

# Better Bristol

The Bristol Civic Society Magazine - Issue 11 Autumn 2017

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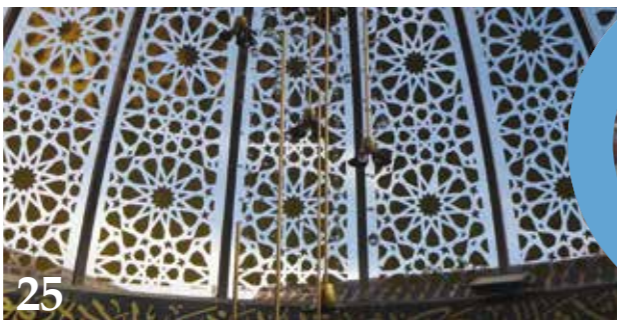
an independent force for a **better Bristol**





Front Cover: Autumn colours along Baltic wharf. Photo: Mike Manson

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views of the  
Bristol  
Civic Society.

## Chairman's piece

# Two important historic buildings face an uncertain future



My most recent "pieces" have focussed on the Society having a higher public profile (shouting with a louder voice) and on the need for the Society to campaign on key issues (campaigning is the DNA of the Society).

We are now facing challenges with the uncertain future of two important historic buildings in Bristol where both publicity and campaigning seem to be key to the Society's involvement.

The saga of **St Michaels on the Mount Without** continues with the Diocese about to erect a temporary roof and intending to market the building in the Autumn. Our view is that this historic building, set in such an unusual and attractive corner of the City, should be restored for activities which involve significant public access. The church was built for public use and we believe strongly that this should continue. We will maintain a close watch!

The Society is increasingly concerned about the poor state of **Ashton Court Mansion**. At our AGM a motion was passed instructing me to contact the City Council and press for urgent action to address the uncertain future of the building.

As a consequence, we are doing the groundwork for a major campaign, possibly looking to establish a Trust to manage and restore the property. We are creating the "Friends of Ashton Court Mansion" and assembling an Action Group to take matters forward. One interesting idea has already emerged - should we really consider the whole of Ashton Court Mansion together with the Park? That would certainly be a challenge!



St Michaels on the Mount Without

We already have a regular Ashton Court newsletter circulating to about 30 people - if you're interested get in touch and, even better, volunteer to help. For example, we are looking at the possibility of holding a conference to highlight the plight of this important mansion and to identify the optimum way forward. National charity SAVE has offered support. If the Society



Who's going to look after the trees?

doesn't work for a successful outcome for Ashton Court and its much-loved mansion, then who will?

More generally, the ongoing cutbacks at Bristol City Council are bringing fresh challenges for both the Council and for the City as a whole. What can the Society bring to the debate? In recent years we took over Blue Plaques - and what a successful initiative - but what to do about the future management of highway trees? The Society has a proud history of tree planting, in and around the city centre and along Easton Way. Should we do this again? But who will manage any new trees as they grow? As our elected Mayor says, cuts will happen so we need solutions.

We look forward to hearing from you with your views and ideas.

**Simon Birch**

Email: chair@bristolcivicsociety.org.uk

 **Not already a member? Why not join TODAY!**  
See page 27 for more details...

# Bristol and Brexit

Eugene Byrne tries to make sense of the effects of Brexit on Bristol.



Photo: Bristol Post

If you ask around as to the effects of Brexit on Bristol the answers you get fall into three broad categories:

1. We'll be screwed
2. We'll be totally screwed
3. We'll be somewhat inconvenienced

Even the most ardent Brexit headbanger now has to admit that things are about to get 'interesting'.

We've seen the value of the pound plummet, with the result that your money now gets you smaller toilet rolls and fewer Maltesers in the bag.

But there are harder times to come. Aside from the economic dislocations of even the softest of Brexits, there is the stupendous complexity of disengaging from the EU, which has been woven into the fabric of everything from how fresh fruit gets into the supermarkets to the fiendishly complex supply systems of manufacturers of cars and aircraft.

For anyone dealing with the practical issues of Brexit, the biggest single problem at the time of writing is uncertainty. Business, the public sector, academic institutions and others cannot plan properly for Brexit until they



Photo: Bristol Post

know what's actually going to happen. Are we leaving the single market? Are we leaving the customs union? What'll happen to our supply chain? Will we still be able to recruit staff from the EU?

Brexit will have profound implications for Bristol's engineering, aerospace, IT, financial services and pharmaceutical and media employers, and anyone else exporting to Europe or sourcing raw materials or components from there.

There are serious questions for any organisation employing EU citizens

– everyone from specialist staff in the NHS to low-paid workers in social care, catering and hospitality. Bristol's increasingly important creative and media industries are also highly dependent on imported skills which cannot be met by native Brits.

A survey of 500+ local enterprises by Business West last year found overwhelming opposition to 'Hard Brexit'. They fear additional tariffs and that Brexit will cause more paperwork and compel them to comply with two different sets of rules.

A Business West survey this year, found that 51% of local enterprises believed that leaving the Single Market would be bad for their business, with 19% saying it would be good. Some 51% also feared leaving the customs union while just 14% thought it would have a positive impact on their business. A third feared they would not be able to access sufficient EU workers.

Perhaps the biggest fear of all is for the future of Filton as Airbus could move production of new aircraft models out of Britain in the event of a hard Brexit. The French-based firm, spread across 16 major sites in France, Germany, Spain and the UK announced in April that a deal must allow its staff from all over the world to enter Britain easily, ensure that parts are exempt from trade tariffs and ensure regulatory standards are maintained.



Photo: Bristol Post

These demands, CEO Fabrice Bregier, told the Sunday Times, are "non-negotiable" and that "it's very easy to have a new plant somewhere in the world."

Even if all the company's requirements were met, other production centres in Europe will be lobbying furiously for new business to be centred in the EU. The loss or scaling down of the site at Filton would have profound implications for the rest of the local aerospace industry and the local economy.

In July, a joint report by the London School of Economics' Centre for Economic Performance and the Centre for Cities looked at the potential impact of 'hard' and 'soft' Brexits on UK cities and found that all would be negatively impacted as a result of higher trade costs between the UK and the EU.

The cities likely to suffer the most are those, like Bristol, which have a high proportion of private sector "knowledge intensive" firms.

The report predicts that Brexit will

cause Bristol's economy to decline by anything between 1.3% and 2.6%.

On the upside, the same report suggests that cities like Bristol, with large proportions of qualified, enterprising and creative people will in the long run respond better to the challenges of Brexit than the places which were most in favour of leaving.

It might (only might) all come good in the long run, but it's a long run that many, perhaps most, who voted Leave will not live to see.

## BRISTOL AND BREXIT IN NUMBERS

**62** Percentage of Bristol voters who favoured Remain in the referendum. This pattern is replicated in other cities whose prosperity hinges on service industries and a knowledge economy requiring high levels of education and skills. Bristol was the eighth most pro-remain city in the UK.

**£22m** Amount of EU funds received by Bristol City Council for various projects between 2005 and 2015. "But they are only giving us some of our money back!" say Brexiteers. True enough, but how much will we get post-Brexit in the existing atmosphere of austerity, and if the Chancellor's tax revenues fall off a cliff?

**£20m** The amount Bristol's two universities receive each year from EU sources for education and research projects and partnerships. See above.

**11.6** Percentage of Bristol residents born outside the UK in 2011. Current numbers are unclear but a high proportion are EU citizens.

**£11,390** Value of exports per individual job in Bristol.

**66** Percentage of Bristol exports going to EU countries.

**6** Percentage of passengers arriving at Bristol Airport who are not EU citizens. Airports and the airline industry fear Brexit will lead to increased delays and passport checks.

**30,000** The approximate number employed in financial services in the Greater Bristol area, with employers including Lloyds Banking Group (2,500), Royal Bank of Scotland and Bank of Ireland have (around 1,000

each) plus Hargeaves Lansdown, Aviva and others. The big financial institutions in London are planning moves to rival financial centres including Paris, Frankfurt and Dublin and some Bristol jobs will probably be exported too.

**507** Number of hate crimes reported in the Avon & Somerset Police area in the three months following the 2016 referendum. Compared with 295 in the same period in 2015.

**1** Number of Irish grandparents you need to qualify for Irish citizenship and therefore an EU passport. Many Bristolian youngsters, usually highly educated and qualified, are looking into their family trees for a route to future study and work in Europe. One consequence of Brexit may be a brain-drain of the very Brits we need in order to prosper outside the EU.

# Bristol Civic Society Design Awards

The Society's prestigious Design Awards go from strength to strength, says *Simon Birch*.

This year's presentations held in the Arnolfini theatre on 26 June 2017 attracted a crowd of over hundred. Guest speaker Kevin McCloud from TV programme *Grand Designs* delivered an entertaining and thoughtful talk and presented the familiar blue plaques.

There are three fundamental criteria: nominations must be made for projects completed during the preceding two years; located within the City of Bristol; and visible from a public place.

With 19 nominations the Panel shortlisted 11 projects and eventually made four awards.

## LYNWOOD HOUSE, Brislington

**Developer:** Sovereign Developments

**Architect:** Noma Architects

One of the great joys of our design awards is celebrating areas of Bristol that may be unfamiliar. So it is with Lynwood House in Brislington. The current Grade 2 listed building goes back to 1841 but the building had fallen into disrepair, was on the At-Risk Register and had been the subject of a series of failed planning applications before Sovereign Developments worked with Noma Architects to create 52 dwellings. This includes four apartments in the handsomely restored Linwood House itself and a mixture of houses and apartments in blocks beside it, whose scale complements the Victorian terraces in surrounding streets.

