buildings is high. What's more, set in this context, multi storey accommodation can attract a great variety of occupants, from individuals at different stages of life to families of mix types and make ups. This offers the opportunity to dispel the usual preconceptions of mono-culture communities, which have historically been created through the provision of multi-storey developments.

The Framework Plan indicates buildings of up to 6 storeys, located around the central area where facilities and public realm already reflects an urban character. These 6 storey buildings can accommodate apartments, but can also integrate 2 and 3 storey houses. The majority of buildings across the Framework Plan are 3 and 4 storeys and again, integrated within these are a mix of family sized 2 and 3 storey accommodation, mixed with some single storey apartments. At the fringes of the developable area a few 2 storey houses.

Together this mix of types and a variety of building heights can offer an exceptional quality of life to a wide variety of people and family types. The quality of life is forged on the proximity to unique and substantial open space and established and new community facilities. The use of taller buildings goes hand in hand with other aspects of the masterplan design to ensure the open space is not encroached upon excessively.



OPEN SPACE AND DEVELOPABLE AREAS

The total redline area of the available (allocated) site is 48 hectares.

In order to retain sufficient park space to both maintain the existing character of the park and include significant improvements, the masterplan proposes the retention of approximately 29.5 hectares of open space.

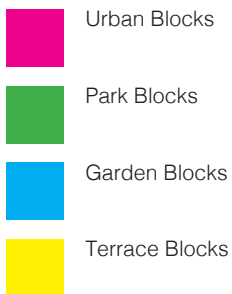
The masterplan demonstrates how a mix of development from 6 storey blocks to 2 storey terrace houses achieves in excess of the figure for housing indicated in the development plan for this site. This uses approximately 12 hectares of the site area, leaving approximately 6 hectares comprising streets and smaller incidental spaces. (An average density of 75-80dph across a total developable area of 18 hectares).

The following table gives an indicative breakdown of the numbers of units in each block and the type of units expected:

Block	Storeys	Unit numbers	Description
A	6/4	117	A mix of ground floor retail/business units, duplex and single level apartments, combined with some integrated townhouses (some with apartments on floors above). Internal block areas provide private gardens and communal gardens.
B	6/4	141	
C	6/4	55	
D	6	67	
E	6	71	
F	4	29	
G	4/3	113	Mixed block of duplex apartment/town house mix, looking towards the centre and the boulevard, and 3 storey terraced houses elsewhere.
I	4/3	156	
H	4/3	204	Houses combined with apartments on floors above where overlooking the park and terraced houses creating mews streets.
J	4/3	124	
K	3/2	116	Predominantly terraced houses of 2 and 3 storeys with occasional 4 storey apartment blocks at corners, or overlooking the park
L	4/3/2	190	

TOTAL 1383





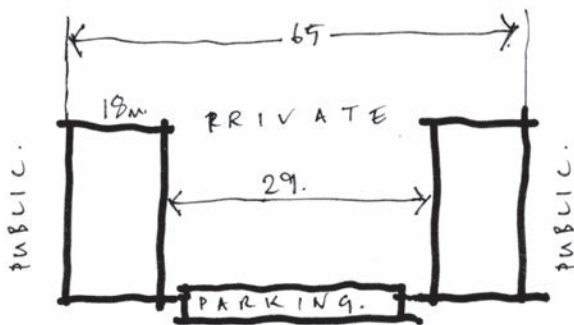
BLOCK TYPOLOGIES

The masterplan employs a variety of building typologies to achieve diversity, contrast and legibility to the development.

