

BETTER

The Bristol Civic Society magazine

BRISTOL

Issue 02 Spring 2013 bristolcivicsociety.org.uk



*including Annual Review
and AGM details*



An independent force
for a better Bristol

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Join us

Bristol Civic Society
- an independent force for a better Bristol
- is a registered charity.

A large part of our income,
which comes from membership subscriptions,
is spent on producing this magazine.

If you are not already a BCS member and would like
to support us and have Better Bristol magazine
delivered to your address, please consider joining us.

Individual membership for the first year is £10 if you
set up a standing order and £20 annually thereafter.

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Thanks to	Distribution volunteers and Editorial Board
Web	bristolcivicsociety.org.uk
Printed by	Sebright Printers
Printed on	FSC paper

Front cover image: Bristol Heart Institute
courtyard installation Endless Rings by Walter Jack
Photo: francesgard.com for Bristol Opening Doors



Hello and Welcome

Over the years, Bristol has lost many fine buildings for several reasons, including bombing, demolition to make roads, flyovers and new developments and from general neglect. In this second issue of Better Bristol we focus on some good-news stories about work being done to save our heritage and how you can play a part with the Know Your Place at Risk Project.

BCS is making connections, forging links and collaborating, sharing our enthusiasm, energy and knowledge. To this end the society has been busy organising events where we can come together with other groups.

A joint visit, with Avon Gardens Trust, to an organic garden in Somerset is planned for August; more bike rides will be hosted jointly with Bristol Cycle Campaign and we will be sharing some events with the Architecture Centre.



On 3rd February 2013, BCS and Bristol Cycle Campaign joined forces for a bike ride. Twenty-five of us were led by Peter Weeks, visiting some of the sites awarded a BCS Environmental Award. We have more easy-pace rides planned, everyone welcome, see details on pages 25 and 27.

Talking about links and connections, should we have a 'More Bridges for Bristol' debate? Would more bridges help movement in the centre, remove barriers and bring communities together? Eugene Byrne reminds us of the Wing Bridge, proposed in 2003, that would have connected north and south Harbourside. Also, is there still time to revive the proposal for the King Street to Redcliffe Quay Bridge?



Artist's impression of King Street Bridge

Having an elected mayor has changed the way that major decisions are made in Bristol. In January 2013, BCS was relieved to hear that Mayor George Ferguson made the decision to scrap the section of route, of the proposed BRT2, that would run through the Harbourside and over Prince Street Bridge.

He has asked the Proposers - Bristol City Council - to find an alternative route. At the time of writing we await the new proposals and the decision from the Secretaries of State to the AVTM Public Inquiry report.

The BCS Annual Review is incorporated in this magazine. Our Annual General Meeting is on Friday 17th May, from 7.30pm, at Redland Parish Church New Hall, Redland Green Road, Bristol BS6 7HE.

Last year's AGM, in the same venue, was a most enjoyable evening. Do come along, celebrate our achievements and join in the conversation.

Please get in touch if you have ideas for articles in future issues of Better Bristol. A big thank you to contributors and everyone who has helped produce this issue of Better Bristol.

Heather Leeson
Chair, Bristol Civic Society

A warm welcome to new members

Charlotte, Elaine, Erin, Jennifer, Jon, Jayne, Louise, Matthew, Andrew, Nicholas, Shane, Simon, Chris, Glenise and Matthew.

I look forward to meeting you soon at one of our events or come along to the Llandoger Trow, King Street Monday, April 22, from 7.30pm, for a drink and a chat

CUMBERLAND PIAZZA:

AN HISTORIC SLAP IN THE FACE

Ray Smith charts the history of a concrete wilderness and the classic formula which guaranteed inaction for 40 years

Three years ago the project seemed straightforward. Hotwells' largest open space was a mess. Three hectares of concrete wilderness had been left to deteriorate for 40 years in one of the most densely populated neighbourhoods of Bristol.

Cumberland Piazza is the first thing visitors see of our great city as they approach through the incomparable splendour of the Avon Gorge on the A4, or admire the vista of Georgian terraces from the A370. Would it not seem obvious that this highly visible neglect should shame the city into action? Soon after we began to negotiate with Bristol City Council (BCC) about regenerating the site, one planning officer described it as a classic example of 'SLAP' - Space Left After Planning.

This dismissive aside was factually wrong. In fact, Cumberland Piazza was created in 1964 as part of the 'Cumberland Basin Bridges Scheme'. Esteemed landscape designer Sylvia Crowe was commissioned to design a park for the people of Hotwells and a recreation space for travellers breaking the long journey from the North and Midlands to the holiday resorts of the South West (the M5 and Avonmouth Bridge were several years away).

Crowe's vision for the piazza shone with the idealism of 1960s urban renewal. She wanted to "develop a place that will be frequented and enjoyed by people. The centre of life will be a piazza under the arches of the new road system".

Her scheme included a children's playground ("with a nautical theme"), a pool with a fountain, public toilets and a café. Perhaps she thought it some small compensation for the upheaval caused to Hotwells by the new road system. The incidental damage included the demolition of three entire streets of houses, several shops, five pubs and the 18th-century 'Long Room' built for the Hotwells Spa.

The heart of Hotwells suddenly became a giant roundabout surrounded by three- and four-lane roads, leaving the houses bordering Cumberland Basin that had not actually been demolished as 'the island'; a term used locally to this day. It's hard to think of a more determined attempt to destroy a community outside of wartime (except perhaps the savagery wreaked by the planners on Totterdown soon after).

As we dug deeper and consulted with local people we realised that although the piazza had lost a lot of its original rationale, it had acquired new roles. It was now at the centre of several annual events – runs, rides and a triathlon, involving thousands of people. It had potential to fill the gap in heritage interpretation for visitors to historic Hotwells, Cumberland Basin and the entrance locks.

It could offer a destination to extend the Harbourside walking trail with a fine view down river to the Clifton Suspension Bridge. It could also be a magnificent setting for some large-scale and highly visible public art. Most people wanted it greener and to be somewhere teenagers could skate or kick a ball around.

However, there was a problem. Somehow, the piazza had simply dropped below the city's radar. It had ceased to be managed as a park at least 30 years before. It was owned by the city through the estates department. The flyover structures naturally came under highways, while parks undertook a minimal maintenance regime to keep sight-lines clear for motorists. Cleansing swept and removed graffiti while Planning, of course, struggled to decide what policy to fit it into.

No department had a remit for managing the piazza as a whole but they all had to be consulted about any proposal for change. If ever there was a formula to guarantee inaction; this was it.

Through Hotwells & Cliftonwood Community Association, people living locally have attempted to take a lead. We conducted consultations, raised a petition, persuaded the Neighbourhood Partnership to allocate funds for developing a masterplan for the site and submitted a planning application for a new landscape design. Eventually it was decreed that this was not needed because no change of use to this open space was implicit in our proposals.

On the other hand, BCC was unwilling to assign it the status of a 'park' which might have brought it under one lead department. Bizarrely, although the piazza cannot be found in the city's Area Green Space Plan, the potentially lethal adjoining margins of Cumberland Basin and the working Entrance Lock are classified as 'informal green space'.

CE FOR BRISTOL

Actions may not be the city's strength but words clearly take up a lot of officer time and the piazza now enjoys mentions in Bristol's Core Strategy report (2009), the City Docks Conservation Area Appraisal and the Public Realm and Movement Framework - all of which concur with our analysis of the importance of the site.

So here we are three years on and still talking to the council. There is nothing to show on site apart from a few temporary planters installed by our supporters. Our attempts to persuade Tree Bristol to initiate some tree planting have failed for a second season, in spite of our £10,000 fundraising target having been fulfilled.

Some, but not all, council negotiators dealing with 'outsiders' seem to delight in finding problems, rather than working to facilitate strategic outcomes that have been agreed. The benefits of genuine partnership with community groups are not really appreciated, in spite of all the fashionable rhetoric around 'localism'.

In enduring all this bureaucratic bumbling we are not alone. Groups with ideas for the space under the M32 at Easton and the Bearpit roundabout, too, will recognise our experience.

So what is my advice for breaking the log jam?

To council management

– Officers' time is wasted and initiative suppressed by the lack of clear leadership. Projects like this will flounder without identifying a single point of responsibility.

To council officers

– Stretched to the limit and demoralised by spending cuts, you need all the help you can get. So think positive and don't bite the outstretched hand of friendship.

To the citizens of Bristol

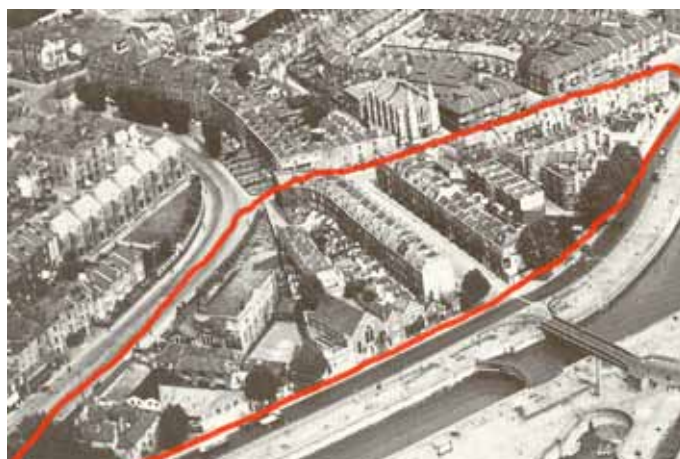
– Stand up and be counted. Cumberland Piazza could be a superb asset for the whole city.



3D visualisation of the plans



Cumberland Piazza in context of entrance locks and gorge



Site lost to flyover (All images courtesy of Ray Smith)

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facebook page: Cumberland Piazza

Golden opportunity for Temp

The Enterprise Zone, re-awakening of plans for an arena, renewal of the station and the arrival of an elected mayor all coincide to make this the right time to finally turn a vital dream into reality, says Dave Cave

Everybody is agreed on it. Bristol Civic Society, Transport for Greater Bristol (TfGB), the Green Party and other groups. Even Bristol City Council recognises the need for a major passenger transport hub. The draft Spatial Framework for the Temple Quarter Zone sees Temple Meads station as “a 21st-century transport interchange at the heart of a regenerated mixed-use quarter. A destination where people can meet their travelling needs, move easily and conveniently between transport modes and connect with the city centre and surrounding neighbourhoods.”

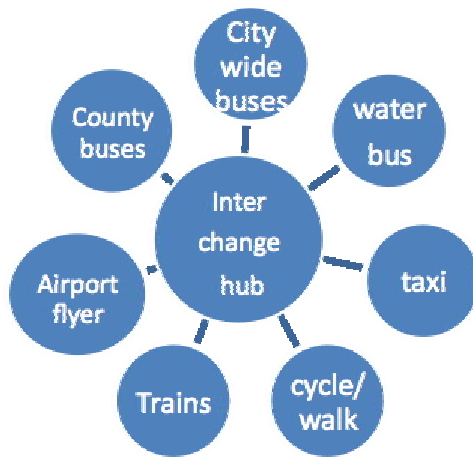
The idea has been around for some time. Users of public transport are poorly served by a hotch-potch of services, scattered throughout the city. Trains at Temple Meads, county buses and long distance coaches at Marlborough St, citywide buses at a bewildering system of boarding points around the city centre. Never the three shall meet, there is little interchange between these modes of travel, to make them truly attractive.