They have succeeded in creating a small community with communal space and gardens and with a mixture of shared ownership and affordable rent. It is an excellent addition to this area of Bristol, clearly valued and cared for, and a worthy winner of an award.



Underfall Yard



Left: Kevin McCloud. Middle: Mark Osborne, Director, Alec French Architects. Right: Stuart Hatton, Managing Director, Umberslade. (Photo: Jeff Lucas)

## UNDERFALL YARD, Bristol Docks

**Developer:** Underfall Yard Trust  
**Architect:** Alec French

As is often the case in conservation, much can be spent to give the distinct impression nothing has happened, for transformations come in various guises. This winner spent a grand total of a thousand hours in archives, as well as £3 million on capital costs and a million pounds more for outreach. This is, after all, a project about placemaking, community, maintaining old skills, and, yes, slate roofs, bricks and steam-

pumps, but definitely not about flashy new galleries. Today, Underfall Yard rings to the sound of boatbuilders' tools and the footsteps of 72,000 visitors a year. Success was achieved by an effective Trust which had made the site financially stable, offering a unique resource for maritime industries; and through a quiet, sensitive restoration under architect Alec French and fascinating, community-led interpretation, they have made it a site for all to visit.

## WAPPING WHARF

**Developer:** Umberslade  
**Architect:** Alec French

At the heart of Bristol it was important to get this development right from both the community's point of view but also commercially. Umberslade with their architects Alec French have delivered a first phase to be proud of. The design reflects the historic vernacular and its materials but is nonetheless modern and exciting, providing much needed housing including affordable in partnership with Sovereign and a new street of cafes and restaurants, introducing welcome additions to Bristol's foods scene. Perhaps its greatest achievement is to create a new pedestrian link connecting Southville via Gaol Ferry Bridge to Bristol's harbourside and M Shed. The

Lynwood House development



Lynwood House



The Kingsmarsh House scheme



The Kingsmarsh House scheme

environment and ambience created is high quality, uplifting and extremely well used by city centre pedestrian commuters as well as Bristolians at their leisure as a place to enjoy in itself. The imaginative use of relatively low cost shipping containers has also been a great success, allowing new businesses to flourish and innovate.

## KINGSMARSH HOUSE, Lawrence Hill

**Developer:** Bristol City Council  
**Architect:** Kendall Kingscott

Though modest in scale the Kingsmarsh House scheme represents the best of urban planning.

In an age where commercial housing can be so disappointing and social housing virtually non-existent it is refreshing to see a project that combines a generosity of space and spirit with good design and high quality materials and detailing.

The buildings are not only popular with the residents who inhabit them but are much appreciated by the



Wapping Wharf

cyclists who use the adjacent cycle path as they have increased safety (both real and perceived).

The buildings are not showy but instead are decent family homes that will stand the test of time.

**Bristol Civic Society thanks Savills Bristol for sponsorship of the Plaques. The plaques are produced by Wards of Bristol, Barton Hill, who also create our much admired Blue Plaques.**

# Planning Applications

John Payne reports on the latest applications

## Bristol Zoo's overflow car park on Ladies Mile

Despite the representations of a number of local groups including the Civic Society and numerous individuals, Councillors decided to grant planning permission to Bristol Zoo to continue to use land off Ladies Mile for up to 40 days this year reducing to 30 in 2019. This is subject to the negotiation of a number of agreements covering travel plans, surveys and monitoring. Bristol Zoo has also undertaken not to seek a further renewal of this use provided public transport services to the Zoo remain the same.

The mood of the Councillors attending the meeting was one of reluctant willingness to grant planning permission for the extension of the overflow parking on the basis that this would be the last time that they would.

The temporary permission would give the Zoo one last chance to sort out visitor and staff travel to the Zoo without needing to use the land off Ladies Mile. Indeed, one of the Councillors praised those objecting to the use and encouraged them to keep protesting vigorously. Councillors



Photo: John Payne

asked to be kept in touch with the Zoo's progress in providing alternatives means of getting to the Zoo. Furthermore, they have asked that, should another application be made, that it is submitted by 2020 so that the same Committee can consider it.

Although the Society is disappointed that the temporary planning permission has been extended, there is a strong hope that this will be the last time. We will certainly be working with others to try to ensure that it is.

Planning application reference: 16/06311/X.

## Concern over the future of Hamilton House, 80 Stokes Croft

Hamilton House is home to the popular Canteen Bar. It also offers flexible, low-cost workspace to a range of independent businesses, artists and community ventures such as the Bristol Bike Project. Hamilton House is generally seen as one of the drivers of the regeneration of Stokes Croft and epitomises the creativeness the area.

The owners of Hamilton House, property development company Connolly and Callaghan are reported to want to redevelop parts of the building into flats.

A petition by Hamilton House Tenants Action Group, has been mounted to stop backdoor profit motivated development of our community buildings".

The owners of Hamilton House have said, according to the Bristol Post (10 August 2017), they have no plans to redevelop it into luxury flats.

More in the next issue of Better Bristol



Site plans of the proposed development of land to the east of Wesley College.

## Proposed Residential Development on land to the east of Wesley College, Brentry Road

There is good news regarding this proposal. In the last Better Bristol I reported that the applicants had appealed against the Council's decision to refuse this application. The Inspector considering the appeal

decided that the harm caused to the character of the Brentry Conservation Area outweighed any benefit that would arise from the proposal and dismissed the appeal. This is the second dismissal of an appeal against

refusal of planning permission for residential development on this land. We hope that further applications will be deterred.

Planning application reference: 15/05503/F.



## Application for a hotel at 55 Newfoundland Road

The Society has objected strongly to a proposal from the Moxy hotel group to build a large hotel on this site roughly opposite the multi storey car park for Cabot Circus. This is an important gateway site located in the Portland and Brunswick Square Conservation Area. The design is bland with a regular pattern of square shaped fenestration which would offer little to uplift the spirits of people entering Bristol on the M32. It would be six storeys high with additional

space for plant above that. It pays no respect to the interesting building at 53 Newfoundland Road. Rather it offers a cliff face to this neighbour which would diminish its significance in the street scene and be harmful to the character and appearance of the Conservation Area. The Society also has concerns about the efficacy and safety of the proposed coach drop off point accessed from Newfoundland Circus.

Planning application reference: 17/02348/F.

## Update on LED digital advertising screens

The Society continues to campaign against this intrusive form of intensively illuminated advertising. Three more applications have been refused:

- 6 Claremont Street, Eastville - 17/02764/A;
- Motor Village, Brislington Hill - 17/02703/A;
- Café Whitefriars, Lewins Mead - 17/01761/A.

Appeals have been lodged against the Council's refusal for three other digital screens at 164-168 Bath Road, St Johns Lane and 64 Bedminster Down.

## Stop Press

News has also just come in that eight proposed telephone kiosks in various town centre locations have been refused permission. The Society objected to them because they would have been used for advertising and contributed to street clutter.

Planning application references have been included so readers can find out more about the location and details of the applications from the Council's planning portal if they wish.

# Major Developments in Bristol

John Frenkel, convener of the Bristol Civic Society's Major Sites Group, writes.



## Bristol University's new £300m Temple Meads Campus

There are several large developments at various stages in the planning process but none is more significant than Bristol University's plans to build a new technology campus. The University has run out of space to accommodate major, science-led growth. The new Campus in the Temple Quarter Enterprise Zone will occupy the sites of the former cattle market and part of the former diesel depot, which it will share with the Arena. The Council will knock down the eyesore of the partially demolished Royal Mail sorting office on the Cattle Market site. The Arena Island site is cleared of buildings. The new campus will foster innovation and digital technology. Bristol has one of the UK's largest and fastest growing high-tech clusters and is a home to digital innovation. The scheme plans four buildings between 8 and 12 storeys tall on the Cattle Market site and three buildings between 11 and 25 storeys tall on the Arena site to house 1,500 student bedrooms.

The Society strongly supports the University proposal to develop on these derelict sites in the Enterprise Zone. The Society accepts that the east side of the river, away from the Grade I listed, Temple Meads Station, may be a site appropriate for tall buildings. The Council will assess the impact of tall buildings on the cityscape from many viewpoints. The Society has said that this scheme requires exemplary architecture, the large and important

**The new campus will foster innovation and digital technology.**

new buildings will be prominent in the Enterprise Zone. The tallest building gives an opportunity to create an internationally recognised symbol of the University and the City's aspirations; an image that and University and the City will be proud to reproduce in their publicity. A design to match the Wills Tower would be impressive. The Society would like to see the Campus reuse the Cattle Market Tavern, which stands on a corner of the site and could provide an attractive use ancillary to the Campus

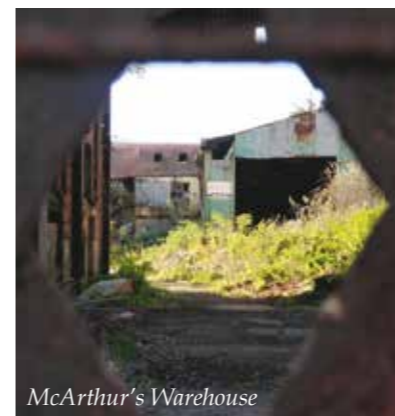
and create local character alongside a massive modern development.