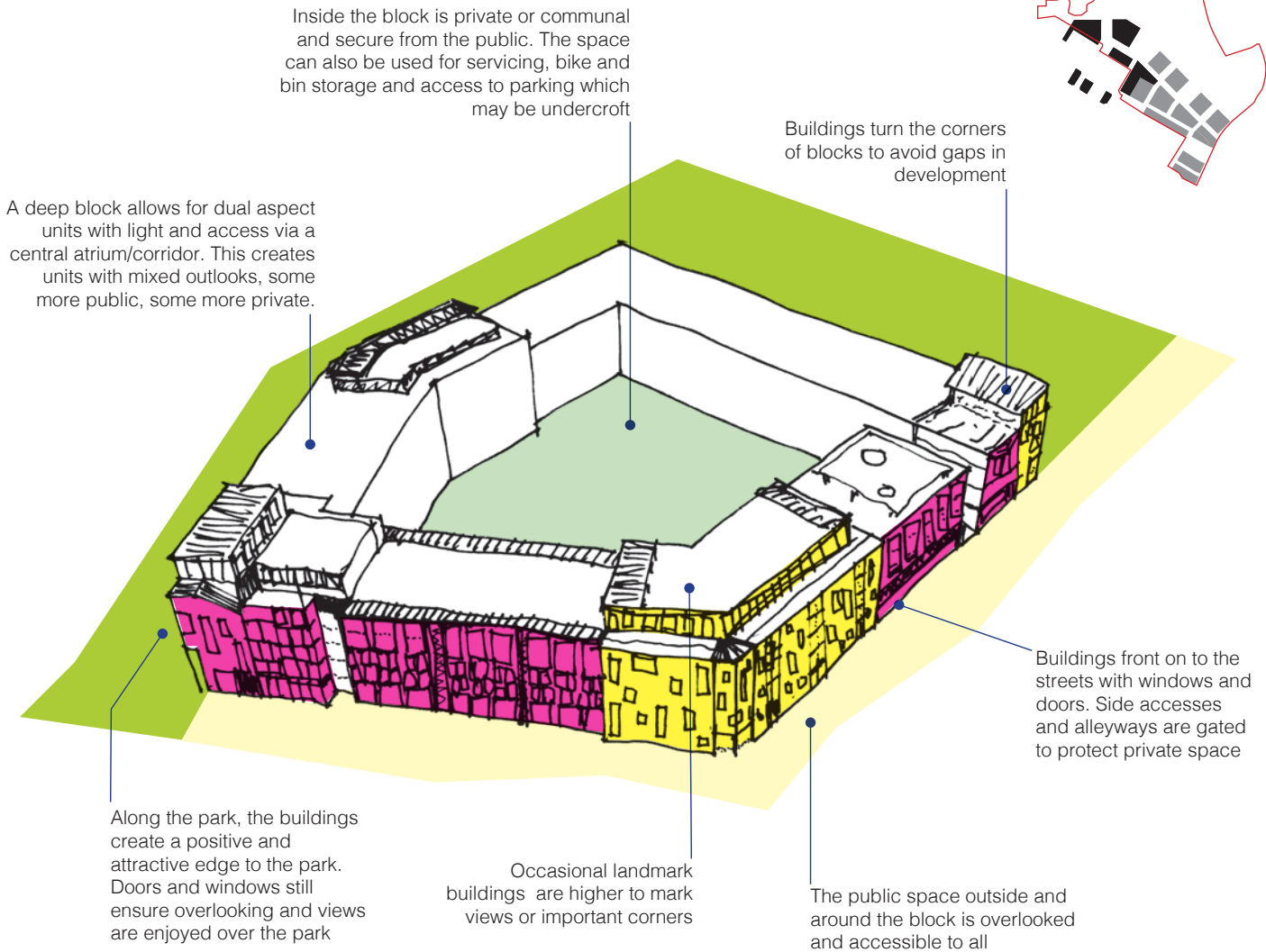
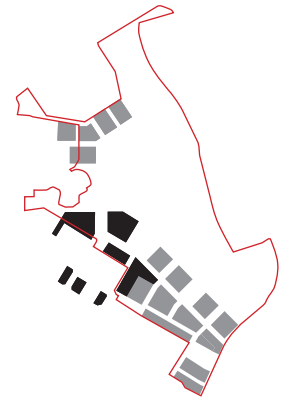
To create a diverse and attractive park, different types of buildings should be used to create contrasting edges across the park.

Landmark buildings in key locations also help mark the entrances to the park, or where routes to the centre are located.

The use of different block typologies offers the opportunity to accommodate the different ways people live, from single occupancy dwellings within a shared block, to larger self contained houses. Where the park remains large and improvements are made to the quality and variety of types of open space, then limiting the quantity and size of private gardens is justified.



A perimeter block approach encloses private space and service areas/parking within a secure area and looks outwards to overlook and animate public streets and spaces .