Outdated bus networks

Unfortunately only one city bus service (8/9) brings passengers right to the door of Temple Meads railway station. The Airport flyer is the only other bus to come right to the doors. It is entirely illogical that only one suburb enjoys this advantage, perhaps because the basic structure of the bus network has hardly changed in decades.

Buses passing by the station

A number of routes do pass by, about 250 yards from the station doors, on the main road (Temple Gate), These routes serve destinations in north and south Bristol (Hengrove-Southmead, Broomhill-Cribbs Causeway, Brislington, Knowle, Stockwood) and beyond to Bath and towns in Somerset. The location is not very convenient for the very young, the elderly, and for anybody carrying luggage, or in the rain. The much-heralded Ashton Vale - Temple Meads BRT2 will not actually serve the station directly either, despite its name, passing by at 400 yards away and across several main roads. Even less convenient, and a good ¼ to ½ mile away at Bedminster Bridge and Old Market, are services for



Bedminster Down, Hartcliffe, Southmead, Henbury, Weston, Cheddar and east Bristol.

This inconvenience hardly makes the transport service attractive. Isn't it time for a comprehensive review of all routes, so that they run where people actually want to go? With a modest re-routing of many of these services they could be brought much closer or right into the Temple Meads precincts, making a truly attractive interchange point.

Where could an interchange be located?

There are several vacant sites close to the station, including two known as Plot 3 and Plot 6 which Network Rail has for some years been trying to market. These are the sites of the railway tracks that led into the old GWR goods yard and to the



le Meads transport hub

Floating Harbour. The last remnants, next to the George & Railway, were only removed in 2012.

By far and away the most suitable site is Plot 6, since it is well served by the new Friary road with easy access onto the Temple Circus. In a radio interview of January 2011, the then executive member for transport declared that “we’ve insisted that conditions be put in there that will effectively demand that the site is reserved for a transport hub”.

It currently languishes as a rather scruffy car park, not contributing much to the setting of Brunel’s original trainshed. Plot 3 had a brief career hosting a circus tent last summer. The site of the 1930s Collett House, demolished in 2012, is a possibility. Sites on the eastern side are ruled out because of restricted vehicle access (low arches and waterways).

Buoyant future for Temple Meads Station

According to Network Rail, Temple Meads is “among the busiest and fastest growing rail interchanges on the Western route, receiving more



Brunel’s original station

than nine million passengers on average every year.” The electrification of the Great Western lines in the next few years is likely to swell these numbers even more.

So excited are Network Rail about the prospects that they have already announced plans to redevelop and expand the station, with new pedestrian and vehicle approaches. The 1970s power signal box is to be demolished (control transferred to Didcot), making way for electric trains to run into the Digby-Wyatt train-shed, last used in the 1960s and currently wasted as car-parking. News is expected in the Spring.

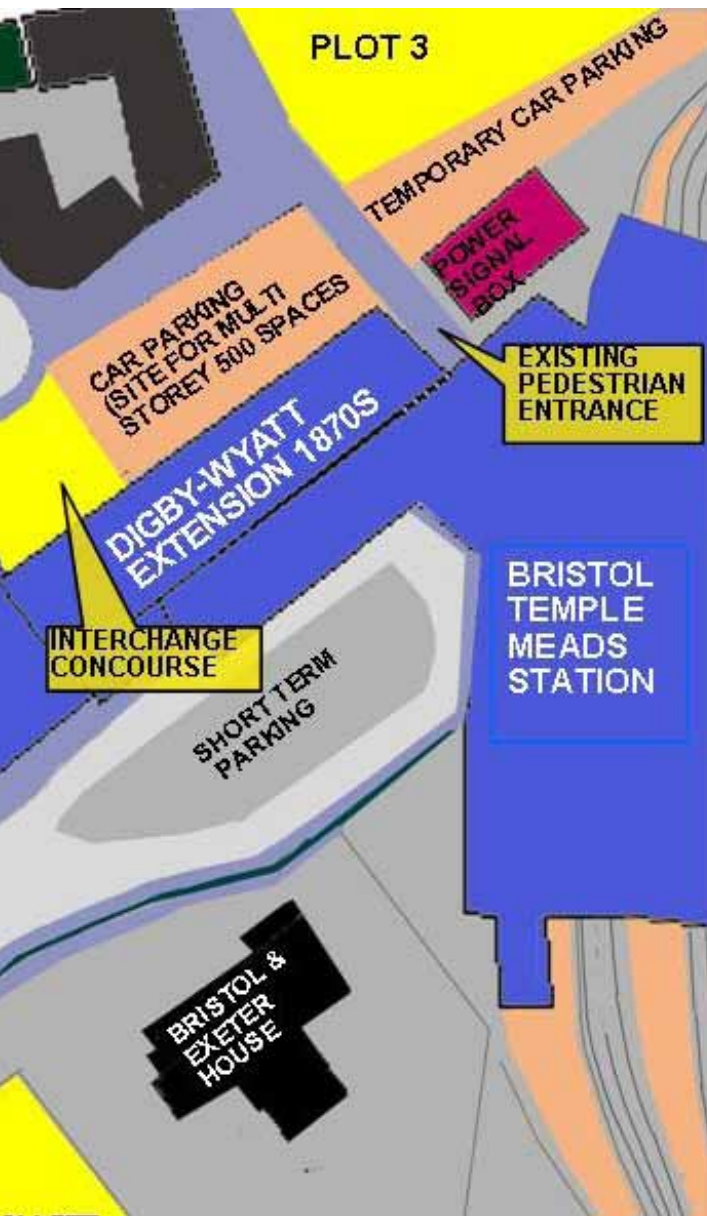
This is the time to seize the opportunity

Pedestrians could pass through the revived Digby-Wyatt building onto a new interchange concourse, giving access to all the onward transport options. Escalators could lead to island platforms with glass walled passenger waiting areas, providing perhaps 18 bus stands. Brunel’s original station would be clearly visible behind the interchange. The Grade II- listed building, which housed the Empire & Commonwealth Museum until recently, has been acquired by the Homes and Communities Agency, and may be used as a conference centre and hub for new businesses looking to move into the Enterprise Zone. Instead of hiding it from view behind dense, modern developments as currently proposed, the site nearest Temple Circus could be redeveloped around a ‘Brunel Court’ rather like Quakers Friars. This and ‘The Hub’ (below) would leave Brunel’s splendid ‘station in a Victorian Tudor mansion’ in a setting worthy of its historical importance.



Enterprise Zone, the Arena and Brunel Mile

All this is just one of many possibilities that could be created by imaginative planners and architects. The time is now pregnant with opportunities. The setting up of the Enterprise Zone, re-awakening of plans for an Arena, renewal of the station for its third century, and the arrival of an energetic elected Mayor keen to complete the last part of the Brunel Mile, all coincide. For years we have tolerated mediocrity and decay. The portents are good, with investment in the station, cross-party support for the Bristol Metro, and more accountability from the bus operator. Let’s not miss this golden opportunity.



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Ready, willing and able?

Despite the huge improvement in people's perceptions following the Paralympics, in Bristol it is still far from easy for the disabled to do something as easy as catch a bus.

Chris Brown speaks to campaigner David Redgewell

Last summer, the UK was basking in the glory of the Olympics and Paralympics, and the disabled were finally getting the credit for being the active, valuable members of society they are, always have been and always will be.

But one swallow, or at least one Paralympic Games, doesn't make a summer, and for the disabled around Bristol the simple act of getting from A to B is still far too difficult.

By 2015, all single-decker buses in the city must be fully accessible for the disabled, thanks to the provisions of the Disability Discrimination Act (DDA). In 2017, all double-decker services must provide the same access.

With less than two years to go though, nearly a quarter of the buses operated by First are still not DDA compliant, despite investment by the group into its fleet.

Campaigners claim that in this city that aspires to be modern and vibrant for the 21st century, travel for the disabled relies on forward planning to avoid main routes that they simply cannot use.

On the trains, some stations in the city are impossible to use for those in a wheelchair. On the ferries, when they return, some landing stages are out of bounds.

A lack of political will and an obsession with organising the, possibly, doomed Bus Rapid Transit (BRT) network has meant access for the disabled on the city's public transport services has - if you will pardon the pun - taken somewhat of a back seat in recent years.

And while the disabled in Bristol can struggle, Nottingham is leading the way - with every vehicle in the city's 330-strong fleet now accessible for wheelchair users, five years ahead of the legal deadline.

For campaigner David Redgewell, this is a human rights issue - not just a practical problem.

"The Paralympic Games showed that the disabled were full members of society," he says.

"We are being denied a human right to use an accessible transport system. I shouldn't have to beg to be allowed to get on the bus, train or ferry that I need. I won't give up until these basic rights are delivered."

Across bus, rail and ferry, David says he has to meticulously plan each journey he makes to ensure he avoids services he cannot make.

On the trains, for example, stations such as Parson Street in South Bristol and Lawrence Hill to the east are not accessible for him. He can get on the rail service from Temple Meads to Severn Beach, but it is nigh on impossible for him to ever get off the train.

While the soon-to-return ferries were suitable for those in a wheelchair, there are landing stages around Temple Meads and Castle Park that are inaccessible. Chair users in Liverpool and Portsmouth have a far better deal though, he adds, with all ferries completely accessible.

"Every day I have to make plans to divert my route or, if worst comes to the worst, get a taxi, which is a lot more expensive," he says.

"I can't easily, if at all, get to Gloucestershire or South Gloucestershire (such as Dursley) or South Bristol. I have to do a dogleg journey if I want to get to important locations, such as a hospital.

"You don't expect this in 2013. This is not 1911 and the day of the horse-drawn bus. There is still a side of Bristol stuck in a time warp - it wants to be a large European city but sometimes it acts like a large parish council."

All this is in contrast to the likes of Nottingham, which David holds up as a standard bearer in the UK for disabled access.

"All Nottingham City Transport's (NCT) buses now have low floors for easy access, and ample space for wheelchair users inside. In addition, 84 vehicles now have audio stop announcements to assist blind and partially-sighted customers to get around the city," said NCT Marketing Manager Anthony Carver-Smith last year.

"As a business that provides a vital service for the people of Nottingham, we have a responsibility to ensure that all of our passengers are able to get in and around the city quickly, easily and in comfort.

"We made it one of our top priorities to become fully accessible as soon as possible, so to see this happen five years ahead of the legal deadline is satisfying for us, but more importantly hugely beneficial for our customers."

In Bristol, First says it has taken great steps to improve the service provided for disabled people and that it is on target to be fully compliant with equality legislation by 2015.