The Universities add to Bristol's activity, economy, business and employment opportunities and are a source of civic pride. The Council and the universities must find accommodation to mitigate the recent growth of student numbers. Soon there will be 60,000 students; equal to 10% of greater Bristol's urban area population, during term time. The number of these generally short-term residents disproportionately affects, among other matters, house prices and rents, communities where there is a high concentration of students and Council finances. Most student accommodation is exempt from Council Tax but the Council must provide services to tens of thousands of students, which is an unsustainable pressure on Council resources. In recent years the University has expanded continuously and left the market to provide accommodation for its expanding population. Despite the growth of privately managed student halls of residence this laissez-faire policy has damaged the local housing market. There is political disquiet. The Society has not seen a projection of the number

## Bristol



West Purifier House



McArthur's Warehouse



Former Coop furniture factory

of academic and non-academic staff who will work on the campus. At this stage in the planning process the proposals for the public realm remain to be resolved. The public realm on the island must be considered in the wider landscape of the whole Enterprise Zone in which it is an important element. The masterplan includes aspirations for new bridge(s) across the waterways and to construct/improve new/existing shared cycle/pedestrian routes.

The Society has asked whether the University and Council have discussed the University's travel plan. There will be widespread public concern about the substantial peak time traffic that the Campus will generate. The local road network is at capacity during peak hours. There is great local concern about the impact on day-time parking in Totterdown and the Bath Road. The Society has also asked the University and the Council whether they may have discussed the improvement of services with local bus companies. A failing of this site is that there is no concentration of bus services. An inadequate bus service is a weakness of the whole Enterprise Zone.

## Other developments

**Colston Hall** - refurbishment, restoration, improvement and revitalisation - Phase 2 of the Colston Hall development project. The Society strongly supports the scheme.

**Carriageworks and Westmorland House** - There appears to be a real possibility that the new owner, the PG Group will build out the planning permission to demolish the derelict office block and transform this 30-year Stokes Croft eyesore - See Page 12.

**West Purifier House** - The Society is delighted the last part of the derelict gas works will be restored and reused but regrets that Council also permitted a new building that is too big, against the advice of Historic England.

**McArthur's Warehouse** - A scheme (flats and commercial space) to redevelop this long derelict building behind the SS Great Britain by the Guinness Trust is in the final stage of the planning process. The Society supports redevelopment but has said to the Council that parts are too tall for this sensitive site.

**Redland High School** - The school has closed and merged with Red Maids' High School. The Society supports the school's

reuse and conversion for new housing.

**Bristol University** - The Society supports the project to pedestrianise Tyndalls Avenue.

**Assembly - Land west of Temple Way** - There is planning permission to develop the former site of the Clerical Medical Building. The Society has expressed concern about the impact of the new offices on the setting of Sts. Philip and Jacob's Church.

**Former Coop furniture factory 493 Bath Road** - The Society supports residential development on the site of the currently derelict Moderne factory building.

**Former Esso filling station, Bath Road** - The Society supports development of the disused land but objects to a 14-floor tower on the corner of Totterdown Bridge and Bath Road.

**Land at Temple Circus** - Skanska have made a planning application to redevelop this huge site that the completion of the road works and the removal of the current gyratory will release. The Society does not support this scheme, which conflicts with the Temple Quarter Spatial Framework that the Council adopted as recently as October 2016.

Further comment on many of these developments is on the Society's website.



Former Esso filling station

The Bristol Civic Society Major Sites Group (MSG) meets every six weeks. The Group welcomes any member who wishes to join, please contact [johnfrenkel5@gmail.com](mailto:johnfrenkel5@gmail.com).

It is critical for the Society to meet developers of large projects early in the design process. MSG tends to concentrate on city centre developments, which affect the greatest number of residents and where local representation is weakest. The Society supports development and modern architecture.

# Carriageworks: what next?

Lori Streich hopes something is about to happen (but she's not holding her breath).

Bristol's biggest eyesore may be removed from the streetscape by the end of this year. The Carriageworks site in Stokes Croft (including Westmoreland House and the land behind it) have been derelict for over 30 years. But a new developer, Bristol based The PG Group, has told the Carriageworks Action Group (CAG) that it is in the process of acquiring the site from current owners OpecPrime, aka the Comer brothers.

Their intention is to build the scheme that was awarded planning permission in October 2015, comprising 112 flats, 1,010 square metres of commercial space, a market square and a through route.

Planning permission for the scheme was granted to Fifth Capital London after considerable dialogue and robust debate with CAG. The permission reflects the intentions of a Community Vision for the site which was facilitated by CAG in 2011 and supported by Bristol City Council.

The Vision draws together the views of the diverse communities and interests in the area. Over 1600 people contributed

Empty for 30 years



to the Vision which states that *The Carriageworks development will make a positive contribution to the economy, culture and environment of Stokes Croft and the surrounding area. It will be a mixed use development that is home to many activities, businesses and people. It will be a buzzing, vibrant place for people from the local communities and from further afield...*

The Vision has been influential in ensuring that the plans for the site come close to meeting the aspirations of the communities most impacted by its dereliction. It addresses the need for

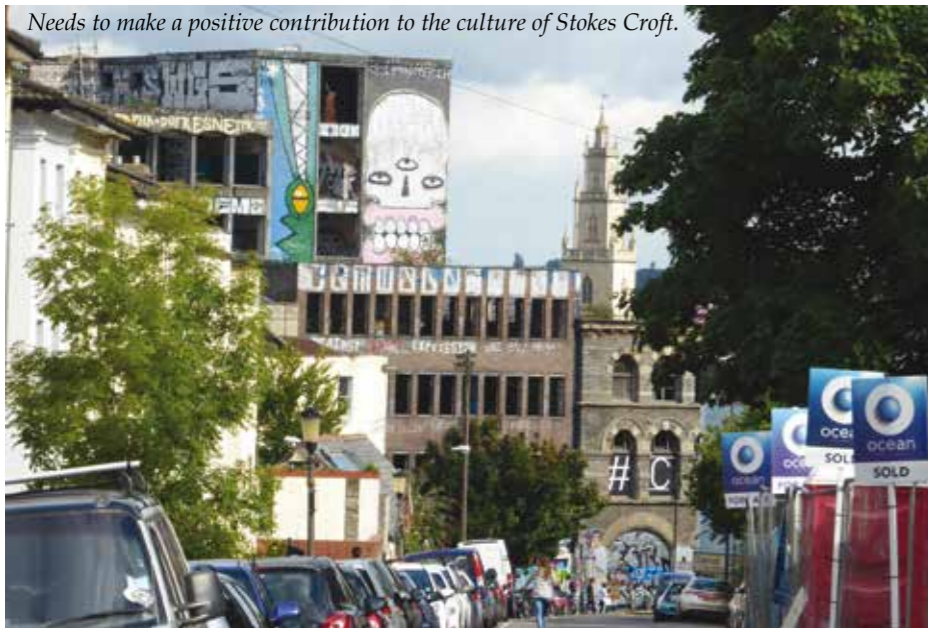
redevelopment to end the blight that the site casts over its nearest residential areas, through a developer who will work with CAG to replace years of neglect with "a scheme of which we can be proud."

Stokes Croft is border country. It is on the edge of St Pauls, Montpelier, Kingsdown and Cotham, with the city centre and national brand businesses to the south and the independent traders of Gloucester Road to the north. And it is a major arterial road carrying traffic through one of the most economically diverse areas of Bristol. Since 2011, CAG has held open meetings which, to an extent, reflect this diversity. We have shown that the communities surrounding the Carriageworks really care about the development which will be at the heart of it. We have been determined to see development happen - but in a way that will embrace and reflect the areas that surround it - not exclude and marginalise them.

CAG has a single aim: to work with any developer that will develop the site in line with the Community Vision. We have a growing sense of optimism based on PG Group's willingness to engage with CAG as they work towards the development of the site. Over the coming months we will continue to work with the PG Group, and to bring together the people who contributed to the Vision, so that collectively, we will see a dynamic development that builds on the creativity of the area.

**Lori Streich, Chair, Carriageworks Action Group.**

Needs to make a positive contribution to the culture of Stokes Croft.



Keep in touch with progress towards development at [www.carriageworks.org.uk](http://www.carriageworks.org.uk)  
For regular updates delivered to your inbox, join our mailing list - the link is on the front page of the website.



## The Bearpit

At times the development has been challenging, Alan Morris acknowledges. What's your view? he asks.

The regeneration of the 1970s sunken roundabout public space that is the Bearpit has been running for seven years.

Since 2015, thanks to the initiatives of the Bearpit Improvement Group, progress has been made including:

- the physical makeover has been completed. The new paving, steps and lighting are now so familiar that it is difficult to remember what it used to look like.
- the edible planting on the bank in the north-west corner is complete, thanks to Incredible Edible Bristol.
- a new performance space, using a converted shipping container, has been used for the first time this summer.

Organisationally, the trading operation has matured and expanded into a



Bearpit Wednesday market

separate social enterprise called Bearpit Bristol, and the council has run a stakeholder group to bring together all the other agencies and interested parties. Anti-social behaviour is currently low, helped by support to problem drug users from the Bristol Drugs Project outreach team, one of the stakeholder group attendees.

There have been challenges. Recently, the independent Cable newspaper ran an article called "The Bearpit: contested hub of struggles for Bristol". It is true that there are different ways of viewing the Bearpit 'project', and they can conflict with each other. Some of these views are:

- it's an awful place. I would never go there.
- it's an oasis
- it's a public space that needed improving for all that pass through it - it's as simple as that
- it's a beacon for a different world, surrounded by a corporate-dominated world
- it's an incremental and organic approach to urban micro-regeneration
- it can become a destination through trading, community activities, events and markets
- it's an uneasy meeting point between inner-city wealth and social exclusion.

In any community group, you can get strong-willed, passionate people, and

sometimes they become equal and opposing forces, even if they are united in many of their aims. This has been part of the recent Bearpit story.