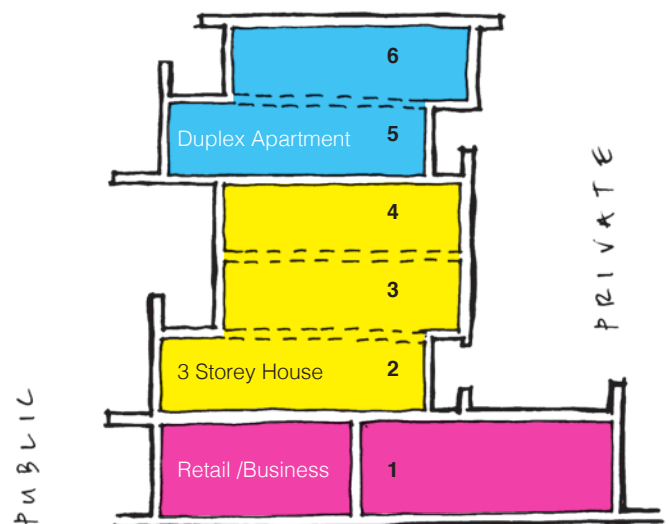


URBAN BLOCK

The centre, of the development comprises a significant public open space and prominent community buildings. Taller buildings which include active uses at the ground floor and residential accommodation above can help to create landmarks. A more continuous building form helps the public realm feel more formal and urban, giving the message that this is the centre of activity.

To achieve a greater density in these blocks, the architecture must combine a mix of units in one building and in these 'urban' blocks 2 and 3 storey housing is incorporated in a building which also includes multiple levels of apartments, or duplex apartments above.

A 6 storey block can include a mix of units to suit a variety of life styles:





The public space outside and around the block is overlooked and accessible to all

The internal courtyard primarily serves the 4 storey block with communal space and/or servicing. Terraced units along the mews have limited private space by virtue of their proximity to the park.

A deep block allows for dual aspect units with light and access via a central atrium/corridor. This creates units with mixed outlooks, some more public, some more private.

The mews street provides a semi-private space mainly for the benefit of residents. Some car parking may be provided on street but the main purpose is to create an attractive and sociable space.

Occasional landmark buildings are higher to mark views or important corners

The 4 storey portion of the block fronts on to the park. Building frontage remains continuous despite a mix of unit types.

The park extends as fingers into the developed area, providing more park frontage and more accessibility to, and visibility of the park throughout the whole development

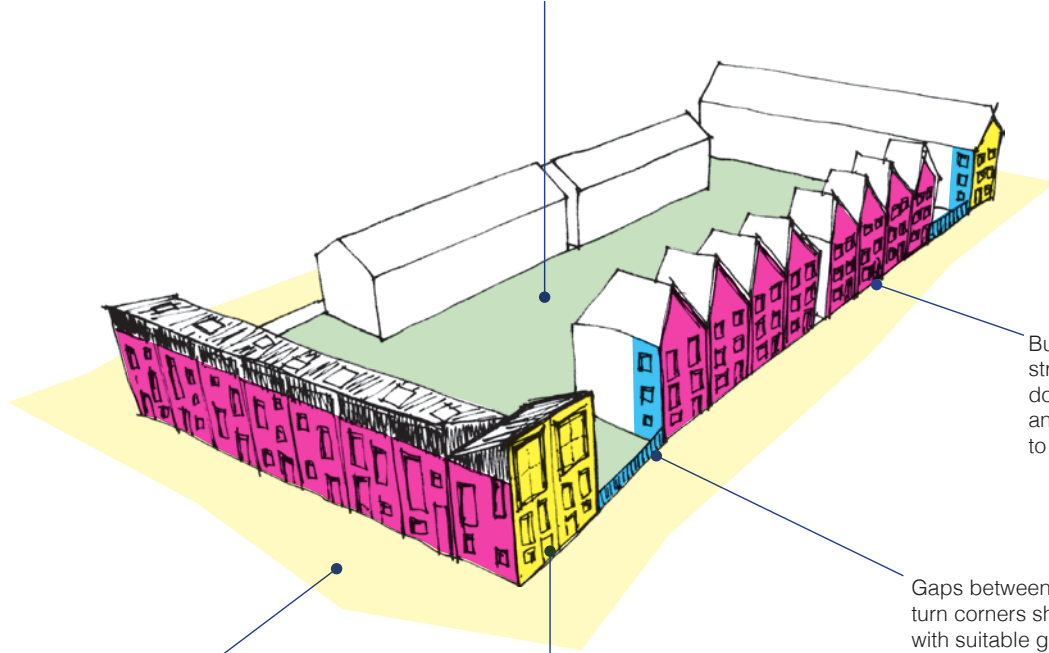
PARK BLOCK

Creating a successful, attractive and safe park involves more than ensuring a large park. The Park Blocks help create a positive and attractive edge to the southern side of the park. They are designed to allow green routes through the development and provide clear connections for all residents to the park.