They say that not only are improvements to buses required, but driver training and keeping the communication lines open with disabled groups are essential.





Easy wheelchair access

“First takes its responsibility as a public transport operator very seriously. We are actively working towards the deadlines set by the DDA, ensuring all single-deck buses are low floor and DDA compliant by 2015 while ensuring that all double-deck vehicles meet the required standard by 2017,” says First spokeswoman Karen Baxter.

“In Bristol, we are already close to achieving these aims. Of the 274 buses operated by First’s depots in Lawrence Hill and Hengrove, 95% are already super low floor, and of these 76% are already fully DDA compliant.

“Buses that are low floor but not DDA compliant are useful for those customers who have mobility problems, or who travel with shopping trolleys or push chairs, but they are not yet able to accommodate wheelchairs. As we move towards the DDA deadlines these vehicles will be phased out.

“We recognise that being disability friendly is not just about having low floor and DDA compliant buses. It’s about driving training, attitudes and having various processes in place to ensure we understand, listen to and respond to concerns raised by other people with disabilities.”

One of First’s more innovative approaches include the Safe Journey Card - which allows travellers to privately let the driver know what sort of help they need when they get on.

For David though, while he reserves praise for the operators, it is down to the councils that make up the Greater Bristol area and the West of England Partnership - whose responsibility it is to ensure the infrastructure for services is DDA-complaint - to step up the action and awake from the slumber caused by their ongoing work over the last few years to plan for the much-maligned BRT.

“A good start was made with the Greater Bristol Bus Network (GBBN) during the last decade - but then the momentum stopped when attention was diverted towards the BRT project,” he says.

“It’s great that transport operators like First, Wessex and A-Bus are championing the cause [of the disabled], but where are the councils? They should be leading on this.

“In cities like Nottingham, they have concentrated on driving up standards - and it is all about political will and creating the right partnerships.

“The new mayor has a good relationship with the operators, it seems, so it appears we can put the tin hats away. But we need him to strengthen the partnerships between authorities, operators and passengers.”

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Unbuilt Bristol: An occasional series by Eugene Byrne

The Wingbridge

Elegant pedestrian bridge would have had decks that rose into the air like butterfly wings

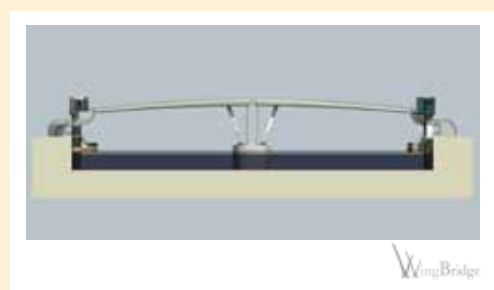
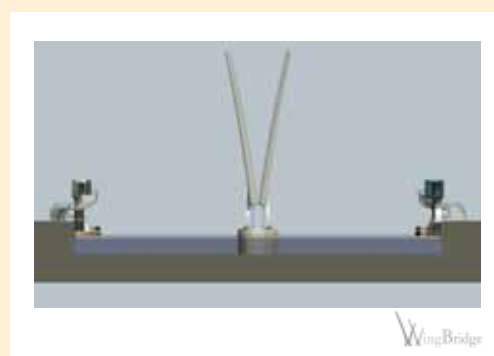


image courtesy of: Barlow Henley Architects

One of the most intriguing ideas generated by the 1990s/2000s redevelopment of Harbourside was a pedestrian and cycle bridge linking Gas Ferry Road on Spike Island to Gas Ferry Road in Canons Marsh.

The bridge addressed two hot issues of the area’s redevelopment. First, with a widespread feeling that most of the lion’s share of investment was on the northern side of the docks, the bridge would have been a way of connecting the south to the booming north.

The other was the question of whether more bridges are needed. Many folks feel uninterrupted water looks best, and a low bridge in this location would have made it impossible for tall ships to pass through. The Wingbridge was an elegant solution, with decks that could rise into the air like a giant pair of butterfly wings to allow for shipping.

It was devised by Bristol firms Barlow Henley Architects and engineers Fenton Holloway in 2003. Although no finance or funding had been secured, the firms submitted a planning application to sound out public and official views. With little official support, it remains on the drawing-board.

Unbuilt Bristol: The city that might have been 1750-2050 by Eugene Byrne is published by Redcliffe Press in May. email: eugene.byrne@gmail.com

Online map reveals Bristol's

Link between heritage and successful planning for the future is at the heart of what Know Your Place is trying to achieve, writes Pete Insole

With funding from English Heritage, the City Design Group at Bristol City Council (BCC) in partnership with the council's Geographic Information Services (GIS) team, Bristol Museums, Galleries and Archives and local volunteers created the online tool Know Your Place (www.bristol.gov.uk/knowyourplace).

The site was launched in March 2011 and aims to allow free public access to many historic maps and other historic information held by BCC. By using the maps on the website you can easily switch between different periods in the city's history.

This is particularly interesting when you use the 'spyglass' in the enhanced version of the site. Using the spyglass, you can view one map on top of another then alter the transparency of the spyglass map to give a clear understanding of how much a place has changed over time.

You can enter your postcode into the website's address search and the map will zoom to your neighbourhood. You can then change the date of the base map or switch on the spyglass with a different map to show you how your place has changed.

Evolution

New layers are being added to the site as they become available. A recent and very popular addition has been a series of aerial images dating from 1946 from the English Heritage Collection of RAF photographs. This layer shows the scars of wartime bombing, public air raid shelters in the suburbs and the vast building sites at Southmead and Lockleaze.

As well as providing wider access to archives, Know Your Place enables members of the public to add information and images. It was proposed that this sharing of information would contribute to a better understanding of Bristol's neighbourhoods.

To enable this, a simple-to-use contribution form is available on the website. It prompts users to add their information and upload an image, either a historic image or modern photograph. Since going live there have been more than 600 public contributions to the website's Community Layer and new information is being uploaded all the time.

Images from the public have included a 19th-century family photograph of workers at a corset maker in Portland Square, a 1930s aerial view of the old Whitchurch Airfield (now Hengrove Park) and a collection of photographs from the 1960s Hartcliffe School Industrial Archaeology class.

All of these contributions to Know Your Place are checked by an archaeological officer before being published on the website and can be used as a material consideration of any planning proposals. Items on the Community Layer within Design and Access or Heritage Statements are already being referred to when planning submissions are made.

Heritage and planning

The link between heritage and successful planning for the future is at the heart of what Know Your Place is trying to achieve.

Over the next year City Design Group will strengthen this objective with two English Heritage-funded projects to help communities record their local context and undertake heritage-at-risk surveys.

s past, present and future

The first of these projects called 'Our Place' will attempt to develop a visual language that enables community groups to map the historic character of a neighbourhood. This information will contribute to a context layer on Know Your Place and an Our Place document that can inform neighbourhood planning or development management through the emerging policies on local character and distinctiveness.

The information can also form the basis of a Conservation Area Character Appraisal. The initiative has been tested with groups in Lockleaze and a class of primary school children in St Pauls.

The second project, Know Your Heritage at Risk, will allow members of the public to undertake their own heritage-at-risk surveys either using the website or via a mobile phone app linked to the Heritage at Risk layer on Know Your Place.

City Design Group staff will provide training to volunteers in carrying out surveys and the information gathered will contribute to both the local 'at risk' register and the national Heritage at Risk list maintained by English Heritage.

If anyone wants to get involved with the Know Your Heritage at Risk project or wants any further information about the Know Your Place initiatives, please contact Pete Insole at Pete.Insole@bristol.gov.uk



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Bristol City Council wants to create a list of non-designated buildings, structures and sites which are valued by local communities and are considered worthy of preservation by virtue of their quality, style or historical importance, explains Bob Jones



(Fig 1) Crown pottery, St. George



(Fig 2) Red Cow, West Street, Bedminster



(Fig 3) Farrier's pub in Fishponds

Local List could help preserve city's heritage

Bristol continues to lose valuable historic buildings such as pubs, former industrial buildings and domestic buildings at an alarming rate. These enhance the local landscape, reinforce local identity and make areas more attractive places in which to live and work.

They are reminders of nearly-lost or heavily-obscured aspects of Bristol's heritage, such as former industries. A good example of this is the former Crown pottery, later the Soap Works, at Hudds Vale, St George, now part of a busy industrial estate (Fig 1).

One casualty, despite vigorous public opposition, was the Red Cow in West Street, Bedminster, a pub of probable 18th-century origins constructed in the local Lias limestone (Fig 2).

On the other hand, a success story surrounds the retention of the Farriers pub in Fishponds, again after public concern surrounding its proposed demolition (Fig 3).

In collaboration with community groups, business interests and residents, Bristol City Council (BCC) is looking to create a Local List of non-designated buildings, structures and sites which are valued by local communities and are considered worthy of preservation by virtue of their quality, style or historical importance.

After considerable research into similar local lists elsewhere in the country, and using guidance recently published by English Heritage, criteria will soon

be completed and will be published on BCC's website.

The criteria are based around the themes of Architectural Interest, Architectural Merit, Historic Importance, Artistic Interest, Archaeological Interest and Community Value.

Other factors such as completeness, rarity and the degree to which they may be thought to be typical of Bristol, such as in the use of local building materials, will also be considered. These criteria will be used to assess the merits of potential candidates for inclusion on the list.

Consultation on the proposed criteria produced some interesting results, ranging from the need to preserve the diversity of the city's architecture, including the atypical as well as the typical, to advising caution in considering artistic merit, which could be highly subjective.

It must be stressed that inclusion on a Local List will not, in itself, guarantee the preservation of a building or site. There remains the permitted development right to demolish unlisted buildings outside conservation areas, subject to certain safeguards over the method of demolition and the reinstatement of the site. However, raising awareness of their importance will provide clarity and add material weight in arriving at planning decisions and assist in the formulation of local neighbourhood plans.

There are also a number of appeal decisions where inclusion of buildings on a Local List has influenced a decision to

dismiss the appeals.

Following the completion of the criteria for selection, there will be a call for suitable buildings and sites to be considered for inclusion on the Local List. The primary method for the public to put forward nominations to the Local List will be via the Know Your Place website (www.bristol.gov.uk/knowyourplace), using the successful public contribution function, which has an additional category for Local List nominations.

A panel will be set up to consider the first nominations against the selection criteria. This will be drawn from as wide a range of groups as possible, to include local amenity and interest groups, while the Design Bristol discussion forum (<http://designbristol.ning.com/>) will continue to be used to air opinions and thoughts as the Local List continues to expand.

The Local List will have strong links with existing and future initiatives, such as the 'Our Place' project funded by English Heritage and local character assessments, which reinforce current and emerging planning policies.

If you wish to know more about the progress of the Local List or to become involved in drawing up the list, please contact Bob Jones at bob.jones@bristol.gov.uk

Bob Jones
City Archaeologist
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New hope for Old Market?

We want to make a place where people choose to live, work and socialise, says Leighton Deburca



Old Market Quarter was created out of necessity to reconnect the neighbourhoods around the high street with each other and the rest of the city.