The Council, as owner of the space and licensor to the community group, has worked to heal relations. It has adapted and strengthened the governance to manage the tensions while allowing the good work to continue.

To recognise this new start there will be a change of name to Bearpit Community Trust. To some extent, this change of name recognises an evolution from the improvement phase of the last seven years, with many physical changes being made to the space, towards a maintenance phase, focusing more on the continued incremental development of activities in the space.

There is however one physical improvement outstanding: the next challenge will be when the Council closes the toilets in the Bearpit, which will release the buildings to be refurbished for another use.

**The Bearpit will continue to mean different things to different people.**

*What's your view?*

*If this sort of community project interests you and you would like to apply to be a director of the newly constituted board of trustees, please contact me.*

Alan Morris, [alan@morris.es.fastmail.fm](mailto:alan@morris.es.fastmail.fm)

# Across the great divide

M32 and Metrobus – a double injustice. *Steve Maslin* makes an impassioned plea for action in a familiar but neglected area.

One of my early childhood memories was hearing that Eastville's railway viaduct was to be pulled down to make way for the M32. Next year will be the 50th anniversary since its demolition. These days, my walk from Eastgate to Stapleton Road Railway Station takes me through some of the most uninviting spaces one can imagine.

## There are now two injustices:

The first injustice is that it appears that next to no thought was given to the impact on the neighbourhoods that the M32 would divide:

- Take a look at what I call "Junction 2½" beneath the M32 - the "junction that isn't" - the once large roundabout that served stadium traffic; you'll see no evidence of anyone ever conceiving of what this area could be other than a shape on a plan! It is one of the most banal spaces you will have seen - not even built with steps up onto it.
- One of the other banal areas is even under the management of the Environment Agency but lacks any particular environmental appeal! This is where the River Frome

runs beneath the motorway and enters into the flood and debris management area. Ugly is the word!

- When the M32 cut "like a dagger into the heart of Bristol" separating Eastville, and Easton from St Werburghs and St Pauls, very little return to the community ever really took place; whereas, when the Westway cut through NW London, land beneath and adjacent to the Westway was transferred to the Westway Trust for the benefit of the local community.
- The injustice is perpetuated by the sense that we have absentee "landlords" with little continuing interest beneath and around the M32. What makes this even more galling is that these landlords are

predominantly public sector! Two of these "landlords" are government agencies: Highways and Environment. The third and least "absent" is Bristol City Council, which has shown some signs of fostering or allowing some albeit minor interventions.

The second and most recent injustice is the recent major transport investment, in the form of the Metrobus:

- Not only do we have the M32 dividing our communities, but the Metrobus does not even stop to serve the communities divided by the M32!
- The Metrobus route map illustrates how there is a big gap in service - almost as if the communities neighbouring the M32 are considered "untouchable."

## What is happening and what do we need to do?

People like Annali Grimes of Litterarti, in partnership with People's Republic of Stokes Croft and local skateboarders

are endeavouring to turn the tide of neglect, by raising seed funding. This is small scale at the moment, helping the build of a modest DIY skate park, litter clearing, artistic interventions and community engagement activities. This is a valiant effort, and yet this is only just a start against a tide of littering and "tagging" that continually pulls the area down. What is needed is a major strategy, that is more socially, economically and environmentally sustainable, in order to:

### 1. Address the spaces beneath and adjacent to the M32:

- Identifying the multitude of zones and their different characteristics beneath the M32 and giving them names so that they might gain positive "brand" identities.
- One way of looking at this entire collection of spaces is to see them as having one particular major asset and that is one of the largest (if not the largest) roofs in Bristol - an ideal selling point for our wet West Country weather!



Photo: Steve Maslin

- It's also important to understand the M32's relationship with the neighbourhoods on either side and to identify ways of connecting rather than dividing these neighbourhoods from one another.
- Beneath the M32 there are sizable areas that could be transformed into a large scale urban park, with opportunities for micro dwellings, micro businesses, market stalls, food outlets, climbing, parkour, skate boarding, cycling, basketball, five aside, tennis and perhaps an urban equivalent to "Go-Ape." Human presence and activity then helps reduce the sense of vulnerability one can experience when walking beneath, across and alongside the M32.
- If one looks there are also quite a few green areas adjacent to the route of the M32. These could become a string of properly managed and named pocket parks linked by walking routes, in addition to the major parks of Eastville and Riverside.
- If this whole area were all ultimately managed by as social enterprise, with pay-to-use facilities for those living outside the area but favourable membership terms for local people, then there could be an opportunity to foster social and economically sustainable solutions that maintain and continue to enhance the area.
- So why doesn't the Highways Agency downgrade it to a trunk road? As a trunk road it could still be maintained through the Highways Agency rather than the cash strapped local authority.
- Carefully designed pedestrian access could then be introduced in order to serve Metrobus Stops for Eastville, St Werburghs and Upper Easton. This would enable an interchange to occur with Stapleton Road rail station - thus helping to generate social and economic opportunities for the area.
- What's more, Metrobus stops on the existing Newfoundland Road stretch could serve St Pauls and Lower Easton.
- Moreover, one could introduce soft landscaping in conjunction with pedestrian access, both on the flyover and in the concrete lined cutting and drastically change the visual appearance of this route into Bristol.

### 2. Address the M32 itself together with the Metrobus:

- There is an argument that the stretch from the northern side of Junction 2 to Junction 3 needn't be a motorway at all. After all, in recent years traffic has been travelling along it at 40 miles an hour.

*Steve Maslin who specialises in usability and human-centric design is Director of Building User Design, Design Director of Initiative Homes and Senior Research Fellow at the Schumacher Institute for Sustainable Systems.*  
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# The Big Questions for Cities

*Andrew Kelly, Director of the Festival of the Future City, asks, among other questions, how we solve the issue of growing inequality and segregation in our cities.*



There was a time when cities generally were seen as dirty, declining places, full of violence and danger; fraught with problems. That was never the whole truth. In any case most cities have improved immeasurably over the past 30 years – and Bristol has both benefited from this regeneration and often served as a leader for others.

The improvements and prosperity have not been shared by all, however. The long-running housing crisis is at last receiving major coverage, if only limited action nationally; social inequality is increasing; stagnating incomes and rising rental costs mean that living in some cities comes at a price too high for all but the comfortably off.

And then there's the future: what kind of work will be available for people in an age of increasing automation? How will we be able to house a growing population in good-quality, affordable, environmentally-friendly homes?

How will we integrate successfully people migrating to cities? How can we continue to grow economically and physically without putting at risk all that is attractive, distinctive and beautiful about a place? How does Bristol – a pro-Remain, cosmopolitan centre – deal with the impact of Brexit?

We launched the Festival of the Future City in 2015 as the culmination of Bristol's year as European Green Capital. As part of the city's ongoing year-round Festival of Ideas, our second Festival of the Future City takes place 18-20 October 2017.

There are many big questions facing cities now, and not just those to do with austerity and how we continue to pay for essential services as well as the good things in life. We've identified 20 key ones we should be asking ourselves today – but there are many more that will come out of the festival debates and discussions:

1. How can successful cities ensure that their successes are shared widely within cities and across city-regions?
2. How do we bridge the gaps between the superstar cities/megacities – such as London – and the rest?
3. How do we solve the issues of growing inequality and segregation that are affecting cities?
4. How can we stop the on-going divergence of suburbs and city centres?
5. In a period of continuing austerity, how do we make sure that cities are able to continue to support activities such as parks and the arts and culture?
6. How will we meet the needs and demands for housing now and in the future?
7. How will we ensure greater participation in the democratic process?
8. How do we create cities that are truly sustainable?
9. How do we create a compact between the generations to ensure that all ages can live and flourish at all levels in cities?
10. How do we ensure old buildings are made good and new buildings are good from the start?
11. If Big Data is to be used, how do we make it of benefit to communities as well as commercially viable and how do we ensure that the automation revolution has a positive impact for all?
12. How do we make certain that cities get the full devolved powers they need to prosper?
13. What will be the fate of cities in Brexit and what influence can we have upon the outcome?
14. How can cities make immigration work for all residents?
15. How can cities take their place as the powerhouses of regional and national economies?
16. How do we create smart citizens as well as smart cities?

17. How can the public, private and third sectors work together effectively?

18. How can we encourage people to be healthy and to take greater responsibility for their own health?

19. How do we create social policy that does not bankrupt places and ensure all people are treated with dignity and well throughout life?

20. How can cities provide the solutions to problems that the nation state has failed to answer?

Over 100 speakers will participate – from the elected mayors of Bristol, the West of England, Cambridgeshire and Peterborough, the Liverpool City region, Beira and Mannheim, to some of the great city thinkers of our time as well as cultural leaders from Mexico, Tokyo, Lagos, New York, Turkey and other UK cities.

**The future of cities – the future of Bristol – is the responsibility of us all.**

Key speakers include: Sir David King (UK permanent Special Representative for Climate Change September 2013 until March 2017); Ricky Burdett (London School of Economics); poet and writer Claudia Rankine (Harvard); Lord Heseltine; Saskia Sassen (Columbia University); Simon Stevens (director, NHS England); Julia Unwin (chair, Civil Society Commission); Geoff Mulgan (NESTA); Anna Lisa Boni (Eurocities); Alaina Harkness (Brookings Institute); Mark

Cousins (filmmaker); Torsten Bell (Resolution Foundation); Liane Hartley (Urbanistas); Molly Crabapple (artist); Pascale Daigle (Montreal's Quartier des Spectacles); David Olusoga (historian and broadcaster); Gabriella Gomez Mont (Mexico City Lab); Afua Hirsch (broadcaster); Martin Green (director, Hull City of Culture 2017); Charles Landry (Comedia). There's an arts programme too with music and film; poetry and theatre.

