



## **“QUAY NOTES” - December 2009**

*(News, views and information for residents of Merchants Landing)*

[www.mlra.co.uk](http://www.mlra.co.uk)

### **GORDON'S BRISTOL BITES - The Fire Station - York Road**

*The crescent of houses situated on York Road, about halfway between its junctions with Whitehouse St. & Spring St. is a good example of the sort of Georgian architecture that prevails in Bristol. It was built sometime after the construction of the New Cut in 1809 and then called Redcliffe Crescent. However about half way along is a totally unexpected break in the facade filled by two properties Nos 82 & 84.*

*Street directories indicate that these plots were originally a timber yard with vehicular access only from York Road and as late as 1883 maps show no buildings there.*

*Between 1900 & 1910 the site was used as a Motor Garage and judging by the architecture it was about this time that buildings were erected. English Heritage not then being in existence no attempt was made to match the frontage to the existing crescent. In the early 1920s the garage closed and the site was occupied by Jacobs, the biscuit manufacturers (of Cream Cracker Fame?) They left about 1960.*

*During WWII the authorities realised that emergency service vehicles should not all be garaged at one location as in the event of an air raid a very large number could be destroyed by a single bomb. Therefore this former garage was utilised to house one (or more) fire engines and established as a "Fire Station". Its use was discontinued after the cessation of hostilities. However, clearly the name has "stuck" the frontage now displays a large sign saying THE FIRE STATION.*

### **REPORT FROM JOHN ASHFORD- Our Representative with "Redcliffe Futures" Group**

**This report covers the period September to November 2009 and deals mainly with matters discussed that are in close proximity to Merchants Landings**

**Redcliffe Wharf.** Westmark are still dragging their feet on this site which could be due to the current economic climate. When pressed on their intentions for the site Westmark still claim to be interested in the site as a development prospect.

Quite separately however there may be other 'players' coming forward with different proposals to develop this site. Intelligence gathered supports this notion with a proposal for a development that would meet the 'sustainability and environmental' criteria demanded for this important site. Any proposal will need to ensure that the historical context of the site is preserved and if at all possible it should retain its Maritime links.

Details are sketchy at the present time but I will keep MLRA informed if and when further information emerges.

**Bristol General Hospital.** Barton Wilmore, the Planning Advisors for this hospital site development proposals have been in extensive discussion with Bristol City Council Planning Department and English Heritage about this site and Barton Wilmore will mount an exhibition relating to the site for the local community to respond to the proposals and help form the basis of a '*Development Brief*' for the site. **The exhibition will take place on 7<sup>th</sup> December from 11am to 8pm at BGH William Lloyd Unit reception/waiting area.** It will be an opportunity for residents to make their comments known to the consultants at this early stage. One issue that should not be overlooked when MLRA consider the BGH proposals is to keep in mind the peripheral ground spaces that will surely be under scrutiny. I have in mind particularly the area between the 'John Sebastian Lightship' and Wapping Road. MLRA will need to have firm ideas on what should be done with this space. It is not the Trust's intention to market the site before its disposal which would only take place later with the benefit of the Development Brief agreed through the planning and community involvement process.

**Rapid Transit Proposals. See over**

**Our website! -**  
[www.mlra.co.uk](http://www.mlra.co.uk)

#### **Drains!!**

A survey has been carried out and hopefully the flooding problem in the MQ / CC mews will be alleviated soon!

**Thinking of selling your property?** Michael Reynolds is very interested in purchasing a property on Merchants Landing. He can be contacted on 07977 228 339.



### Your Committee Members

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### A Merchants Landing Wind Turbine? By Michael Hart

Imagine Merchants Landing with a wind turbine to help combat global warming. Fortunately for us the Bristol City Council has two experiments underway from which we may learn. One wind turbine is on top of the Colston Hall and the other at Cabot Circus. Forget, for the moment, that you have hardly ever seen them moving. The Colston Hall one is of the Darrieus type whereas the Cabot Circus one is of the Savonius design. Both design concepts are almost 100 years old and descriptions can be found on Wikipedia.

