



Jury's Hotel Car Park Photograph by Michael Short

Trenchard Street Car Park Photograph by Michael Short

Brutalist response to bomb damage and reordering the city for car

M32 - Brutal intervention bringing cars into the city. Castlemead Tower and Car Park - Comprehensive redevelopment of this part of the city in the 60's.

Barton Car Park - Brutalist and hated! Bristol Evening Post - Incremental change...slow destruction of character. Former Royal Mail Sorting Office - Due to be demolished. Why? **Lead Shot Tower** - Protected as a listed building. Restored and reused.

Nelson/ Rupert St Car Parks and Old Magistrates Court - Comprehensive Brutalist redevelopment. Becoming redundant. How to reuse? **Prince St Car Park** - No active frontage to quay as this was supposed to be a road!

Queen Charotte St Car Park - Post was infill. Ugly and beautiful. **RC Cathedral** - Georgian context - juxtaposition good! Trenchard St Car Park - Links different levels in the city.



This map indicates where some of the most iconic Brutalist buildings are located in Bristol. Brutalism – a type of Modernist architecture that emerged in the postwar period - has uncertain origins. What it does define, however, is an "uncompromisingly modern" (Clement, 2011) form of architecture which has stimulated polarised opinions since its inception. This type of architecture is characterised by the use of quintessentially modern materials - concrete, glass, steel - in monumental buildings. The style is muscular and unforgiving with an almost aggressive attitude towards its context. It is a form of architecture which is almost universally loathed, yet there are an increasing number of admirers. We are currently witnessing a period where this form of architecture is being actively replaced as part of regeneration strategies with the arguments for removal partly informed by the predominant attitude of hatred. Yet there is a growing movement for the protection of the best examples of Brutalism through listing, although this remains controversial. High profile examples of buildings which have disappeared include the Tricorn Centre, Portsmouth, and the Gateshead Car Park made famous in Get Carter, whilst other buildings are under threat, including the famous Birmingham Central Library. Bristol has a small and increasing number of protected Brutalist buildings including the RC Cathedral in Clifton, and the Lead Shot Tower on Cheese Lane. This map draws your attention to this much maligned form of building. Are the highlighted buildings a valued part of Bristol's diverse townscape? Should any of these be protected before being erased? Michael Short

Alexander Clement, Brutalism: Post-War British Architecturem Marlborough:Crowood Press (2011)

Bath and Bristol Scoobys car cruising club

Started in 2008, Bath and Bristol Scoobys (BBS) has fast turned into the biggest Subaru owners club in the South-West. We have a wide range of cars in our club from standard Subarus to fully blown 700bhp track weapons. Although mainly based in the Bath and Bristol areas of England we have members from all over the country who together make the club a well run, enjoyable family based Subaru enthusiast club.

BBS attends all the major car events throughout the calendar year, also holding its own monthly meets, rolling road days and track days, along with priceless expert advice from the BBS technical team and Advanced Automotives, the club sponsor.

On this map I have tried to show the key roads that we use as club. I have highlighted the A420 and the A4174, the A420 is the main route to Chippenham/Castle Combe for us and the A4174 is a major link road. We often have meets in Pubs/Restaurants on the ring road. The other roads I have highlighted are mainly there for photo opportunities. Bristol's varied locations make for great photo opportunities!

CAR CRUISING

James Evans, Bath and Bristol Scoobys, June 2014





Jimbo's car - BBS General Member. Photo by James

Photo by James

Steve's car - BBS Club Admin.

Put forward within the Bristol City Development Plan in 1966, the outer ring road has only been partially constructed.

Filling in the Docks. Bristol City Council Bristol Civic News August, 1969 "By 1969 the city docks were losing money. At the same time, it was also thought that Harold Wilson's Labour

government was on the verge of nationalising most or all of the country's docks. To lose control of a huge part of the central area of the city would have been anathema to a town hall of any political complexion. There was an urgent need to close the docks to stay ahead of any likely government land-grab, though in the end this never materialised. From the planner's viewpoint, dock closure had a great advantage; it would make completing the new road system easier. Large stretches of water right in the middle of the city could now be covered over or filled in to provide space for roads and offices. Where the water remained, bridges could be built more cheaply as they would no longer have to be high enough to provide clearance for ships." Eugene Byrne, Unbuilt Bristol, Bristol: Redcliffe Press (2013), p. 82

Bristol City Docks Redevelopment Study ('Casson Report'), 1972 "The study, authored by Casson, Condor & Partners, criticised the impact of the City Council's plans to fill the docks and charted out the potential impact of the road system on the area, concluding instead that 'The waters of the harbour, used to unify and to separate, to enliven and relax - should return to the citizens for their enjoyment.' It recommended maintaining the dock environment and bringing in new mixed use development, designed sensitively to the various neighbourhoods of the docks area." Eugene Byrne, Unbuilt Bristol, Bristol: Redcliffe Press (2013), p. 83

Bristol Supertram - Bristol Local Transport Plan, 2003 Even though repeatedly examined by specialists, politicians and lobby groups, plans for the tram have not been realised due to cost and the complexities of crossing territories of both Bristol City and South Gloucestershire authorities.

UNBUILT TRANSPORT SCHEMES

BRUTALISM

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