The future of cities – the future of Bristol – is the responsibility of us all. We are all urbanists. If we get them right, cities will provide an enriching life for the people who live in them – and a rewarding experience for those who visit. If we get them right they will help mitigate the global impact of climate change.

City building is a task that never ends. Our task now is to make sure that we extend the good quality of life enjoyed by many in cities to all; that we create the right buildings, transport systems, education, health and cultural facilities from which all can benefit; and that satisfying, fairly-remunerated, secure work is available for everyone who wants it.

Cities can do all these things and more. Join the debate in October to make sure that Bristol – and cities worldwide – continue to move forward. We can't go back to the view that cities are places in decline. We need to show that not only are they one of the greatest things that humans have created, but in them and their future lie the answers to many of society's ills and challenges.



How can cities provide the solutions to problems that the nation state has failed to answer?

# The rise of the Conservation Movement in the City

Richard Pedlar looks at the groundbreaking book 'Fight for Bristol'. The publication charts the rise of protest from the 1950s to 1980, and existing and new societies formed to meet the challenges arising from a city plan which had lost its way.

The 'Fight for Bristol: Planning and the growth of public protest' was published in 1980 for the Bristol Civic Society by Redcliffe Press to mark the 75th anniversary of the founding of the society. Those contributing were prominent in the Bristol's conservation movement at the time and the editors were Gordon Priest and Pamela Cobb.

Pre-war and post-war in its ambition to lead and rebuild its reputation as a

mercantile port, a city of innovation and industry, Bristol turned its back on the past and cleared away great swathes of its fine historic buildings. Significant objections to pre-war and post-war plans for rebuilding the city were ignored by the City Council; there was an assumption that the city fathers, engineers, and planners knew best. Bristol, aware and proud of its past and its fine architecture, was to be driven forward to a new world of urban motorways and circuit routes designed for the car. Narrow historic streets were seen as an inconvenience, shabby and unhealthy and no longer fit for purpose.

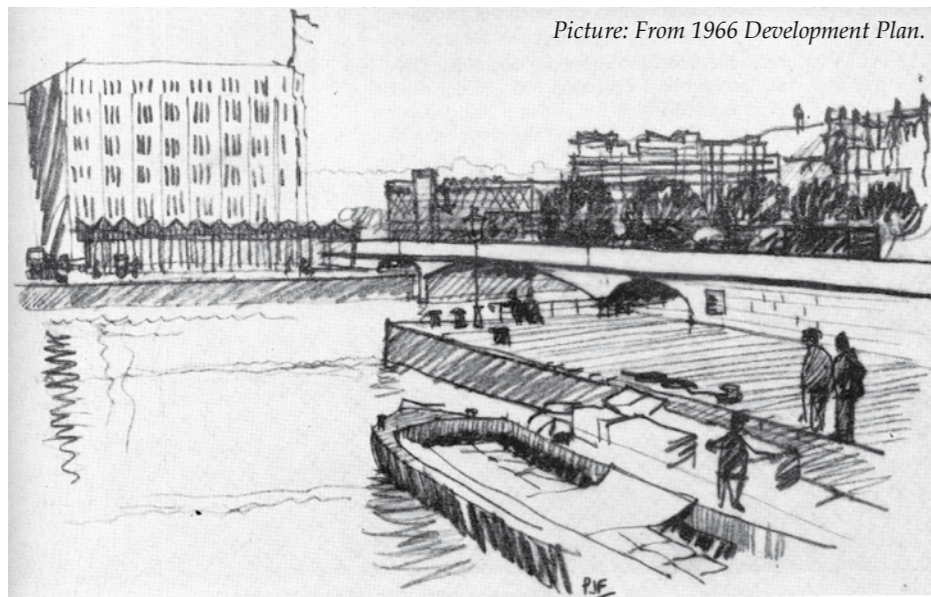
The cultural importance of the city was understood certainly, but seen in a different context. Surviving historic

buildings and ruins were to be left as landmarks, monuments or objects of historic interest within a street or open space, and these are now frequently isolated, neglected and vandalised. History and preservation was a specialist interest and it was left to volunteers to document and record archaeology.

As the war ended, ambitious plans began to be implemented. Bombed-out buildings and ruins had already been cleared and the focus was on the priorities which were to rebuild the city; a new civic centre; a new shopping area. Slums were demolished, new housing areas provided, new roads were built for which government money was available.

Provision for the car was paramount. In 1959 planners were encouraged to be bold. The Bristol Architects Forum, an enthusiastic group of young architects produced their own plan. In 1963 Buchanan published *Traffic in Towns* which advocated traffic segregated from pedestrians and in 1966 *Civic News*, a paper produced monthly by Bristol City Council, was used to launch a new comprehensive redevelopment plan for the city. Even more areas of 18th and 19th century houses, designated as slums, had been cleared and developments were advancing apace.

While similar plans were pursued by other cities damaged by wartime bombing, others such as York, Chester and Norwich took a different approach and looked on in horror at the destruction brought about by so much demolition and loss in Bristol. For those



Picture: From 1966 Development Plan.

Proposed new road bridging the Floating Harbour



Planners and architects failed to understand the significance of the ancient heritage, street pattern and buildings at the spiritual heart of Bristol.

interested in conservation, Bristol was not an exemplar.

The city plan was believed to be realistic and affordable, but as money for new roads was withdrawn and protests began to emerge, endless battles were soon to be fought and won. There was an awakening in the 1970s, and new local societies sprang up. At the City's Development Plan Review the Civic Society and the Bristol Society of Architects mounted a major campaign to oppose the destructive multimillion pound plans for the outer circuit road and this was the beginning of many environmental battles. The closure of the docks followed and was to provoke even more outrage. Once again arguments brought forward professional highly skilled volunteers in the Bristol Planning Group and others who were eventually to prevail. With the help of the Civic Amenities Act 1967 government agencies recognised the need for public consultation as part of the planning process.

The financial viability imperative is always the driver and the cycles of boom and recession have impacted on

Bristol's development. Clear planning policies and a master plan to withstand the pressures of developments that harm and destroy the increasingly fragile environment are critical. These powers were severely tested by the Avon Gorge Hotel extension approval which became another defining moment in the fight for Bristol.

**Bristol prospered through the dedication, determination, expertise and a massive commitment from enlightened volunteers and a highly motivated planning department from the mid 1970s working together.**

The following decade was to see Bristol reevaluate its heritage and with the help of grants to establish a conservation programme with a "steady and accelerating progress in dealing with the legacy of destruction and neglect". With the establishment of many Conservation Areas application had to be made for the demolition of buildings, and any new buildings had to "preserve or enhance the

Conservation Area".

As the chief planning officer Ian Patterson was able to report to an Historic Buildings and Monuments Commission conference in the 1980s, the development of conservation policies in Bristol using a gradual approach, tackling one section at a time, aiming to make a visual impact before moving on to the next and in the process bringing life back into the city, would create the sort of environment and quality of life people wanted.

Bristol prospered through the dedication, determination, expertise and a massive commitment from enlightened volunteers and a highly motivated planning department from the mid 1970s working together.

I believe that the next task for Bristol is to reinstate some of its historic street patterns and to preserve the visual connections of historic landmarks which give the city legibility, and to celebrate the natural topography. Still building on the past there is more work to be done in taking Bristol forward to a thoroughly contemporary and dynamic city for the 21st Century.

Richard Pedlar, Architect - studied Conservation in York in 1976, set up practice in 1978.

Consultant to Richard Pedlar Architects

# A Planning Strategy for the City Centre of Bristol

Peter Floyd shares his vision to get the traffic moving again.



The public consensus today is that we are not prepared to destroy our city in order to build roads.

As a Bristolian I am proud of my "world class" city. However, even with the plaudits of the rest of the country ringing in our ears, the "flag ship" City Centre, which creates the image most non-Bristolians think of as Bristol, still looks a mess! This is not just because of present road works, which will be finished one day, but because the streets have long been

jammed with vehicles. The city centre should be a pleasant place, with some vehicles of course; a space to wander and sit without being squashed, gassed or deafened.

There have been many plans, but little action, unless supported with government ideas and money - like Metrobus and cycling. At last though, Mayor Marvin Rees has set up a Congestion Task Group with representatives from many of those groups most concerned with movement in the city centre. I do hope it will look at more than just congestion, which

is merely a symptom of the lack of a current city centre planning and transport strategy.

The city won't wait for this slow process to cascade down. It's boom time and there is a huge amount of work going forward in both public and private sectors which needs to be tackled now. Perhaps we should wait for the wider regional plans now in hand to give us a lead. But there really is no point, with the city centre already densely developed, the options for restructuring are limited, so we might as well get on with it.

How to begin? Transport comes first, because development always follows

transport and so in the region, strategic, long term transport planning is vital. But in the heavily built up city centre all routes from outside the city are still likely to arrive at the same places that they do now; there is little room for manoeuvre and little money to undertake costly structural change.

Luckily the public consensus today is that we are not prepared to destroy our city in order to build roads. We now believe, like many continental cities, that some road space must be handed back to people rather than machines.

Where is the traffic to go? It is intended that a large proportion of us will walk, cycle or take public transport. But some traffic will be essential for business and visitors and still has to be accommodated. Much of the traffic crossing the city is forced through the centre because of Bristol's radial road system. Through traffic doesn't want to be there, and if it could be removed it would reduce present pressure. The "stick" of restricting access would be more acceptable if balanced with the "carrot" of some road space for environmental improvement.