The block comprises a deeper, taller, more substantial building form around its perimeter where the buildings look out over the park. Dividing the block is a mews of terraced buildings which creates an inner, more intimate street environment which itself offers semi-private space to a smaller group of residents.



The space within the block provides private individual gardens for each house. There may also be some alleyway access for bikes and bins



Buildings front on to the streets with windows and doors. Side accesses and alleyways are gated to protect private space.

Gaps between terraces which turn corners should be secured with suitable garden boundaries and overlooked by side elevation windows.

Corner houses should be careful to turn the corner and if necessary locate entrances on the side to address a more important street or overlook an open space.

The streets around outside of the block are all overlooked by houses and used as the primary access to all properties.

TERRACE BLOCK

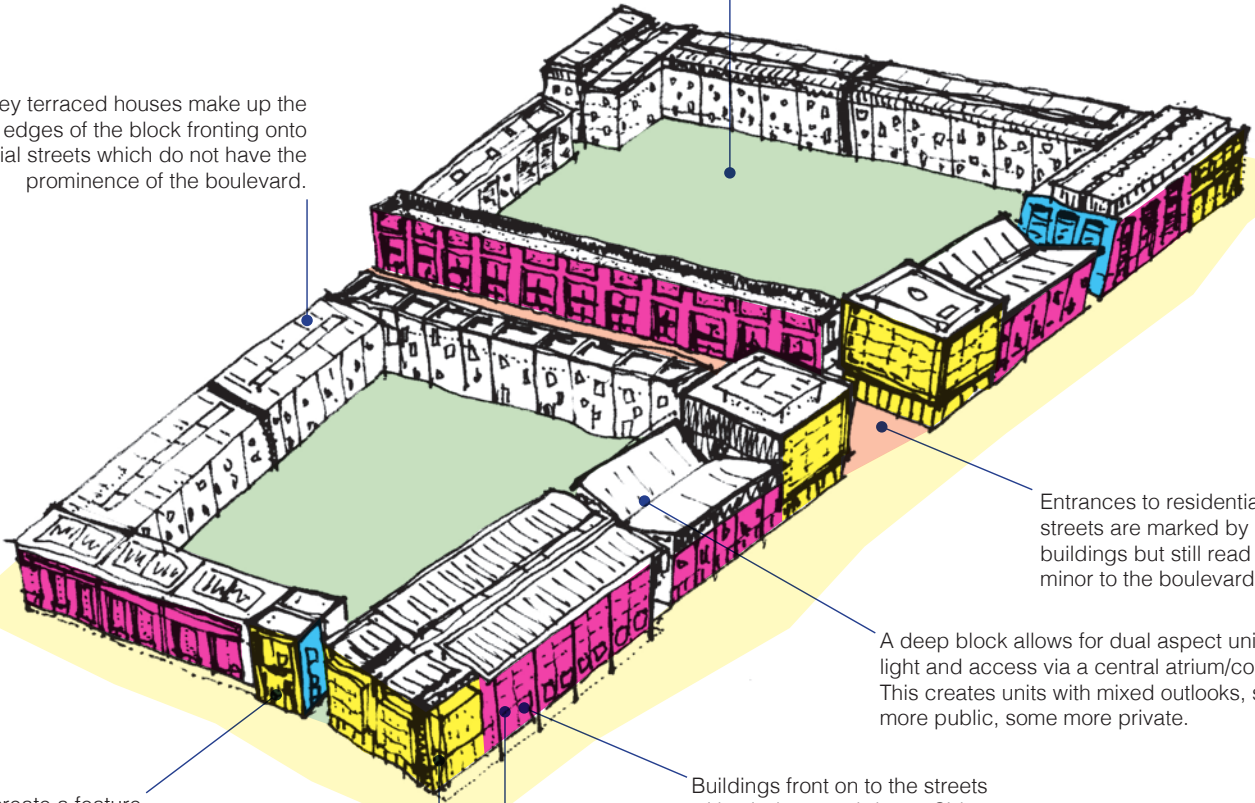
The terrace maintains the principles of a perimeter block arrangement -internal private space and buildings look outwards to the surrounding public space- but the form of the buildings are self contained individual properties, each with their own gardens.