In the last 50 years, these neighbourhoods have suffered from bad traffic, economic decline, creation of anti-social hotspots, deprivation traps, un-enforced planning breaches and multiple small-scale mismatched development projects which created an unsafe and unhealthy living environment.

Old Market Quarter has been formed to ‘place make’ a neighbourhood where people want to live, work and socialise.

Town teams and localism

Old Market Quarter received £10,000 as part of the government’s Town Team initiative to fund essential projects and costs. Along with this change in Government strategy, we had the Localism Act that allowed us to create a Neighbourhood Planning Group, which combines all the interested parties and stakeholders.

This was one of the biggest changes to allow us to pursue a united agenda and bring all the people of the communities together. One important group, which is often left out, was the landlord group which has been a great asset in creating a better area.

Place making in the 21st century

The most important focus as a place maker is people; there are so many experts around who are busy planning urban areas without asking the views of people for whom they are planning.

Places should be for people. What is the point of a building or a park or any other public space if people do not use it or feel it’s not for them? The public realm is for the public, and many traditional professionals forget this or make the fundamental error of planning places within a set boundary, forgetting to relate it to its surroundings.

“Walk through the City” Exhibition

The Town Team is currently working on a neighbourhood plan, redesigning the traffic system, regenerating the high street and so much more. As part of our work we needed to consult the community on these ideas and plans.

This was a great opportunity not only to show what we are doing in our area but also to exhibit what other areas are doing, and ideas that could help regenerate and build a better Bristol.

The event is being put together on a small budget but we are looking to make a big impact to get more people involved in planning our amazing city.

To see what we are up to and all the other fantastic ideas, please visit “A Walk Through the City Exhibition” until 18th April. Free entry at the Trinity Centre, Old Market. For details visit www.oldmarketquarter.co.uk



Leighton Deburca is place making director at the Old Market Community Association
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Census and Sensibility

The 2011 Census tells us that Bristol is changing quickly, and often in surprising and dramatic ways. Eugene Byrne looks for the facts behind the figures. While the figures are all official Census numbers and can be relied on, the conclusions he leaps to should not necessarily be trusted

The important number: The 2011 Census suggests the population of Bristol is now around 428,000. This figure has to be an estimate because some 7% of Bristolians didn't fill in their Census forms. Those 7% comprise those still evading their 1991 poll tax bill, and my Uncle Ernie who's been hiding in the attic since he got called up during the Suez Crisis.

We've not peaked yet: The 2011 population is an increase of 38,000 - almost 10% - on 2001, but it's still not as big as it was in the mid-1950s when it reached over 440,000. After that it fell steadily and only started rising again in the early noughties. The decline was not because of people dying of Black Death or smog; it was from everyone leaving for new homes in the suburbs and surrounding villages. Back in the days of black and white TV, spending two hours a day in a full-colour traffic jam probably seemed like a good idea.

The 428,000 Bristolians live in 182,000 households, each containing an average 2.3 people. Each household has an average five rooms, including an average 2.6 bedrooms. One third of all households are occupied by a single person.

The car population is too bloody big: There were 165,000 cars/vans in Bristol in 2001. There are now 191,000. Just over a quarter of all households have two cars or more.

Bristol is younger than most: The median age of Bristol residents is 33.7 years, younger than the England and Wales median of 39. Some 70% of Bristol's population is between 15 and 64, i.e. of working age. This is bigger than the national average (66%). We're better-looking, too.

And we're cleverer: Almost a third of the adult population of Bristol has a degree or higher level qualification, against the national average of 27%. Some 20% of the city's residents have no qualifications at all, though this latter category will include some migrants without much formal education as well as home-grown ethnic Bristolian dimwits.

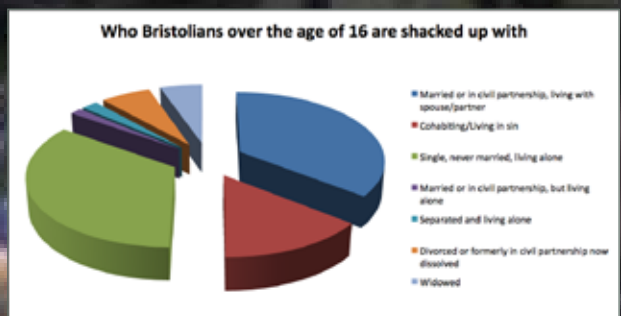
Bloody students: Over 8% of Bristol's population are full-time students aged 18 or over. Their number has increased from 25,573 in 2001 to 35,638 in 2011. The proportion of these studying a subject that might actually prove useful is unknown.

No Country for Old Men (or women): Just 13% of Bristol's population is aged 65 and over, compared with the England and Wales total of 16%. This is far lower than the South West regional total of 20%. The elderly are presumably being driven out by noisy student parties and a lack of parking spaces. The number of over 65s in Bristol has fallen by 2,000 since 2001, whereas the the population of over 65s nationally increased by 10.6%. The Census does not tell us how many have fled to Spain to pass their golden years writing letters to the Daily Mail about how England has gone to the dogs. (Only to return again when they need the NHS...)

Foreigners like it here: The noughties saw a massive influx of people born outside the UK. Almost 15% of Bristol's population were born in other countries, up from 8.2% in 2001. Many of these came from Eastern Europe, but almost 10,000 of the 63,126 Bristolians born outside the UK are from Africa; roughly half of these are from Somalia alone. On Census Day 5.1% of households in Bristol did not have anyone living in them who had English as a main language.

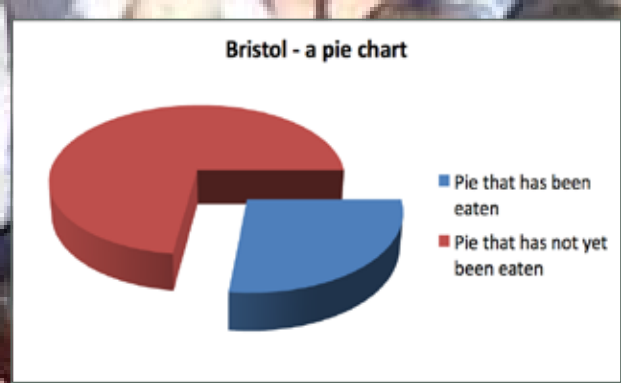
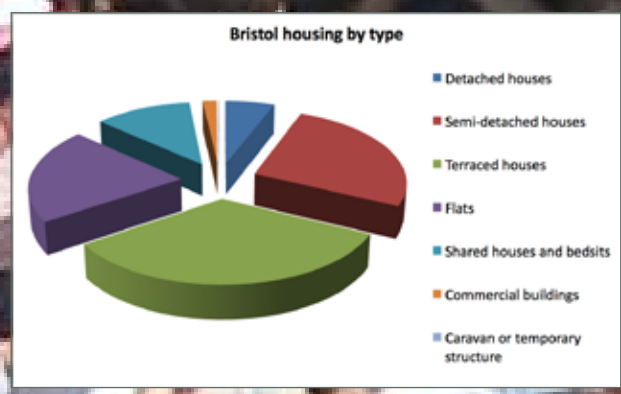
We're losing our religion: The proportion of Bristolians calling themselves Christians has fallen from 62.1% in 2001 to 46.8%. Those saying they have "no religion" has increased from 24.5% to 37.4%. The second-biggest religion in Bristol is Islam, with 22,016 - 5.1% - declaring they are Muslims. The Census also reveals a vast number of minority beliefs. Some 2,310 (0.5%) of Bristolians declare themselves Jedi Knights, which tells us not that they're religious, but that they have a pathetic sense of humour. There were also, for example, 24 Satanists, 12 Scientologists and a solitary Moonie. Some 64 people proclaim their religion as "Heavy Metal". In the event of a religious war between the 64 Heavy Metallers and the 2,310 Jedi, it's best to bet on the former. The Jedi will be spotty, myopic overweight males who still live with their mothers, while those of the Heavy Metal faith are probably proficient in the use of knuckle-dusters, motorcycle chains and really bad language.

We can't afford to buy: The proportion of homes in Bristol which were being bought, or were owned outright was 63% in 2001. By 2011 this had dropped to just 54.8%. There has been a corresponding rise in private renting; 12.1% of homes were privately rented in 2001, while this had almost doubled by 2011. The proportions of rented council or housing association homes remained roughly similar. During the early noughties, young people spent their money on binge-drinking instead of saving for a deposit. Now they can't even afford that.



Stoke Bishop is our rotten borough: There are growing disparities in council ward populations. So while inner city Lawrence Hill now has almost 19,000 residents, leafy Stoke Bishop has less than half that. Moreover, a fifth of Stoke Bishop residents are students living in halls and unlikely to take an interest in local elections. So a very small number of voters here return two councillors, invariably Tory.

The council ward with the lowest population density is Avonmouth: This means little, as Avonmouth is huge, and comprises a lot of mud and marshes as well as miles of derelict and semi-derelict industrial land which is probably still contaminated with zinc and mustard gas. This is why the council, when obliged by law to provide a site for travellers, opted to give them a field near the Avonmouth sewage works.



Bristol population	2001	2011	change	% change
Total population	390,000	428,100	38,000	9.7
Aged 0-15 years	73,500	78,700	5,200	7.0
Aged 16-24 years	56,600	66,000	9,400	16.6
Aged 25-49 years	144,500	163,300	18,800	13.0
Aged 50-64 years	57,600	64,000	6,300	11.0
Aged 65 and over	57,800	56,100	-1,700	-2.9

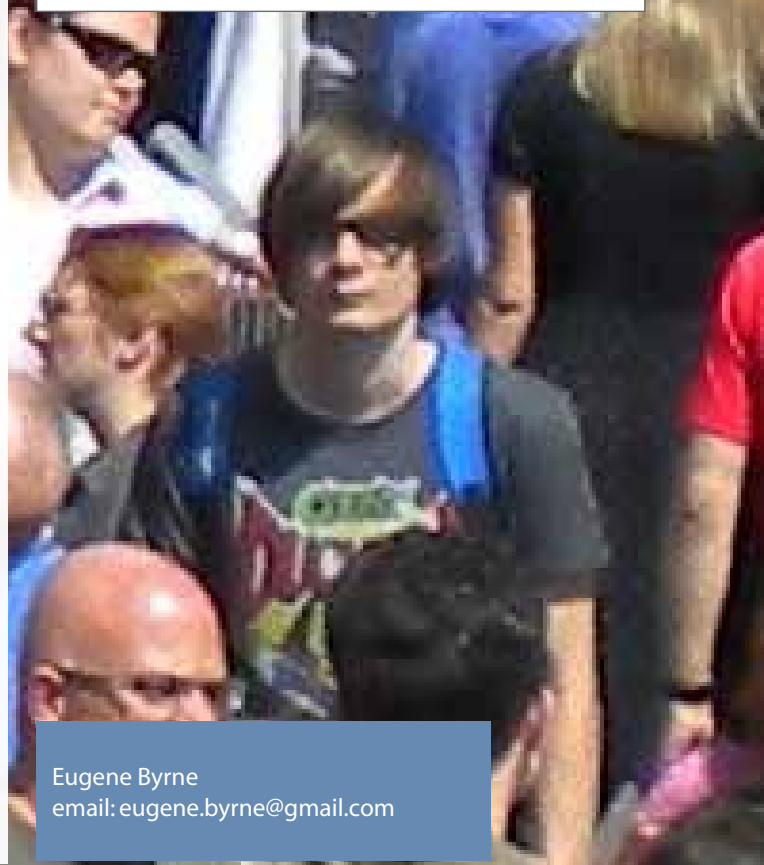
Bristol population changes 2001-2011 according to the Census. Presumably the over 65s aren't dying; they're just leaving.