The planners are well aware of this. In 2012 a draft City Centre Public Realm and Movement Framework showed an Inner Access Loop Road taking through traffic around the city centre, whilst vehicular access within the city centre was to be controlled by a series of "notional vehicular access zones". The Mayor's new group may be tempted to begin again, but the 2012 plan should be dusted off and carefully reconsidered.

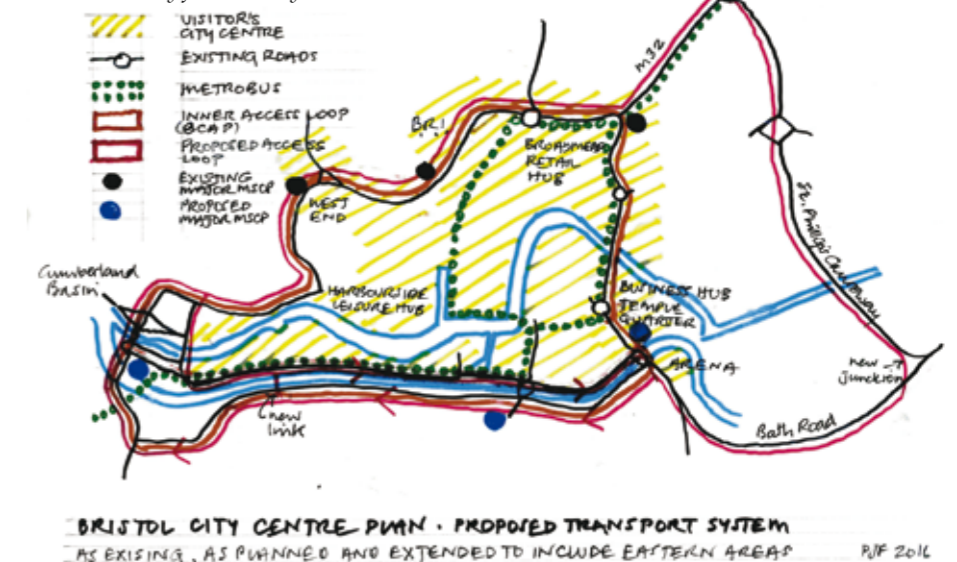
My suggestion? See the plan above.

The real weakness of the 2012 plan seems to be that the three sides of the route north of the Floating Harbour are already overloaded, while the only route with spare space readily available is along The Cut. These wide, tree lined roads along Bristol's "Embankment" could be used one way each side, providing extra capacity without necessarily disrupting any of the present uses.

The commercial heart of the city has over the last few years moved towards Temple Meads. Despite new road works, no more capacity is being offered to the already overloaded east side of the Inner Access Loop. However, The Cut route could also be extended eastwards along the wide Bath Road to the bottom of St Philip's Causeway and linked northwards to the M32, relieving the Temple Meads area.

What to do with visiting vehicles? Many visitors to the city for business and leisure have no realistic alternative

Peter Floyd's plan to get traffic flowing and move it way from the city centre.



The wide, tree lined roads along Bristol's "Embankment" could easily be used one way each side, says Peter Floyd.

to coming by private vehicle and they must be welcomed if the city is to thrive in competition with several nearby competing cities. Parking was acknowledged in the 2012 Plan as essential to the commercial success of the city centre, but political difficulty has developed over accepting the need for "cars" which seems to have prevented the plan coming to a conclusion on this point.

The city centre is at least 2 miles from east to west, but only about half a mile from north to south, a walkable distance from outside to middle for most people. The Inner Access Loop

Road might have a ring of public car parks around it, added to those already there and similar to that at the bottom of the M32.

The 2012 Plan could soon be achieved at low cost and, with public car parking added and the traffic management and environmental work inside the ring carried out, the whole of Bristol's City Centre would soon be the attractive place it deserves to be; appealing to those outside the city - and the region - and then it really could be "world class".

Peter Floyd is a retired architect and town planner.



Much of the traffic crossing the city is forced through the centre because of Bristol's radial road system.

# Suffrage City

## Vote 100 - Women and the Vote

Lucienne Boyce takes us on a walk round Clifton to view significant suffrage sights

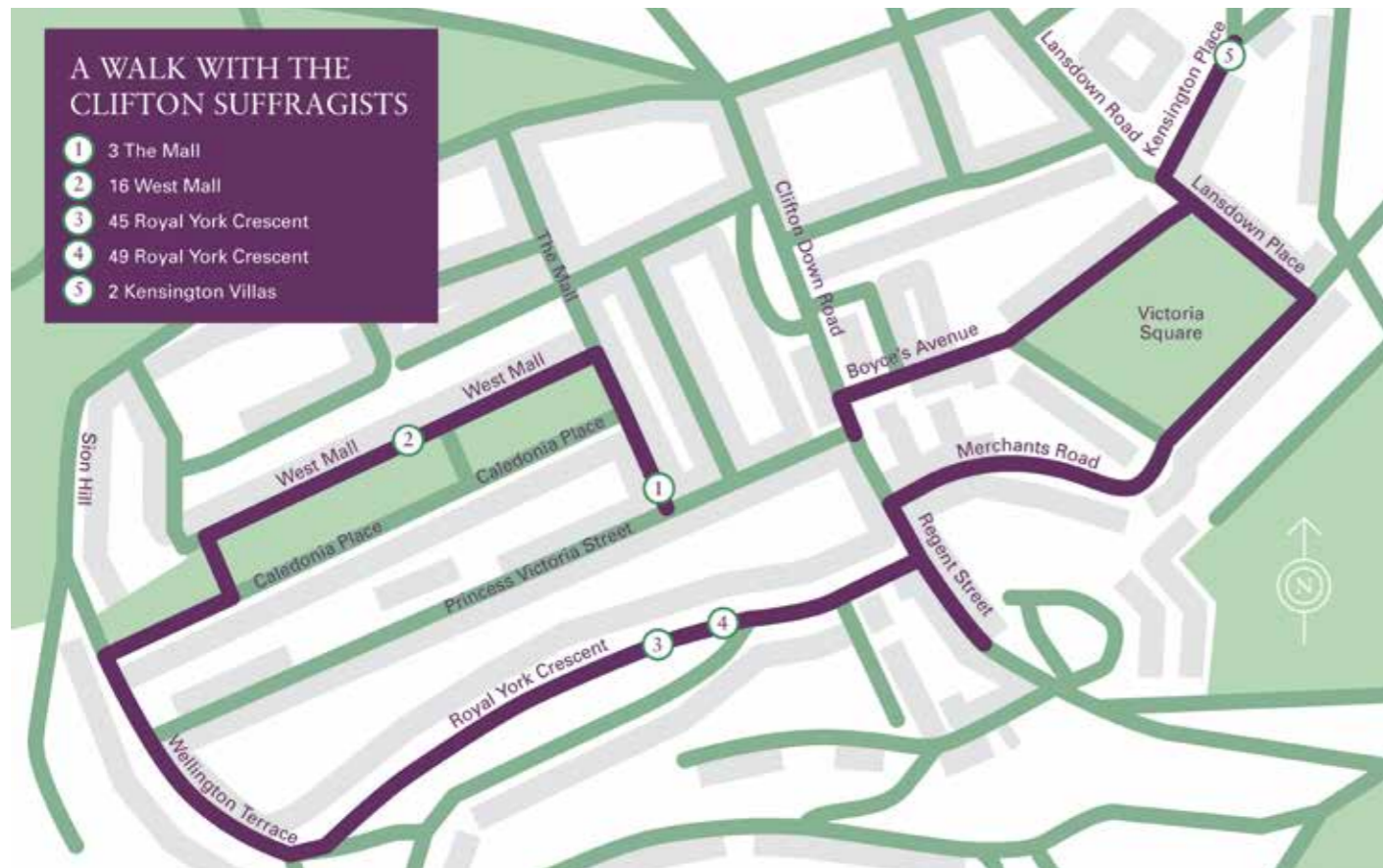
It's nearly a hundred years since women voted in parliamentary elections for the first time. Although the Representation of the People Act 1918 enfranchised only 40% of women, it was a landmark in British history. It established the principle of votes for women and was the foundation of the campaign for

full franchise equality over the following decade.

The West of England and South Wales Women's History Network is partnering with Bristol MShed to arrange events to commemorate the one hundredth anniversary of votes for women, as well as to reflect on what the vote means to us today. We're planning a day of activities at the MShed on 19 May 2018 which will include talks, walks, performance, film, gallery tours and craft activities for children. There

will also be other events throughout the year such as walks and talks.

Some of the suffrage activists campaigned using peaceful, law-abiding methods - the non-militant suffragists. Their main organisation was the National Union of Women Suffrage Societies (NUWSS). Others were prepared to break the law and go to prison - the suffragettes. The main militant organisation was the Women's Social and Political Union (WSPU) founded by Mrs Emmeline Pankhurst.



This short walk focusses on some of the Clifton friends and neighbours who were involved in the non-militant campaign. Allow about an hour.

### 1. 3 The Mall: Bristol Beginnings

The Bristol and West of England Society for Women's Suffrage was founded here when Florence Davenport

Hill (1828/9-1919) invited a group of like-minded individuals to a meeting at her home on 24 January 1868.

The Bristol group campaigned vigorously in favour of suffrage bills, holding meetings throughout the South West, sending deputations to Bristol MPs and collecting signatures on petitions. A meeting in the Colston Hall in November 1880 - one of the first at which all the speakers were women - attracted over 3,000

attendees, and people had to be turned away at the door.

In October 1898 the society affiliated to the NUWSS.

[Continue along the Mall, turn left onto West Mall.]

### 2. 16 West Mall: The Misses Duncan

The home of sisters Maud (1866-?) and Mabel Harriet Duncan (1872-?) who hosted suffrage meetings here.