This typology still offers the opportunity to provide a mix of unit sizes and types where terraces end and corners require special units. The blocks include 2 and 3 storey houses with occasional 4 storey blocks of apartments for important landmark corners, or where the block overlooks an open space or boulevard for example.



Large internal courtyards allow for some communal space and servicing to the mixed 4 storey blocks and individual private gardens to the terraced houses

3 storey terraced houses make up the rear edges of the block fronting onto residential streets which do not have the prominence of the boulevard.



Entrances to residential streets are marked by corner buildings but still read as minor to the boulevard.

A deep block allows for dual aspect units with light and access via a central atrium/corridor. This creates units with mixed outlooks, some more public, some more private.

End terraces create a feature along the street and side elevation windows provide extra overlooking of access ways and corners of streets

Buildings front on to the streets with windows and doors. Side accesses and alleyways are gated to protect private space.

Buildings turn the corner to maintain the overlooking of the streets and help landmark each street entrance.

4 storey buildings create the edges of the block which line the boulevard to create formality and a sense of scale.

GARDEN BLOCK

Garden blocks combine the principles of the urban block and the terrace block. These block types are located between the centre and the edge and perform a role in transitioning the character and density of the development from its centre to its edge.

Along the Boulevard buildings should be more continuous and generally 4 storeys to create a formality and legibility. Behind this, along the residential streets, the form and scale changes with 3 storey terraced houses and variations in the building line to accommodate different unit types and plot arrangements. The private internal area of the block is a mix of communal space and private gardens.