Bristol household composition	2001		2011	
	No.	%	No.	%
One person	54,004	33.3	61,607	33.7
Couple with no children	38,963	24.0	41,546	22.7
Couple with children	36,497	22.5	37,584	20.6
Single parent & child(ren)	16,784	10.4	20,533	11.2
Others	15,842	9.8	21,447	11.8

The 'Others' category includes multiple families in houses, residential homes, and possibly communes of hippies and members of religious cults (if any)

Marital status, 2011	No.	%
Total population aged 16 and over	390,000	100
Single and never married or in civil partnership	164,225	47.0
Married	126,910	36.3
In registered same-sex civil partnership	1,126	0.3
Separated but still legally married/in partnership	8,507	2.4
Divorced or with partnership dissolved	28,734	8.2
Widowed or surviving member of partnership	20,151	5.8

The Census did not permit a Facebook-style "it's complicated" option ... While the large number of single people may incline you to hit town and sow your wild oats, many of those singletons are actually going steady or even living with someone they've not got round to marrying yet.



Eugene Byrne
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On our way to saving Ashton Court Mansion

No other building in Bristol is so complex and so fascinating, nor so worthy of restoration, says Peter Weeks

Members will know that since 2005 Bristol Civic Society has been working with Bristol City Council (BCC) to secure the long-term future of Ashton Court Mansion, restoring and conserving it while retaining public access where possible.

About one third of the house was restored in the 1970s but most of the interior of Bristol's greatest undiscovered treasure remains in a sad, derelict and dangerous condition despite the council's efforts to maintain this important Grade I-listed building.

Pevsner described the 1770s North-West Wing, built in elaborate Strawberry Hill Gothick style, as perhaps the most important surviving interior in Bristol.

So we are pleased to report that at the end of last year, partly as a result of our continuing efforts, things took a decided turn for the better. Purcell, a respected firm of conservation architects, has been engaged by BCC on a year-long project to produce a comprehensive scheme of restoration and conservation, including coming up with a business plan to secure the financial future of the house.

The age of Ashton Court (parts of which date from the 14th century) and its quirky mixture of architectural styles is indeed a challenge for anyone looking to find 21st-century uses for it. However, this problem must be solved. The house cannot be a drain on local taxpayers and it must pay its way in future. We just have to work out how!

The council is being commendably open-minded over this. Their brief to the architects makes clear they must come up

with ways of balancing the long-term conservation needs of the restored mansion with the need to ensure it has a financially and environmentally sustainable future use, both as a property asset and as a nationally important heritage site. The society supports this stance.

The help of English Heritage who are part-funding this project is very welcome and we salute the high degree of co-operation in the working group between councillors, council officers, society members and others who care about the house.

Ashton Court was the country seat of the wealthy Smyth family who over 400 years lavished their wealth on various extravagant extensions and alterations according to the ever-changing styles of architecture. Indeed, it has been called a veritable pocket encyclopaedia of English country house architecture from the 1400s to the 1900s. No other building in Bristol is so complex and so fascinating, nor so worthy of restoration.

This is a great opportunity for us in Bristol to bring our greatest unknown building back into use and the society is proud to be associated with the project.

Edwin Hill represents the Society on the Working Group, along with Martin Lee, Stephen Macfarlane and Peter Weeks.

Peter Weeks
email: peter.weeks@blueyonder.co.uk



Ashton Court Mansion



Ashton Court Mansion interior

Celebration of Bristol's green and pleasant land

Walks through the city's parks and green spaces which allow public access are a pleasure as all have their individual characteristics, writes Ros Delany, Chairman of Avon Gardens Trust

Bristol is renowned for its parks and green spaces which range from the open spaces of the Downs to the municipal parks, of which most were created in the Victorian and Edwardian eras.

Within the city and its environs, there are a number of gardens, grounds and other planned open spaces that are deemed important enough to be listed on the English Heritage 'Register of Historic Parks and Gardens of Special Historic Interest in England'. This register was established in 1983 with the designated sites being given the same categories of grading as listed buildings. The emphasis of the register is on 'designed' landscapes, rather than on planting or botanical importance.

Although Bristol does not have any Grade I-listed historic parks and gardens sites, it does have a number of Grade II* and Grade II sites most of which are open to the public.

The Grade II* landscapes include Blaise Castle, Ashton Court, Arnos Vale cemetery, Goldney House (normally only open a few times a year) and Brislington House (not open to the public and, sadly, on the English Heritage 'At Risk' Register).

The Grade II landscapes include Kings Weston, Stoke Park, Oldbury Court and Royal Victoria Park (formerly Brentry House and not open to the public). Across the Avon in nearby Leigh Woods, there are Bracken Hill, the former Bristol University Botanic Garden and Rayne Thatch (both now not open to the public) which originally were in the same ownership. Together, they formed the grounds of a late Victorian residence which included extensive early 20th-century rock gardens with concrete-lined pools and channels by Pulham and Son.

Walks through those landscapes which allow public access are a pleasure as all have their individual characteristics.

Blaise Castle estate with its deep wooded limestone gorge and dramatic

scenery reflects the Picturesque movement of the late 18th century, while at Ashton Court the magnificent Grade I-listed mansion sits comfortably within a rolling landscape of parkland with its clumps of fine specimen trees.

Both these sites, along with Oldbury Court and Royal Victoria Park, have associations with Humphry Repton, who was a prominent 18th-century landscape designer. His signature 'Red Books' helped clients envisage his designs and Bristol is fortunate that his Red Book for Blaise still exists.

An enthusiastic group of volunteers are currently restoring the grounds of Kings Weston house. The park there dates from the mid 18th century and was laid out with advice from Lancelot 'Capability' Brown and contains the remains of a formal layout dating from Sir John Vanbrugh's early 18th-century redevelopment of a previous site.

Stoke Park is now in the ownership of Bristol City Council and so can be enjoyed by all. Here the 18th-century park was laid out by Thomas Wright between 1748 and 1766 around a country house which now looks onto the M32 motorway.

Arnos Vale Cemetery, meanwhile, was created to designs by Charles Underwood and, opened in 1837, has benefited from Heritage Lottery Funding that enabled the restoration of its buildings and grounds.

18th-century merchant's garden with grotto, rotunda, tower and bastion.

Avon Gardens Trust is an educational charity that aims "to preserve, enhance and re-create for the enjoyment and education of the public" parks and gardens in the former county of Avon. We are equally concerned that these nationally registered landscapes are respected and loved as well as giving care to locally recognised important parks and gardens.

For this reason, the Trust is always ready to comment on planning applications that may have an impact on the historic landscape.

GARDEN VISIT

Bristol Civic Society is delighted to join together with Avon Garden Trust for a visit on 14th August to Holt Farm Organic Garden, see details on page 27.

BCS members are also welcome to join other AGT events and visits, for full programme see www.avongardenstrust.org.uk

Ros Delany
email: r.delany@virgin.net



Goldney Hall

Centre manager, Christine Davis, unveils exhibitions and events making up the new season

The Architecture Centre on Bristol's Harbourside extends a warm welcome to Bristol Civic Society members and supporters. The Centre champions better buildings and places for people through its diverse exhibitions, events, design support and learning activities. Among a varied programme this season are the launch of the Bristol Opening Doors project and the exhibition Bristol: Ambitious City.

Bristol Opening Doors

This is an exciting new resource that will reveal the buildings of central Bristol as a cultural 'collection', accessible to all. The Bristol Opening Doors website, to be launched in April at www.bristolopeningdoors.org, will give virtual access to more than 40 diverse buildings in the city. A free mobile app includes films and audio with stories connected to key buildings.

Featured buildings - many of them nominated by members of the public - include recent additions such as the Bristol Heart Institute and Horizon House, alongside favourites such as Bristol Old Vic and St James Priory.

Working with a team of volunteer researchers, the Architecture Centre has been developing the resource during the last year with funding from the Heritage Lottery Fund and additional support from Bristol Buildings Preservation Trust, Bristol City Council and the Drake Trust.

The launch programme includes an exhibition about the project, walking trail, guided urban walk on April 17, blog, schools workshop and drop-in family event at the Architecture Centre on April 6.

Bristol Opening Doors events:

Exhibition: 3 April to 26 May, Architecture Centre

Family friendly launch: Saturday 6 April, 12-4pm, Architecture Centre

Urban Wandering Guided walk: 17 April, 6pm, £6/£4; booking essential.

More information: www.architecturecentre.co.uk and www.bristolopeningdoors.org

Bristol: Ambitious City

Exhibition at the Architecture Centre, 24 April – 28 July

In a year of significant change and opportunity for Bristol, the Architecture Centre's 2013 programme focuses on the theme of 'Ambitious City' and speculates on how we can realise ambitions for a better built environment. The annual 'Spring Green' exhibition this year presents ambitious ideas for Bristol's sustainable future.

The show builds on the success of last year's Bristol: Retrofit City exhibition, which travelled to the New London Architecture Gallery (its first exhibition from outside the capital) after its showing at the Architecture Centre and Create Centre.

"Bristol is no graveyard for ambition," says Rob Gregory, the Architecture Centre's programme manager.

"It's home to many pioneering innovators as well as key institutions and has been described as a 'sticky city' - a living, vibrant and creative place where many actively choose to live.

"But how well do Bristol's buildings, spaces and places represent and serve its diverse communities? We invite everyone interested in architecture and the built environment to get involved and to share their ambitions, large or small."

Curated in consultation with the Mayor of Bristol, Bristol City Council's City Design Group and the University of the West of England, the exhibition will include community visions and initiatives alongside more established civic ambitions.

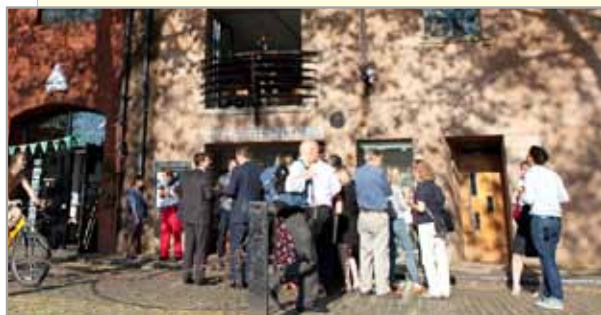
To find out how you can participate, or for programme updates, contact the Architecture Centre at info@architecturecentre.co.uk.