Royal York Crescent: home to suffrage activists.

Attendees included Geraldine Hodgson and Mrs F W Rogers, who we will hear more about later. In 1908 Mabel married a local solicitor and as Mrs W H Cross was honorary secretary of the local NUWSS. Maud lived with her sister after her marriage and both continued their suffrage work.

Mrs Cross was the organiser of the Bristol contingent of the Women's Suffrage Pilgrimage which was organised by the NUWSS in 1913. The Pilgrims walked from around the country to converge on London for a major suffrage demonstration. The south west route started at Lands End. Both militant and non-militant campaigners faced violence from opponents, and many Pilgrims were attacked along the way. In Twerton Mrs Cross disguised herself in men's clothes to escape a violent mob.

[Walk to the end of West Mall, turn left at the bottom of the garden and then right onto Caledonia Place, then left onto Sion Hill; cross the top of Princess Victoria Street; go up three sets of steps to Royal York Crescent, or cross the road and walk along the opposite pavement.]

### 3. 45 Royal York Crescent: Clifton, Bristol and Counties' Ladies Club

The Clifton, Bristol and Counties' Ladies Club opened with 260 members on 18 October 1903 as a place where women could gather to share social, intellectual and philanthropic interests. It was just the sort of place likely to appeal to Brighton-born, Cambridge-educated Miss Geraldine Hodgson, BA (1865-1937), a lecturer in education

at Bristol University College (later the University of Bristol) and a member of the Bristol and West of England Suffrage Society committee. In February 1908, she chaired a meeting of the Society here which passed a resolution deploring the treatment of militant suffragettes in prison. However, after two suffragettes assaulted Prime Minister Asquith in Kent, Geraldine Hodgson lost sympathy with the WSPU. In 1909 she withdrew from a suffrage meeting in the Victoria Rooms because the speaker, the actor Forbes Robertson, had spoken in favour of the militants.

### 4. 49 Royal York Crescent: the Baretto Sisters

The home of the Baretto sisters. Their father, Thomas (1834-1916), was a doctor. Samuella was the eldest daughter (1872-?) and was secretary of the West of England Federation of the NUWSS. She spoke at both indoor and outdoor suffrage meetings on the Downs and the Horsefair. In 1912 she engaged in a public debate in Clifton with the anti-suffragist Mrs Solomon. She was later active in the Labour party.

Samuella's sister Josephine (1873-?) was also a member of the NUWSS. She wrote drama and poetry, and in 1916 dedicated a book of poems to fellow-suffrage campaigner Sarah Jane Tanner. After the First World War she was Honorary Secretary of the Women's International League for Peace and Freedom.

[Continue to the end of Royal York Crescent, turn right onto Regent Street, cross over at the zebra crossing and turn

left, then turn right onto Merchants Road. Walk past Victoria Square and cross at the zebra crossing into Lansdown Place. Turn right into Kensington Place, walk to the end.]

### 5. 2 Kensington Villas: No Vote, No Census

The home of Mr and Mrs Frederick William Rogers and their two daughters. They were involved in the non-militant campaign, and later supported the WSPU. Mr Rogers was honorary secretary of the non-militant Bristol Men's League for Women's Suffrage, which supported both militant and non-militant campaigners.

During the 1911 Census many suffrage supporters refused to fill in their census forms in protest at women's voteless condition. Mrs Rogers spent census night in Bath with other resisters. Mr Rogers also seems to have evaded the census as the house was empty when the enumerators called.

After the First World War, Mrs Rogers was active in the Women's International League for Peace and Freedom.

[Walk back along Kensington Place. Cross over and walk through the opposite side of Victoria Square to come out on Boyce's Avenue and back into Clifton village.]



The Mall, Clifton. The Bristol and West of England Society for Women's Suffrage was founded here.

Lucienne Boyce is an award-winning historical novelist and women's suffrage historian. In 2013 she published 'The Bristol Suffragettes' (SilverWood Books) and in 2017 a collection of articles, 'The Road to Representation: Essays on the Women's Suffrage Campaign'. She is on the steering committee of the West of England and South Wales Women's History Network, and is currently writing a biography of suffragette Millicent Browne. [www.lucienneboyce.com](http://www.lucienneboyce.com)

# Posthumous praise

Gordon Young writes about recent Blue Plaques.

Bristol's townscape continues to turn a delicate shade of blue. I see the colour chart of posh paint-provider Farrow and Ball doesn't have our blue plaque shade although if I suggest to them that it's somewhere between their St Giles Blue and their Pitch Blue then perhaps they will. But hang on, you want a strong contrasting colour as a background.

I've consulted a colour wheel: be warned - if you aspire to circular, high-impact, azure commemoration when you expire, then you need to paint your house orange so that you achieve maximum contrast between plaque and façade. But do bear in mind that Civic Society members don't get preferential treatment - you need to have shuffled off this mortal coil five years previously and have made a significant contribution locally, regionally or nationally. Failing that, then you'll just end up with a Jaffa-coloured house as an unattributed, incongruous memorial. (So that explains that house in Clifton Wood! Ed.)

Applications for plaques continue to beguile the Panel: just imagine an optical illusion worthy of commemoration! In May a plaque was unveiled on the café at the corner of St Michael's Hill



The illusion - they really are horizontal!



and Perry Road. It honours Professor Richard Gregory, a neuroscientist who devoted his life to investigating how our eyes and brain perceive the world around us. He used optical illusions as research tools to investigate the way

we process images. The café wall has rows of tiles which appear to be sloping off at an angle, yet they are perfectly horizontal. His explanation for it was published in a learned journal and his reputation is renown among vision scientists worldwide.

I once met Professor Gregory. At a meeting to discuss the design of a book he wrote, I suggested a treatment for the text and illustrations and he exclaimed, "What a brilliant idea!!!!" It left me fighting for air, submerged in a tidal wave of commendation from the great man.

A little later, a colleague made another suggestion, and the response was "What a brilliant idea!!!!" Richard Gregory had a remarkable ability to connect with us lesser mortals and thoroughly deserves his plaque.

This year marks the 300th anniversary of Freemasonry and, to acknowledge it, several plaques are scheduled for mounting on tavern walls where their inaugural meetings were held. The first, in May, was on the Rummer pub. We remember it as a Berni Inn in the 1960s: a schooner of sherry, prawn cocktail, then steak and chips, rounded off with Black Forest gâteau. Freemasons met there from 1784 until 1812 but we don't know what they dined on.

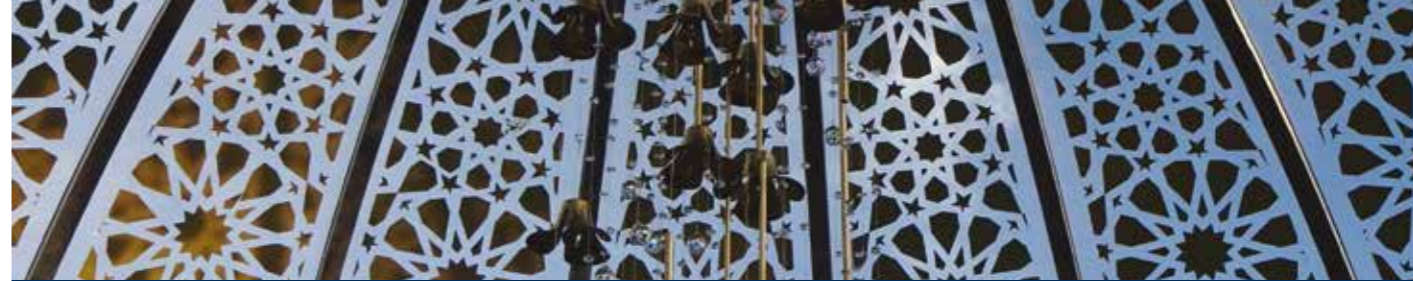
In June the Shakespeare tavern in Prince Street was also adorned by a plaque. Freemasons first met there in 1784. And what did they discuss? Well, that's a secret.

Gordon Young

[plaques@bristolcivicsociety.org.uk](mailto:plaques@bristolcivicsociety.org.uk)



Regalia rivalry at the Rummer. Photo: Gordon Young.



# Easton Jamia Masjid Mosque

Mike Manson visits the thriving community in St Marks Road, Easton.



Mosque dome

Established in 1987, the Easton Jamia Masjid mosque is one of the older mosques in Bristol. The congregation is of mixed origin but with a Pakistani majority. They follow the Hanafi/Barelvi (Sufi) school of thought in Islam.

Housed for over thirty years in what was once a church hall attached to the former St Mark's Church, the congregation, sometimes up to 500 people, has outgrown its original premises.

For many years, to accommodate extra worshippers a marquee was erected in a courtyard. The previous premises were dark, not really fit for purpose and described by some as unwelcoming.

The congregation decided something had to be done.

The development would be a home-grown initiative. There were no grants. Money was raised by contributions - buckets were passed around.

'Our initial plans were quite dull', Abdul Malik, chairman of the mosque, explains. 'We then added a dome, and the planners loved it.'

The building is an eclectic mix of Islamic architecture and Bristol vernacular. The grey pennant sandstone outer walls are adorned with a golden, geometric tracery. The roof line is broken by a dome and a small matching minaret. It's a pleasing visual addition to Easton's



The Iftar dinner open to all.



The new look mosque opened its doors to the community.

thriving multi-cultural St Marks Road.

The two year refurbishment was done on a tight budget, using local builders and craftspeople. 'There was no money from Saudi Arabia', Abdul Malik, laughs. The elaborately carved wooden minbar (pulpit) was, however, brought in from Pakistan.