Multi-storey residential blocks, Heilbronn, Germany



Heilbronn, Germany



Bristol Harbourside, Wapping Wharf



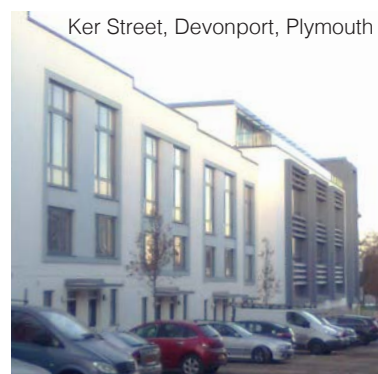
Cargo, Millbay, Plymouth



Horsted Park, Chatham, Kent



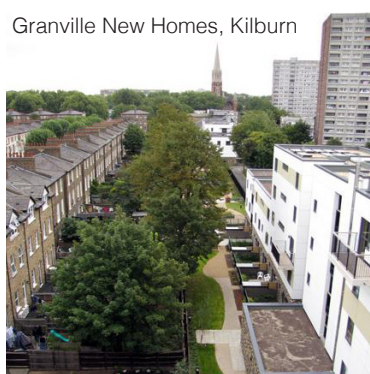
Adam & Eve Mews, London



Ker Street, Devonport, Plymouth



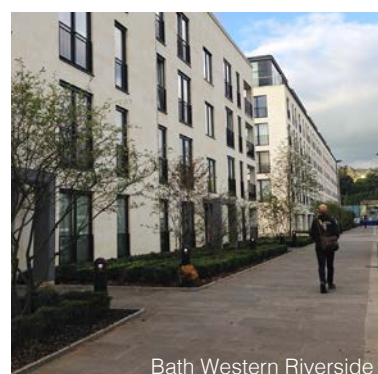
Adelaide Wharf, London



Granville New Homes, Kilburn



Borneo Sporenberg, Amsterdam



Bath Western Riverside



Abode, Harlow



Bristol Harbourside, Wapping Wharf



Wozoco, Amsterdam



Valby, Copenhagen



Greenwich Millennium Village, London



Abode, Harlow



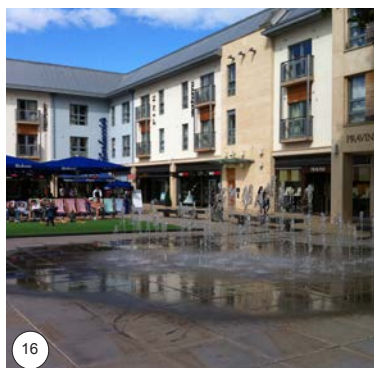
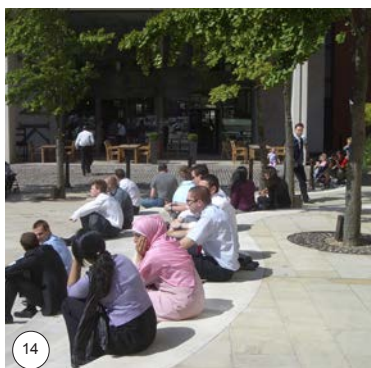
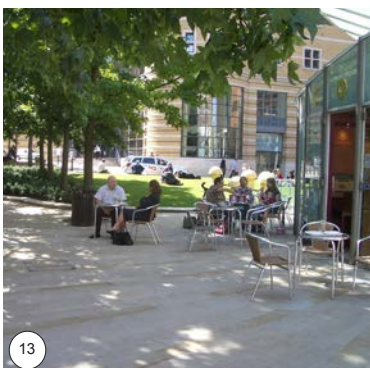
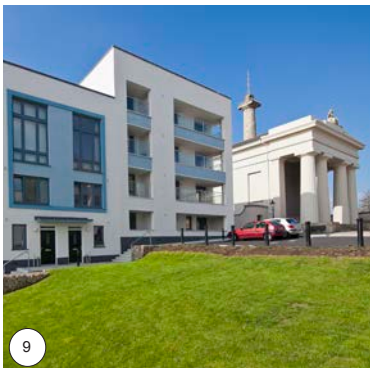
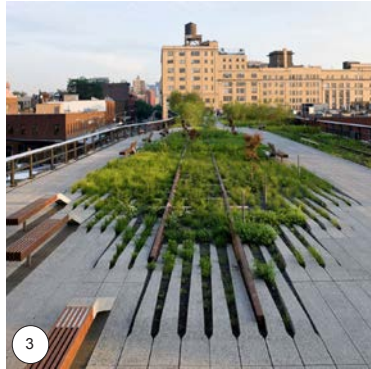
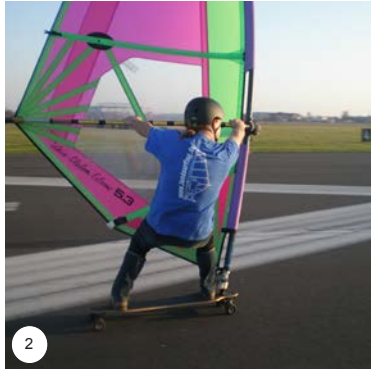
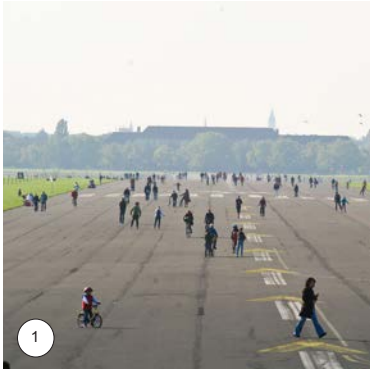
Hammerby Sjostad, Stockholm



Daleham Mews, London



Granville New Homes, Kilburn



- 1 The former Berlin Tempelhof airport now a significant and well used city park.
- 2 Tempelhof runway provides opportunities for activities unique to this space.
- 3 The High Line New York. The former elevated railway line recreated as a linear park. Features of its previous use feature to create a unique identity.
- 4 Shouwburgplein, Rotterdam. Formerly a featureless space, a by-product of the surrounding commercial development. The new plaza design incorporates features which reference the heavy industrial past of the city.
- 5 Granary Square, Kings Cross, London. A large plaza which utilises water to create activity. The square is overlooked by large ex-warehouse buildings.
- 6 Welwyn Garden City. Mixed use buildings surround formal garden spaces to create a diverse town centre environment.
- 7 Hammerby Sjostad, Stockholm. A wide boulevard between 4 & 5 storey residential buildings which offers safe and interesting public open space at the heart of the neighbourhood.
- 8 Piccadilly Gardens, Manchester.
- 9 Ker Street, Devonport, Plymouth. Small public spaces benefit from overlooking by adjacent buildings.
- 10 11 The Triangle, Swindon. A Community garden surrounded by contemporary housing which overlooks the space.
- 12 Plaça Reial, Barcelona. 6 storey buildings with varied ground floor uses surrounding a large flexible public plaza.
- 13 14 Brindley Place, Birmingham. A small urban square with a cafe and robust design.
- 15 Thames Barrier Park, London. Layout and planting design, an interpretation of the former dock.
- 16 Quakers Friars, Bristol. A modern public plaza, surrounding by mixed use buildings and incorporating attractive, yet simple design features.