Bristol: Ambitious City exhibition: 24 April – 28 July

The Architecture Centre, Narrow Quay, Bristol BS1 4QA

Open Tues–Fri, 11am–5pm, Sat and Sun 12–5pm

www.architecturecentre.co.uk



BRISTOL CIVIC SOCIETY ANNUAL REVIEW 2012

CHAIR'S STATEMENT

Many thanks to all members and supporters of Bristol Civic Society; with your sustained effort and commitment, we have had a successful 2012.

Communications and Events

It has been a year of change, particularly concerning communication. The last Newsletter was published in April and the first Better Bristol magazine appeared in October. In previous years the Annual Review was a separate publication, it is now incorporated into Better Bristol. The society has started the process of updating the website and joined Facebook and Twitter.

A varied and well-attended programme of talks and events was delivered, including our annual 'Big Event' at the Colston Hall. Civic Day was celebrated in the Bear Pit with a photography competition and St. James' Priory was the venue for the Environmental Awards, which again received good coverage from The Post.

The society began forging links with other groups with a view to sharing visits, activities and events.

Campaigning

Much of the society's time was spent campaigning against a proposed section of BRT2 - Ashton Vale to Temple Meads Rapid Transit - that would run through the Harbourside and over Prince Street Bridge. From May to July, several members attended the six-week-long AVTM Public Inquiry, speaking to our objection. In January 2013, Mayor George Ferguson scrapped this section of the BRT2 proposal.

We await new proposals and the outcome of the Public Inquiry inspector's report.

The society regretted the loss of the Ice Rink, which was part of the former entertainment centre in Trenchard Street. Some 442 student bedrooms will be built on this site. We campaigned for maximum developer contributions to improve the public realm in Trenchard Street and will continue to closely scrutinise proposals for this area.

The society, as always, continued to check all planning applications submitted to the council. We were represented at many planning consultations and other allied meetings.

The following pages contain more details of activities in 2012.

Looking Ahead

2013 is going to be another busy and interesting year. It got off to a good start in January with a bumper turnout for Melvin Wood's talk, 'Bristol's Lost Rivers'. We will be building on the interest shown in the subject, later in the year.

I am delighted that several members have already expressed interest in joining our Executive Committee and helping with events. The more active members we have, the more dynamic we can be.

Heather Leeson
Chair, Bristol Civic Society

2012 AT A GLANCE

January 2012

BCS objects to BRT2 route through Harbourside.

February

BCS host Civic Voice workshop at YHA, Harbourside.

March

Street clutter audit by public spaces group in Old City Centre.

April

Last Newsletter is published as editor, Haydn Mason, retires.

May

Start of six-week Transport and Works Act public inquiry into BRT2.
BCS attend most days
Response due in May 2013

June

Civic day is celebrated by BCS in the Bear Pit with photography competition.

July

BCS Student Award given to Laura Mitchell, UWE

October

First issue of Better Bristol magazine is published.
BCS attend Civic Voice AGM in Coventry.

November

Environmental Awards at St. James Priory.

Big Event at Colston Hall 'Keeping Bristol's High Streets Alive'

January 2013

Mayor Ferguson scraps BRT2 route through Harbourside and over Prince Street Bridge and requests officers produce alternative route.

INVITATION

Members & friends are cordially invited to:

BRISTOL CIVIC SOCIETY ANNUAL GENERAL MEETING

Friday May 17, at 7.30pm
Redland Parish Church New Hall,
Redland Green Road, Bristol BS6 7HE

The Public Spaces Group has been working to improve four key parts of the city

As reported in the last issue of Better Bristol, the Public Spaces Group has concentrated on four areas: reduction of street clutter, improvements to Castle Park, the Old City, and the “Bearpit” at St James Barton roundabout (see opposite).

A pilot **street clutter** audit was carried out in spring 2012, and a presentation made at the council’s rights-of-way group as well as to the City Design Group. While the council is sympathetic to the society’s desire to reduce street clutter, the council’s progress is limited by resource constraints. However, improvements have been made at the Triangle, and are starting to be made in the Old City, where commercial waste bins are also to be banned.

Roger Mortimer from the group has been the main negotiator over **Castle Park**, coming up with some achievable designs for improving some of the more problematic or neglected parts of the park. Working with the park users’ group, he was successful in securing a grant of £0.5m from Bristol City Council, which will lead to improvements by 2014. Improvements include play facilities, heritage interpretation, footpaths, paved areas, an expanded level grass area, and enhanced approaches.

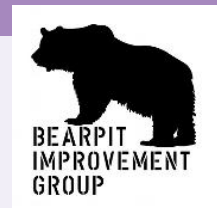
Some group members have been involved in meetings and proposals that aim to make the **Old City** area more pedestrian-friendly and attractive. The group responded to a draft council document scoping out public realm improvements for the area. The society welcomed the document, but urged the council to follow through with further work to test the functionality of the area, and specific proposals for priority areas. The society supported Living Heart’s traffic management proposals, which make Corn Street car-free, and the council now proposes to implement them from mid-2013.

More recently, members of the group have been involved with others in a funding bid to launch a heritage trail along the line of the old city walls, and to enhance the pedestrian route between Broadmead and Old City via Tower Lane, Bell Lane and most importantly Leonard Lane.



(fig1)

Bearpit Improvement Group



The Bearpit Improvement Group (BIG) consists of a team of volunteers (four of them Civic Society members) with various skills (including architecture, urban design, horticulture, planning, financial management, arts and play) who have formed a community interest company to transform the “Bearpit” (the sunken area at St James Barton roundabout, Bristol) into a space that is welcoming, safe, diverse and inclusive. BIG is working towards these aims in collaboration with Bristol City Council, which has designated the site a “Community Action Zone”.



(fig2)

BIG has started improving the site by pursuing a number of themes: greening, artwork, play, trading, events and seating. It has recently been awarded a Heritage Lottery Fund grant for heritage interpretation panels.

The day-by-day presence of traders in the Bearpit in particular has transformed it from a ‘grizzly’ to a bustling place. Recently a shipping container (fig1) has been used to house a coffee shop/café and greengrocer.

The unit, complete with outdoor decking with seating, has been joined by other market stalls (fig2) and food outlets. Over time, the attitude of the public is changing.

Alongside the small incremental changes that have been BIG’s approach, the Liberal Democrat council decided to build a walkway around the edge, with the aim of making the roundabout safer for pedestrians and cyclists, particularly at night. Decisions have not yet been made on the walkway proposals, following consultation in November, due for implementation around May. At the time of writing, questions remain around the budget, and what money will be left over for improvement of the space, which is arguably the greater need. All this takes place at a time when spending decisions are being reviewed by the mayor.

Alan Morris
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Email: alan@morrises.fastmail.fm

January 2012 - Bob Jones, City Archaeologist, gave an illustrated talk on the 'Local List'.

May 2012 - Ken Jones illustrated his talk on the history of the old city centre with his personal collection of maps and pictures, and included his own memories of Bristol going back to World War II.

November 2012 - Mike Manson gave a fascinating talk about the history of St Andrews - the Bristol suburb in which he lives.

HERITAGE GROUP

Future-proof your city's history

Our heritage is a fundamental part of the identity of a place and we need to explore the new resources now available to protect what is left of our past, say Alan Morris and Mariateresa Bucciante



For the last two years the Historical Group has been finding its feet and looking for direction. After much discussion the group will now be called the Heritage Group, using its members' enthusiasm and knowledge to join up heritage studies with local conservation and planning campaigns.

The Heritage Group will work alongside the Bristol council City Design Group to promote the use of the excellent online tools now available, which not only provide a detailed resource of the history of the city but also allow anyone to contribute new information. This could be in the form of photographs or facts on the history of a local area.



Is there a building or structure in your local area that you feel is worth a mention? We will promote proposals of local heritage for the new Local List. (Read more in Bob Jones's article on page 12)



Do you know a notable building in your local area in a bad state of repair? Flag it as 'at risk' with the new tools that will be provided by the City Design Group. Become an early adopter of "Our Place community context mapping toolkit": the aim is to create a context map for your local area which informs



planning and conservation work. (Read more in Peter Insole's article on page 10)



The Heritage Group will work to help local groups and individuals collect the kind of information stated above, and develop a better knowledge of their local area accessible to anyone on the web through the Know Your Place website.

The Government's Big Society agenda is empowering local communities through the Localism Act and the Neighbourhood Plans, and other support programmes which enable people and local groups to decide on the future of their communities.

Our heritage is a fundamental part of the identity of a place, which has often survived the worst city design decisions, and we need to explore the new resources now available to protect what is left of our past.

The first Heritage Group meeting will be held on Monday, May 13, outside the Llandogger Trow, King Street at 6pm. The group, led by Peter Insole, City Archaeology Officer, will walk for an hour taking photos of buildings and places that may be of interest for local listing. At 7pm there will be a **workshop** in the Jacobean Room, Llandogger Trow, on how to use the photos taken. You can join the group then if you wish.

For more information, contact Alan Morris or Mariateresa Bucciante at heritage@bristolcivicsociety.org.uk

Have your say on planning applications

On average, there are 80 to 90 planning applications made each week to Bristol City Council. In turns, one of the Planning Applications Group's (PAG) members checks all of these to select a list of about 15 applications to discuss at our meetings every third week.

In the course of the year, PAG has sent comments to the council on more than 100 of these applications which we feel would be harmful.

More about PAG's purpose, processes and the impacts of different types of development can be found in the item "Help develop Bristol's Future", in the autumn 2012 edition of Better Bristol.

Trends observed in 2012/13

Although there seems to have been some pick up in the number of planning applications, development activity is still running at a relatively low level. Particular types of planning applications that we have noticed over the year include:

- Changes of use in the centre of Bristol from empty offices and vacant space above shops to student accommodation.
- Conversions of larger dwellings into flats.

- Pressure for multi-occupied dwellings (bedsit type accommodation housing a number of residents who come and go at different times).
- Changes of use from shops to cafes, fast food or office uses.
- Particularly intrusive forms of advertising illuminated with LED lights.

Interact with PAG

You can follow PAG's meetings through the Bristol Civic Society's website. The applications to be discussed are generally posted a couple of days before each meeting. If you see an application you have views on, please send them to me, John Payne. Our comments on applications should appear on the website two to three days after meetings.

Joining PAG

New members of the group are always welcome so please contact me, John Payne, if you are interested at johnpayne997@btinternet.com or 0117 924 0634.

John Payne, Chair of the Planning Applications Group
Tel: 0117 924 0634
Email: johnpayne997@btinternet.com

Notes on signage

Signs on buildings are used to give information and to advertise. The society is concerned to ensure that signs are not unduly intrusive. They should not spoil views or detract from any attractive buildings, or be disproportionate in size, design, illumination or position.

Most signs need prior planning permission, and the Planning Applications Group (PAG) makes comments on applications which it considers would have a harmful impact. Some signs appear without planning permission: the council's planning department can tell you whether a particular sign has permission, and take action if it hasn't.