An iftar dinner, open to all, was held in St Marks Road on 23 June 2017. As part of the celebrations the refurbished new look mosque opened its doors to the local community.

Inside, the prayer halls are spacious and filled by evening light. There's a library and an impressive ablutions area.

The mosque is not only a place of prayer. According to their website the key aim of the Easton Jamia Masjid is to educate the youth of Islam, enabling them to live a life of respect, humbleness and honour. The Mosque aims to inspire the love and honour of Islam into the hearts and minds of the community.

They aim to prepare the community as good ambassadors for Islam with their good behaviour, noble citizenship and civilised manners.

St Marks Road with its acclaimed Sweet Mart, restaurants and bakery is a thriving neighbourhood. A microcosm of all that's best about 21st century Bristol, in these difficult times it's heart warming to see the community in St Marks Road coming together.



'We added a dome and the planners loved it.'

# Bristol Civic Society Student Award

*Diana Dungyova is a worthy winner*

Each year Bristol Civic Society presents an award for an outstanding piece of work by a graduating student of the Faculty of Environment and Technology at the University of the West of England.

This year Diana Dungyova, who achieved a First in her degree, was the worthy winner. Her master plan for the redevelopment of the Valby District in Copenhagen was outstanding. It responded well to the existing buildings and environment and included a spectacular new concert hall at its heart.

*Below, the shapes will fill the entire space with the energy and movement of performance.*



# The winning project

**The European Centre of Jazz, Copenhagen.** By *Diana Dungyova*

Copenhagen, Denmark is home to people from different nationalities, who create the diverse creativity of the city. This year it also became a home to the most complex project in my career so far. In the end of September 2016, within a class of fifty people, I set off to this diverse city in order to analyse and respond in the most appropriate way possible, to the set brief – for a masterplan proposal, as well as a National musical centre, for a music genre of our choosing.

The site was set on the outskirts of the city – in a neighbourhood called Valby, where the mixture of cultures and nationalities is even more prevalent. Thus the design proposal deals with the complexity of the current conditions by focusing on unity and suggesting that the way to fight diversity is inclusiveness. It proposes that exclusiveness is a set of mind. If we put different cultures before equal conditions and suggest looking back at what reflects their identity (traditions), those would find the resemblance and relate. That would set their minds to tolerance and integration, and what better way to integrate imperfections, than through the most imperfect and spontaneous and yet innovative style of music – Jazz.

To engage all Copenhagensers, the theories applied to the building strive to merge the public realm and a community of artists, students, and musicians in order to achieve an expressive advanced facility.

The building strategy is amplified by a surrounding masterplan proposal which works as an introduction to the principles that are applied. The aim of



*Diana receives her award*

the masterplan is to suggest constant collaboration between masses from diverse social groups which would create spontaneous performances and improve their interaction. Those could be found in the residential buildings proposal and the promenade of squares that connects them. The journey through the masterplan only implies the ideas, however, a focal point in the project is the building itself.

The embracing principle is the understanding of a contextual hierarchy of communities. How do the ties between people play into a community? Where does a band begin and where does an audience stop? How does shared interest ignite the desire to share knowledge? And how does practice become performance towards a purpose? I was exploring the ideas of this mix between the audience and the performer – a concept with blurred boundaries.

The goal is to show that the human itself, acts as an ‘instrument’ in the project. All programs are organised as a public street leading through the building. The linear organisation gives visitors a glimpse of all activities inside. Rather than a stringent division between back and front of the performance spaces, the organisation creates an experience of a house full of activity and people.

As a group, the shapes will fill the entire space with the energy and movement of performance. The structures’ compact arrangement saves most of the site for use as a dynamic urban park, serving the numerous open air music festivals of Copenhagen while responding to the needs of this rapidly developing neighbourhood of Valby for the crucial green infrastructure.

# Bristol Civic Society Membership

Your Civic Society needs YOU!

Bristol Civic Society is more than 100 years old. It is a non-party-political body which campaigns for what is best for our city. Joining the Society is inexpensive and it is open to all. The bigger and more diverse our membership, the stronger we can be.

As a Society member you’re also on the invitation list to a range of events and benefits, from serious campaigning through to expert talks and social evenings and outings.

**Bristol Civic Society is:**

- \* Saving the best of Bristol’s past
- \* A powerful voice in Bristol’s future
- \* Campaigning on issues that affect us all - and the generations to come
- \* A great way to make new friends (and maybe re-connect with old ones!)

Find out more about the Society and its work at [bristolcivicsociety.org.uk](http://bristolcivicsociety.org.uk)



**Joining is easy**

There are three ways to apply. You can do it via the website: [bristolcivicsociety.org.uk/get-involved/join-the-society](http://bristolcivicsociety.org.uk/get-involved/join-the-society) where you can join using PayPal, or download an application form, or fill out, cut out or photocopy, and return the form below.

*Have you considered leaving something to Bristol Civic Society in your will?*

**Membership application to join Bristol Civic Society**

Membership (Annual)	Rate	✓
Individual	£20	
Joint living at the same address	£30	
Student	£10	

**Please return to:** Alex Dunn, Membership Secretary, BCS, 47 Abbey Road, Bristol BS9 3QN.

Cheques, if not paying by standing order, made payable to Bristol Civic Society.

**Enquiries:** Tel: 0117 962 2475

**Email:** [membership@bristolcivicsociety.org.uk](mailto:membership@bristolcivicsociety.org.uk)

Title..... Forename ..... Surname.....

Email.....

Address.....

Phone(s).....

**Standing order mandate**

To: (name of your bank).....

Account Number..... Sort Code .....

Please pay annually from 1st of ..... (1) 20 ..... (2)

the sum of £..... (3) (..... (4) pounds)

to CAF Bank Ltd (sort code 40-52-40) for the account of Bristol Civic Society (account no. 00087355)

reference no. .... (for completion by BCS)

Name.....

Date ..... Signature .....

(1) insert next month (2) insert this year (3) insert appropriate rate (4) insert amount in words

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**Please tick**  
 YES  NO

Signature..... Date .....

# Events

Autumn and Winter 2017/18

We are again organising a mixture of talks, walks and site visits. Some will have limited numbers and we usually make a small charge to cover any costs.

## Visit to Aerospace Bristol

This popular visit was unfortunately cancelled in August but will be re-arranged as soon as possible. We will contact all of you who booked before once we have a new date.

**SEPT** Thursday 28th September,  
7.30pm,  
Friends Meeting House,  
Hampton Road

## Bristol Fashion: recent archaeological discoveries that shed light on Bristol housing and industry through the ages

### Talk by Simon Cox, Head of Fieldwork, Cotswold Archaeology

Cotswold Archaeology have recently undertaken a number of archaeological excavations in Redcliffe and Temple, Wapping Wharf and Lockleaze. Collectively, these investigations have begun to shed further light on Bristol housing and industry, from the Roman to post-medieval periods. This includes the discovery of a Roman villa, medieval and post-medieval houses of varying status, and evidence of industries including brick-making, ship-building, glass-making, distilling and clay tobacco-pipe manufacture. The talk will present a brief overview and key highlights from each of these archaeological excavations.

**OCT** Friday 27th October,  
all day event, City Hall  
Bristol Heritage Forum

Booking essential -  
[bristolheritageforum@gmail.com](mailto:bristolheritageforum@gmail.com)  
<https://bristolheritageforum.com/>

The title of this year's conference 'Conservations Areas: Past, Present and Future' will give scope for healthy debate. Indeed, it is fascinating looking at the map of where Bristol City Conservation Areas are and where they are not! 2017 marks the 50th anniversary of conservation areas, a concept introduced by the Civic Amenities Act in 1967. In many respects the Act was a response to the public's concerns that post war planning was destroying the country's most historic places and eroding the special character of places. The first conservation area in Bristol was designated in 1970. The city now has 33 designated conservation areas covering about 1/3 of the city. But how have these designations helped to define our city?



Civic Society visit to Salisbury Cathedral. Photo: Jeff Lucas.

**NOV** Wednesday 15th November,  
7.30pm  
The Mackay,  
Bristol Grammar School

## Unbuilt Bristol - The City that Might Have Been

### Talk by Eugene Byrne



The footnotes of Bristol's history are littered with schemes for roads, bridges, railways, buildings and things which for

one reason or another (usually money) never got built. Eugene Byrne, author of a 2013 book on the subject and editor of the Post's 'Bristol Times' weekly local history supplement, takes a look at just some of the proposals, from the perfectly sensible to the completely insane. Focussing mostly on the post-war period he will also try to tease out some morals and lessons and wonders if we're any wiser nowadays.

**DEC** December - date, time and location to be confirmed  
Bristol Civic Society Social Event

Last year we held a very successful pre Christmas talk and social event at the Old Vic. We plan to hold a similar event this year and are currently finalising details - more information soon.

**MARCH** Wednesday 14th March 2018  
at 2pm  
Suez Energy Recovery Centre, Hallen

We visited last April and the event was heavily over-subscribed. This will provide the opportunity for others to visit this fascinating facility.

### Planned for 2018

- Visit and presentation - major development of Filton Airfield by YTL Developments, 3,000 + homes.
- Visit to Finzels Reach, development of former Courage brewery site.
- Follow up to the very popular study visit to Avonmouth Village - a visit to another part of the City - location to be decided!

Please email [events@bristolcivicsociety.org.uk](mailto:events@bristolcivicsociety.org.uk) with any queries or with ideas for future events

**FREE** with this magazine for members a one day pass to visit a National Trust property from Civic Voice. This pass permits you to visit a National Trust property or give it to a relative or friend to use. Some properties are not included, see the small print.