We have a local interest in the company Ecotricity ([www.ecotricity.co.uk](http://www.ecotricity.co.uk)) who own the 3 wind turbines at Avonmouth and they also sponsored the Council one on top of the Colston Hall. Ecotricity have 32 wind parks, 101 wind turbines, 204 MW of green electricity, 172,000 'Homes per year equivalent' (Hpye) or 354,000 'Tonnes of CO<sub>2</sub> saved per year' (TCO<sub>2</sub>). Well, that is less than 3% of Didcot A power station CO<sub>2</sub> emissions saved. According to the British Wind Energy Association (BWEA [www.bwea.com](http://www.bwea.com))\* the Bristol Port Wind Park Ltd is equivalent to 3,355 Hpye. So Avonmouth displaces about 0.05% of the CO<sub>2</sub> from the Didcot A power station (every little helps a little bit ) but this gives us a scale for comparison – 2,000 Avonmouths equals about 60% of Didcot.

A major trial was conducted on 'house sized' micro turbines (about 1 kW peak power output) a year ago. Read it at [www.warwickwindtrials.org.uk](http://www.warwickwindtrials.org.uk). Don't read the home page. Read the actual report, which is quite different. As small (e.g. 1 kW) microturbines are so inefficient should we consider having a bigger Merchants Landing Community one, living forever after on the rich pickings from wind generated electricity sales?

The Colston Hall wind turbine seems to be a 'quietrevolution model qr5', but even if it is not the company ([www.quietrevolution.co.uk](http://www.quietrevolution.co.uk)) has a very informative web site. From it I found that the qr5 is rated at 8kW peak electrical power output and cuts out below 4.5 m/s windspeed. Based upon BWEA wind statistics and the manufacturers technical specifications the qr5 should produce 6,500 kWhr at an annual average wind speed of 5.5 m/s. 1 Hpye equals 4,700 kWhr.

According to BWEA the annual average wind speed at the Colston Hall is 5.9 m/s @ 45m above ground and the annual average wind speed at Merchants Landing is 5.4 m/s @ 45m. Since the manufacturers do not recommend use below 5m/s Annual Mean Wind Speed our imagined wind turbine should be on a tower about two or three times as high as the office block or four or five times as high as the houses.....*truly a land mark!*

\*For a much more user-friendly review of wind energy see [www.awea.org](http://www.awea.org)

**Rapid Transit** The first round of consultations have now been concluded . Three meetings of the Community Steering Group took place to discuss the Aston Vale to Temple Meads & Bristol City Centre route at which RFG and MLRA representatives were present. The results of this consultation process will be reported to BCC Cabinet on 10<sup>th</sup> December and to NSC Executive on the 15<sup>th</sup> December 2009.

The main issue discussed that had a bearing on Merchants Landing was Prince Street Bridge and how traffic densities & flows would change should the bridge be closed to car vehicles in the future. Data was given showing that around 650 and 500 vehicles (AM and PM Peaks) used the bridge respectively which were considered to be light when compared to similar city centre links. There would be an increase in traffic numbers at Bedminster Bridge as a consequence with a net increase of some 200 vehicles which represented a relatively small proportion of traffic usage at that junction and would be quite manageable. There seemed to be general support for closure of Prince Street Bridge to general car traffic. The use of the bridge for Taxis was raised and the matter would be considered by W of E Partnership later. More details can be found on [www.westofengland.org/rapidtransit](http://www.westofengland.org/rapidtransit). The next stages to be met are:

- Full Council Meetings for NSC 5<sup>th</sup> Jan and 23<sup>rd</sup> Feb 2010 and BCC on 19<sup>th</sup> Jan and 23<sup>rd</sup> Feb 2010.
- Transport and Works Act Order (TWAO) made at end of January 2010 which triggers a 42day objection period for individuals and groups to Secretary of State who may call for a Public Enquiry which is usual for TWAO applications.

At the last AGM of MLRA I presented a full description of the proposed BRT scheme as at October 2009. If any resident wishes to see this presentation document I can forward it to him/her by Email.

Please contact me on [john.ashford3@btopenworld.com](mailto:john.ashford3@btopenworld.com)

Next edition of "QUAY NOTES" will be out on 1st March 2010. Contributions to Mary and Anthony @ 5 Merchants Quay or preferably to: [rackhams@talktalk.net](mailto:rackhams@talktalk.net)