Illumination

In order of decreasing acceptability we have:

- Non-illuminated signs
- Externally illuminated – usually by shrouded spotlights or fluorescent strips
- 'Halo' illumination of the letters only
- Internal illumination of letters only
- 'Lightboxes,' where both letters and background are internally illuminated
- LED signs. Tiny, intensely bright lamps that shine directly at the viewer
- 'Letters-only' LED signs are ubiquitous in the windows of

kebab shops and pharmacies, but there are some appalling, huge LED advertising screens being produced, such as at the London end of the M4. We are always likely to object to these in Bristol.



LED advertising screen

Position

The higher a sign, the more likely it will harm the appearance of a building, an area (such as Queen Square), or a view over the city. The highlights of a twilight view over Bristol might include silhouettes of the Wills Tower, the Cathedral and St Mary Redcliffe. These should not be overwhelmed by 'Premium Inn', 'Eat at Joes' or any other high-level illuminated signs.

We prefer the tops of signs to be generally no higher than fascia level – usually

about 4.5 m above ground level; even London's Oxford Street manages to stick largely to this rule.

Further guidance is given in 'Outdoor advertisements and signs: a guide for advertisers' at www.planningportal.gov.uk.

PAG has had some success in resisting intrusive advertising, and was particularly pleased that the council refused a recent application at Bath Road, Totterdown for a large LED sign to which we had objected most strongly.

Peter Brown
Email: peterbrown2001@gmail.com

Group convenor John Frenkel outlines the projects examined under the group's microscope in the last year

The group met eight times in 2012 with non-stop email between meetings. Half the theoretical complement of 18 members attends and the group welcomes everyone who would like to join. It works in informal sub-groups to join in pre-planning application consultations about the development of major sites, transport initiatives and planning policy. These are the headlines of the principal matters that the group has considered.

Major sites – the Floating Harbour

Development has restarted. On the north side, 2013 will see the restoration and reuse of the East and the West Purifier Houses. These developments' final forms include the society's suggestions. Harbourside, Building 4 also progresses. The best that we can say for this lost opportunity is that it will complete the Millennium Walk.

On the south side, the major event of 2012 was the planning permission to redevelop the

General Hospital for residential use. The developer promoted an excellent course of pre-application consultation. The final plans met most of the society's suggestions. The city council chose a preferred developer for the Redcliffe Wharf site but there is no planning application yet.

The city council gave detailed planning permission to build part of the Wapping Wharf scheme. In 2003, the society criticised the masterplan, which overdeveloped the site and failed to make the most of the topography and heritage assets. Although it led to an increase in overall height, the society accepted the developer's argument that pitched roofs

create a more interesting skyline than the masterplan's flat roofs. Time expired on the planning permission to redevelop McArthur's Warehouse behind the ss Great Britain; the building continues to fall down.

Student accommodation in the centre

There is a huge quantity of impossible to relet, obsolete offices in the city centre. Currently, only property investors who want to build managed student accommodation are interested in reusing these empty offices.

The society objected to the first scheme to convert the former Gaumont Cinema in Baldwin Street to student accommodation. It suggested improvements to a second scheme. The society suggested improvements to the schemes to convert Froomsgate, St Stephen's and Stonegate Houses and the former Nelson Street Magistrates Court to student accommodation.

The society made persistent efforts to secure the maximum developer contributions from the proposal to demolish part of the former Entertainment Centre to build 442 student bedrooms above the O2 Academy. This is an opportunity to improve the public realm around the former Entertainment Centre.

Hotels

The society welcomed the proposal to convert the listed Westgate House (formerly Electricity House) and the Guildhall (formerly the Crown and County Courts) to hotel use and made several constructive suggestions.

Whiteladies Road TA Centre

There will be a planning application to demolish the Whiteladies Road TA Centre and build a Waitrose store and student accommodation. The society opposes the demolition of the well-preserved 19th-century buildings and the good quality drill hall. Local opposition to the scheme appears to have lost momentum.

Transport

The previous edition explained the society's case at the Ashton Vale to Temple Meads Bus Rapid Transit public inquiry. The society objected to the damage to the setting of the dockside around M Shed and has concerns about whether it will attract sufficient passengers to break even financially.

In January 2013, Mayor Ferguson scrapped the part of the BRT2 route to which BCS had objected. We now await new proposals and the decision from the two Secretaries of State to the AVTM public inquiry inspector's report.

The society supports Transport for Greater Bristol's objections to the South Bristol Link. The new road's disadvantages outweigh the

advantages which are claimed.

The society continues to campaign for an integrated public transport hub at Temple Meads when the station is remodelled and the London line electrified.

Planning policy

The society's website posts the responses to the Community Infrastructure Levy, the draft Central Area Action Plan, the draft Public Realm and Movement Framework and the draft Site Allocation and Development Management Policies Development Plan.



From offices to student rooms

John Frenkel
Tel: 0117 924 0853
Email: johnfrenkel@blueyonder.co.uk

TRENCHARD STREET: A SECOND CHANCE THAT MUST NOT BE LOST

With new student accommodation due to be built in Trenchard Street, the society has spent the last year campaigning to improve the blighted public space

What we have

Unite's proposal to demolish part of the former Entertainment Centre (the O2 Academy and Bristol Ice Rink) to build 442 student bedrooms will double the local student population to more than 1,000. The Christmas Steps Arts Quarter planning group and Bristol Civic Society (BCS) have campaigned for the last year to improve the surrounding area.

Trenchard Street exhibits the worst 1960s town planning; it looks horrendous. The building alignments are poor, while the blank frontages of the O2 and car park are brutal and overbearing. The gap left between them is a degraded open space only used to park service vehicles. Roads isolate the Hatchet, Bristol's oldest public house, and it was paradoxical to widen a street and then build traffic constrictions to reduce traffic speed.

Bristol City Council (BCC) spent millions of pounds on the Colston Hall foyer, which looks out on this blighted scene, yet the council's emerging Public Realm and Movement Strategy agrees that Trenchard Street needs to be rescued. BCC passed up the opportunity to begin to improve Trenchard Street when Unite built its first student block. This second chance must not be lost.

What we wanted

With regret, we accept the loss of the ice rink because no operator appears ready to take a new lease and invest £1m to modernise the system and repair the dilapidation. Unite's enterprise and opportunity, and the sacrifice of the ice rink, gives them a profitable investment.

BCS campaigned to obtain the maximum developer contribution to improve the public realm. We campaigned, for example, to reduce the road widths to make the pavements wider. On busy nights up to 500 people queue on the pavement outside the music venue. There should be no lorry parking in the space between the O2 and the car park where there should be a new pocket park, which would create a green open space to contrast with Trenchard Street's excessive Tarmac and relieve the canyon between the massive neighbouring buildings.

What we got

In December, the planning permission required Unite to improve the public right of way in the space between the O2 and Trenchard Street car park. The students will bring movement and activity back to this forgotten public route. Unite will pay to BCC:

- £35,000 to produce a local public realm strategy to improve the immediate area surrounding the site
- £250,000 for local improvements - we shall campaign for this money to be spent in Trenchard Street as the local public realm strategy will propose
- £53,000 for tree planting to compensate for the loss of mature London planes. We shall press for some of the trees to be in the space between the O2 and the car park.

John Frenkel
Tel: 0117 924 0853
Email: johnfrenkel@blueyonder.co.uk

Roads isolate the Hatchet
photo: Spencer Tilley





CELEBRATE CIVIC DAY

Bristol Civic Society is celebrating Civic Day 2013 with two walks and a bike ride. Do join us!

Civic Voice promotes 'Civic Day', an annual event to draw attention to the civic groups that care about the place in which they live, to inform about what makes a place tick - its heritage and history - but also its opportunities and challenges.

BCS is an enthusiastic member of Civic Voice which lobbies government and campaigns on a national scale, doing the work that demands resources that our society doesn't have.

Civic Day 2012 was celebrated in the Bearpit with a photography competition. BCS received an award from Civic Voice for using social media to promote the event.

www.civicvoice.org.uk

★ **Friday 21st June**

A guided bike ride, with Peter Weeks and Bristol Cycle Campaign, around some of Bristol's new buildings and places that have won a BCS Environmental Award. Meet 6pm Arnolfini, Harbourside. Free - no booking necessary.

★ **Sunday 23rd June**

'Bristol's tall-tales and urban legends' - a guided walk with journalist, author and historian Eugene Byrne. Meet 10am- duration 90-120 minutes
To book a place phone 07535 074296
or email: walks@bristolcivicsociety.org.uk
members £2 non-members £5

★ **Monday 24th June**

'Lost rivers of Bristol' A guided walk with Melvin Wood along the line of the Bristol Frome culverts (above ground!). Melvin Wood, a civil engineer, works for the Environment Agency, in charge of providing and maintaining flood defences across the Bristol Avon catchment area. Meet 6.30pm. To book a place phone 075 35 074296 or email walks@bristolcivicsociety.org.uk
members £2 non-members £5

Time to get your thinking caps on

Nominations are now open for the 2013 BCS Environmental Award - and your help is required - writes awards organiser Charles Fox

We, as Bristolians, tend to think of ourselves as fairly forward thinking when it comes to being green. We recycle, we cycle, we have many green areas and parks around the city and we do our bit to take care of the environment around us, too.

The work of Bristol Green Capital and its bid to make Bristol the first UK city to win the European Green Capital Award is highly admirable. It all goes to show what we have on our doorstep when we take time out and put our heads together ... and that's what we'd like you to do...

In an annual tradition, the Bristol Civic Society has bestowed its prestigious Environmental Award, or blue plaques, on more than 200 buildings, developments and schemes in the city for more than 20 years. Last year, St James Priory, Horfield Lodge, 228 Mina Road, St Jude's Court and Cycling City were all recognised as winners at the awards ceremony.

Now in its 23rd year and generously sponsored by Bristol Water, the team is again seeking the city's hidden gems. It's time to get your thinking caps on.

HOW TO ENTER

First you need to identify your nomination as one of the following:

- New buildings that make a positive impact on their environment;
- Genuine improvements to old buildings;
- Landscaping works that make a real impact.

Any nominees must have COMPLETED or OPENED/LAUNCHED in 2012.

Contact Charles Fox on 0117 927 9578 or awards@bristolcivicsociety.org.uk with the name/title, architect/owner/developer, photo and their contact details if possible.

All nominations must be received by 5pm on Friday, June 14.



Get online and let us keep you informed

'The Art of e-Communication: Next Steps for Bristol Civic Society'

The Marketing Group, chaired by Alan Morris, supports the society with an array of e-communications tools including the website, e-bulletins, Twitter, Facebook and Flickr.

Aim

The team's main aim for e-communications is to draw in new people to the society, while having a better dialogue with current members.

Website update

We've been working hard behind the scenes to upgrade our website to the latest version of our web platform. It's quite a technical process but with a dedicated small group driving the project forward, and a helping hand from web expert Peter Morgan, we're well on our way to tech savvydom. We're currently testing functionality to ensure it is user friendly for those who use the site daily and then we will be moving onto updating the general design and layout of the site from a look and feel perspective. Watch this space!