ENHANCING THE PARK: QUALITY & VARIETY OF OPEN SPACE

The Framework Plan identifies a form and arrangement of development which results in approximately half of allocated site area being retained as open space. It is not the quantity of open space alone which is important. The design of development at Hengrove Park considers the built environment and the parkland holistically: the buildings contributing to the setting of the park and the park offering a unique identity and quality of place. For this reason **it is proposed that Hengrove Park be recognised as a Formal Green Space.**

Designed in the right way, the introduction of development in the right location can repair some of the problems which have been identified with the park as it is currently. It can also offer the opportunity to better frame and structure the park and enhance the variety of open space function and use for residents and visitors.

As a recognised Formal Green Space, Hengrove Park will include the following components:

Open Space Type	Characteristics & Interventions
Parkland	The main area of existing parkland, wide expanses of space, enhanced with tree planting, pedestrian routes, lighting and other facilities.
Active Green Space	Provision of a variety of sports pitches, may vary seasonally, flexible. Inclusion of a pavilion club building. Incidental active green space also provided across the park -trim trails, pump tracks, a landscape of play and discovery.
The Former Runway	Retained location, size and shape, but utilised to create a formal ornamental series of gardens, some flexible for use as small event/activity space. Create an immediate contrast adjacent to the open parkland.
Community spaces	Extensions of the park reaching into the developed area and surrounded by buildings to create overlooking and ownership. May include shared allotments, schools areas, small recreation areas.
Natural Green Space	Intensive improvements, tree and other planting, to the area adjacent to St Giles to include a diversity of species and habitats with restricted pedestrian routes.
Children’s Play Area	Integration and accessibility/visibility of the existing extensive children’s play provision. Links to the park to encourage wider use of the park as part of a visit.
The Mounds	Improvements to the Mounds to encourage learning through interpretation. Signage, bird hides, nature discovery. Themed trails, organised nature events & activities.



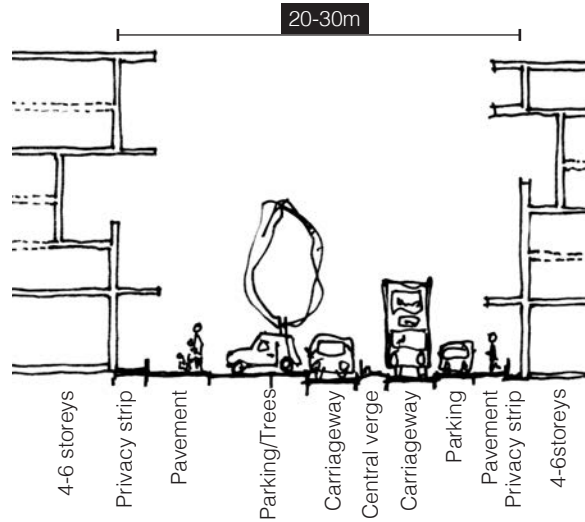


STREET TYPOLOGIES

The Framework Plan structures development to be clearly legible: the new centre is recognisable by the use of taller buildings and a mix of uses at ground floor; the park is visible from most locations; key spaces and junctions are framed by buildings; development density and character varies across the plan and appropriately according to the surroundings. The network of streets connecting all of the elements of the plan is structured to help this legibility and to underpin the character of each area of the plan.

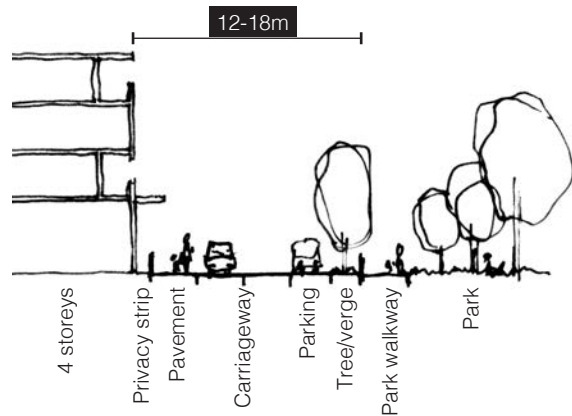
Streets vary in width, the heights of buildings on either side, their use (through-route, or neighbourhood) and what happens within the street (public transport, car parking, tree planting, children playing). Different streets suit different activities.