Facebook

We're now at 131 likes! We're sure that our 2013 events schedule including our annual big event and Civic Day activity in June will pull in a few more fans. If you're on Facebook, come and 'like' us to find out more about upcoming events and topics of interest.

Twitter @BristolCivicSoc

Almost 1,000 tweets in and we now more than 400 followers – almost double since the last edition of Better Bristol. Twitter has been going from strength to strength over the past six months and we're looking to you, members and non-members alike, for content we can use. If you know about or have something to say about a planning application, a major site in Bristol, a heritage building/site or public space do get in touch with your ideas and comments. You never know it might even make it into the magazine!

If you would like to join our e-communications team or simply want to air your views, email press@bristolcivicsociety.org.uk.

Get involved

Managing these various channels of communications is a huge challenge for the team and we would benefit from additional resource. If anyone would like to offer content ideas or contribute editorially then do write to enquiries@bristolcivicsociety.org.uk

E-COMMUNICATIONS VOLUNTEER VACANCIES

Website update

We are seeking a volunteer to join our marketing team as e-news editor. With a keen eye for what might be of interest to BCS members and potential members, the e-news editor will decide on newsworthy content and commission writers (within the society and externally) to author articles for the website - similar to a magazine editor, but on a continuous basis. This is very much a commissioning role although, depending on the strengths of the person, they may wish to write the occasional item, too, and help write e-communications promoting the website articles.

Web Content Manager

We are seeking a volunteer to work with the webmaster and the new e-news editor to manage content on the website, helping to ensure the website content looks good, reads well and stays up to date. IT skills desirable but editorial skills are as important. Again, they may wish to contribute articles to the website, too.

For both roles, there is plenty of opportunity to widen the scope for anyone who likes to get their hands dirty! No particular training or experience required but good communication skills, an understanding of the requirements, a willingness to learn and a sense of drive essential. You will get support by working alongside other members of the marketing team.

John Gillett, Webmaster
Email: webmaster@bristolcivicsociety.org.uk
Tel: 07779 798328



Who's who in the society

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You can sign up to the society's e-bulletin at www.bristolcivicsociety.org.uk
Past copies of the e-bulletin and the magazine are also available to download.
Bristol Civic Society, Registered Charity No: 244414.

BETTER BRISTOL magazine
mageditor@bristolcivicsociety.org.uk
The opinions expressed in this magazine do not necessarily represent those of Bristol Civic Society

Monday April 22 from 7.30pm
Social Evening
Llandoger Trow, King Street

Everyone welcome, come along for a chat and a drink, meet other BCS members.

Friday May 17 7.30pm
Bristol Civic Society AGM

Redland Parish Church New Hall
 Redland Green Road BS6 7HE
 See page 19

21-30 June
Love Architecture Week

www.lovearchitecture.org
 twitter @LveArchitecture and @ArchitecturSW
 email riba.southwest@riba.org

BIKE RIDES

Friday June 21 see page 25

Sunday August 4

A guided ride around some of Bristol's public works of art. Tessa Fitzjohn, joint with Bristol Cycle Campaign 10am, meet Arnolfini, Harbourside. Free - no booking. Full details of rides on www.bristolcyclingcampaign.org.uk

Tuesday July 9

WALKS

Historic Henbury

Tim Parkinson of Henbury Conservation Society guides a walk around historic Henbury. Meet 6pm. To book a place phone 07535 074296 or email walks@bristolcivicsociety.org.uk members £2 non-members £5

for details of other walks see page 25

Wednesday August 14

JOINT VISIT TO HOLT FARM ORGANIC GARDEN

A joint visit has been arranged with the Avon Gardens Trust to Holt Farm Organic Gardens, Bath Road, Blagdon on Wednesday August 14 at 2.30pm

A TAPESTRY OF COLOUR

HOLT FARM ORGANIC GARDEN has 6.5 acres of contemporary planting, quirky sculptures and glorious meadows, all with great views in the heart of the Yeo Valley. We shall be given a guided tour of the gardens at 2.30pm followed by afternoon tea.

The cost will be £14.50 for members and £16.50 for non members. Please return the booking form and further details and directions will be sent with confirmation of bookings. Avon Gardens Trust: Wendy Pollard T: 0117 973 7603 Bristol Civic Society: Heather Leeson T: 0117 9231 322

VISIT TO HOLT FARM ORGANIC GARDEN

Wednesday August 14 at 2.30pm

Name: _____

Address: _____

Tel. No: _____

Email address: _____

Cheque enclosed for: _____

Please make cheques payable to Avon Gardens Trust and send to: Wendy Pollard, Garden Flat, 22 Richmond Terrace, Clifton, Bristol BS8 1AA. If you prefer confirmation by post rather than by email, please enclose a S.A.E.

CALENDAR

APRIL

Tuesday 16	7.30pm	talk	p.28
Monday 22	7.30pm	pub social	p.27

MAY

Monday 13	6pm	workshop	p.21
Friday 17	7.30pm	AGM	p.28

JUNE

Friday 21	6pm	bike ride	p.25
Sunday 23	10am	walk	p.25
Monday 24	6.30pm	walk	p.25
Wednesday 26	6pm	talk	p.28

JULY

Tuesday 9	6pm	walk	p.27
Tuesday 16	7pm	visit	p.28

AUGUST

Sunday 4	10am	bike ride	p.27
Wednesday 14	2.30pm	visit	p.27
Thursday 22	7.30pm	talk	p.28

OCTOBER

Tuesday 1	7.30pm	talk	p.28
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Events

TUESDAY APRIL 16

THE CUMBERLAND BASIN LANDSCAPES AND THE PIAZZA CAMPAIGN: Steven Wickham and Ray Smith

For its time, the landscaping of the early 1960's Cumberland Basin Bridges Scheme, by renowned designer Sylvia Crowe, was a ground-breaking project of urban design. This talk will cover the history of the design, explore its subtleties and surprises, tell of its latterday decline and neglect and conclude with its potential renaissance - the campaign to reinstate part of the area as a lively Piazza in the original spirit of Sylvia Crowe's design.

Stephen Wickham is a civil engineer and immediate-past Chair of the Bristol Civic Society. He wrote the Society's response to the City Council's 2010 "Area Green Space Plan" which resulted in Ashton Meadows (part of Crowe's landscape) being added to the City Docks Conservation Area. With others he mounted a defence of this area at the recent public enquiry into BRT2. He has also led community walks through the mile-long landscapes.

Ray Smith has lived in Hotwells for 35 years and has been a trustee of Hotwells & Cliftonwood Community Association for most of that time. He has been involved in the Cumberland Piazza Campaign for the last 3 years.

19:30 - 21:00 The Architecture Centre, 16 Narrow Quay, Bristol BS1 4QA
Non-members £5 Members £2 (voluntary)
Booking Required: Email events@bristolcivicsociety.org.uk or phone 0117 962 1801

FRIDAY MAY 17

BRISTOL CIVIC SOCIETY - ANNUAL GENERAL MEETING followed by Wine and Cheese Social

After the main business of the AGM, the Chair of each of the working groups will give a short presentation, an open debate will then follow.

7.30pm Redland Parish Church New Hall,
Redland Green Road, Bristol BS6 7HE

WEDNESDAY JUNE 26

THE BRISTOL THAT MIGHT HAVE BEEN - AND MIGHT STILL BE Eugene Byrne and George Ferguson

Drawing from his new book *Unbuilt Bristol*, author, journalist, blogger and former editor of *Venue* magazine Eugene Byrne will talk about some of the buildings and projects that never made it off the drawing board - from an immense glass pyramid made from recycled wine bottles to the Barrage to turn the River Avon into a giant lake. Eugene is joined by Mayor George Ferguson who will excite us with a vision of future projects that will transform Bristol. Chaired by Andrew Kelly.

6pm Arnolfini Gallery, 16 Narrow Quay, Bristol BS1 4QA
Non-members £6 BCS/RIBA Members £5 Concessions £4
Booking essential: Tel Arnolfini 0117 917 2300

**TUESDAY JULY 16
VISIT TO LAKESHORE**

Lakeshore is a development of 422 flats in Hartcliffe resulting from the conversion of the former 1960s headquarters building of Imperial Tobacco, designed by Chicago architects Skidmore, Owings and Merrill as well as UK architects York Rosenberg Mardell. The site was acquired and developed by Urban Splash. The company has won 316 awards (46 from RIBA) to date for its work in urban transformation.

The new building, designed by Ferguson Mann Architects of Bristol, and its surrounding landscape, grounds and facilities have been built in a sustainable way, including the use of geothermal energy. The development has won prizes for design and environmentally friendly approach. A tour of the building will be preceded by a talk about the story of the development, and history and ethos of the developer, Urban Splash.

Assemble at 7pm. Non-members £10 Members £5
Booking essential. Email events@bristolcivicsociety.org.uk or phone 0117 962 1801

THURSDAY AUGUST 22

THE ARCHITECTURE OF ENGLISH CHURCHES AND CATHEDRALS Frank Weare

A great cathedral is one of the mightiest, most sublime works of man. They are the medieval wonders of the world - their 10 centuries of history, architecture and engineering is complex and amazing. In this talk, Frank will explore who built them, how was it done, and why, giving examples from Bristol where appropriate.

Frank Weare is a Chartered Civil and Structural Engineer who did a five-year apprenticeship with Gardiner Son & Co in Bristol while studying mechanical engineering. He was awarded a bursary to Imperial College and then went to Swansea University to work on the Lower Swansea Valley Project. He is retired from full-time lecturing at the University of Westminster and is now a consultant to the construction industry.

7.30pm Unitarian Chapel, Brunswick Square, Bristol BS2 8PE
(Free parking in the square and vicinity after 6pm)
Non-members £5 Members £2 (voluntary)

TUESDAY OCTOBER 1

**THE CHURCHES CONSERVATION TRUST
Dr. Neil Rushton**

The Churches Conservation Trust is the national charity protecting historic churches at risk. They have saved more than 340 buildings which attract almost two million visitors a year. Their unique collection of English parish churches includes irreplaceable examples of architecture, archaeology and art from 1,000 years of history.

In Bristol, the trust has been involved with St Thomas, St John the Baptist and St Pauls. In this talk, Neil will explain the work of the trust, with particular reference to projects in Bristol, and how you might get involved and/or give them support.

Neil Rushton has been the trust's Conservation Manager in the region since 2006. He has a background in archaeology and has worked as a senior project manager with CKC Archaeology and Wessex Archaeology.

Neil is a member of the Institute for Archaeologists, a Fellow of the Society of Antiquaries and a Fellow of the Royal Historical Society. Neil joined the trust in 2006. Neil is also a trustee of the Somerset Archaeological and Natural History Society.

7.30pm Unitarian Chapel, Brunswick Square, Bristol BS2 8PE
(Free parking in the Square and vicinity after 6pm)
Non-members £5 Members £2 (Voluntary)