The streets throughout the development perform an important part of the public realm. They should offer safe and sociable spaces for people to move and meet in. The street network is organised according to a clear hierarchy within which street design suits the different activities intended.



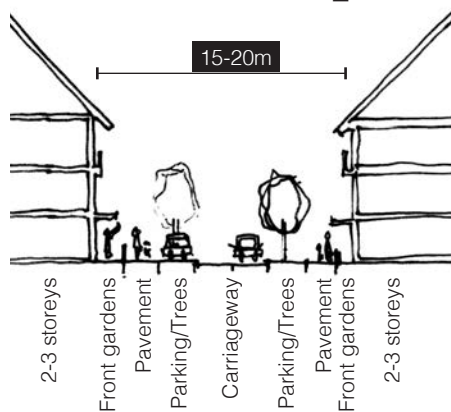
BOULEVARD/PEDESTRIAN BOULEVARD

- Taller, continuous buildings create a formal Street;
- Public Transport;
- On street Parking;
- A central median/verge in central locations;
- Generous pavements outside ground floor businesses/shops;
- Avenue tree planting



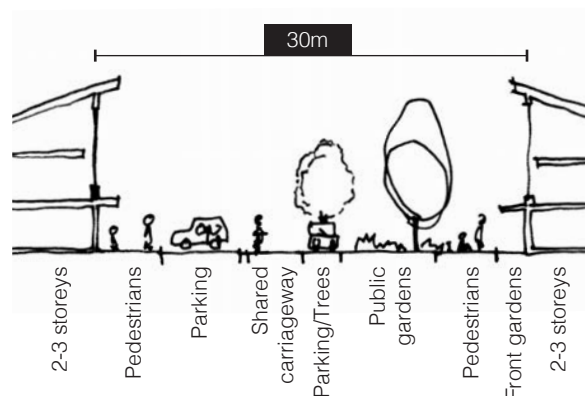
PARKWAY/PARK PROMENADE

- 4 storey buildings over the park creating a positive park edge;
- Narrower carriageway (eg. 5m) allows more direct park access;
- On street Parking;
- Regular crossings and gaps for park access;
- Generous pavement and park walkways;
- Avenue tree planting along the park edge.



RESIDENTIAL STREET

- A narrower overall street section creates a contrasting intimacy;
- Front privacy strips help create a residential atmosphere;
- 2-3m pavements;
- Carriageway up to 5m with occasional chicanes/crossings;
- On street parking on both sides of the street;
- Tree planting along both sides of the street.



PARK MEWS

- Semi-private space with good connections to the park;
- Informal shared carriageway with varied alignment;
- Public garden areas for communal use;
- Informal and varied tree and shrub planting;
- Generous public realm areas encouraging community interaction;
- Integrated parking within the space;

CREATING COMMUNITY:**SOCIABILITY & COMMUNITY FACILITIES**

The provision of community facilities and the creation of a place which is safe and desirable does not stand alone from the laying out of infrastructure and development. Nor is it independent from establishing an open space strategy which offers a variety of spaces and opportunities for different activities.

A sense of community belonging and the practical provision of the facilities which are greatly needed within the existing surrounding communities, let alone a new population of residents moving to the area are achieved and supported in the structure of development proposed in the Framework Plan.

The legibility of the street network, and the locating of a new centre which is easily accessed from all directions along safe and direct, primarily pedestrian routes, all contribute to the sustainability and sociability of the place. The Framework Plan indicates a mix of uses and floor space within buildings for business and community uses which is located within easy reach of most people. These facilities are located in the most prominent parts of the development such that they attract the most footfall and are most noticeable. They are typically included at the ground floor of the tallest buildings where the greatest critical mass of people live aiding the sustainability of any businesses which locate there.

At this stage it is not possible to define exactly the mix of community or business uses which may want to locate here are which may be required long term. The Plan therefore allows flexibility to allow for small or medium businesses or services which may also vary over time.

DHUD 

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