Officers and Committee - Trust Annual Report 1972

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Hon. Secretary	Mrs R.D. Utting	The Red House, Hursley, Winchester
Committee Members	Mr B. Allen	5 Clamp Green, Colden Common, Winchester
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	Mrs W.J. Carpenter-Turner, J.P.	11 The Close, Winchester
	Mr P. N. Cox	1 Fordington Avenue, Winchester
	Mr F. Chippindale, F.R.I.B.A.	12 Sparkford Road, Winchester
	Mr M.H. Hughes	Turret House, Brambridge Park, Bishopstoke
	Sir Lionel Lamb, K.C.M.G.	St Cross House, Winchester
	Miss P.Craken	20 Hyde Close, Winchester
	Lt. Col. H.E. Madge	Sandpits, Kingsgate Street, Winchester
	Sir John McNee, M.D., D.S.C., F.R.C.P.	Barton Edge, Worthy Road, Winchester
	Mr D.J. Smith, F.R.I.C.S.	78 Parchment Street, Winchester
	Mr R.D. Utting, A.R.I.B.A.	The Red House, Hursley, Winchester
	Miss E. Viney	"Antiques", Chesil Street, Winchester

Mr E.K. Walker, A.A.Dip, A.R.I.B.A.	Struts, Sleepers Hill, Winchester
Mr I.A. Webb	35 Southgate Street, Winchester
Mr A.P. Whitaker	Compton Lodge, Compton, Winchester

Articles of Association - Trust Annual Report 1972

Members of the Trust may like to be reminded of what the Preservation Trust stands for. Accordingly we reproduce the opening paragraphs from our Articles of Association.

"To promote and foster the amenities of the City of Winchester and the surrounding district by seeking to conserve the character of the City by preserving and protecting its buildings and by sponsoring and encouraging rebuilding and redevelopment in accordance with the best architectural standards and the existing character of the City and district and for such purposes to acquire, repair, rebuild or sponsor the acquisition, repair or rebuilding of any building or thing which is worthy of preservation as being of local, historic or architectural interest; to apply for preservation orders in respect of buildings, trees or otherwise; to make donations in money or in kind to and to co-operate with charitable institutions with interests similar to the objects of the Trust.

In furtherance of the foregoing objects but not further or otherwise to collect, collate, circularise, and make available information of local interest, and for such purpose to publish or contribute to the publication of papers, books, reports, periodicals and other publications and to promote, arrange and organise or assist in the promotion, arrangement or organisation of exhibitions, lectures and discussions or subjects connected with the objects of the Trust."

M3 - Trust Annual Report 1972

In the last Annual Report for 1971, the greater part was taken up by the M3 proposals. At the time of going to press this year the Minister's decision has still to be announced, and there is reliable information that the public's reaction to the Inspector's Report was more critical than is usually the case.

Enquiries reaching the Trust show that the opposition to the proposal is in no way diminished. The most likely explanation of the delay would seem to be that a decision will not be made until the next section from Compton to Southampton is settled. It would plainly not be sensible to reject the Popham to Compton section and then to proceed with the Compton Southampton Inquiry. On the other hand, if the

Minister had announced that the road should go ahead in the northern section, it would appear to put pressure on the acceptance of the southern part before the Inquiry opened. One decision on the whole preferred route from Popham to Southampton would appear to be the most likely.

The Brooks Development - Trust Annual Report 1972

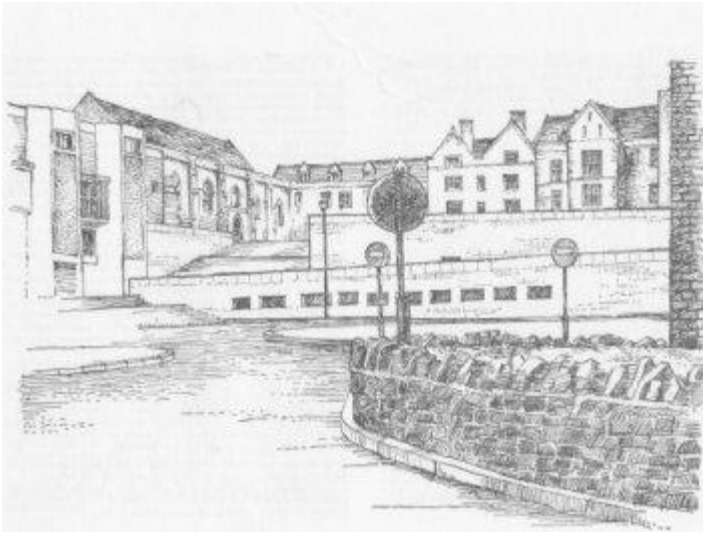
We are very pleased to see that the Winchester City Council has been commended for the Brooks Development I and II, East Street and Lawn Street, by the Civic Trust Awards Scheme. The commendation states "an urban quality and a commendable respect for the architectural traditions of Winchester are characteristics of this scheme. It is equally happy as a complement to the grass areas beside the stream and when seen from the street frontage. The height, colour and grouping of the buildings all contribute to the scheme's success. The architects have taken excellent advantage of the stream which was previously inaccessible to the public. The restrained treatment of the embankment is exemplary, as is the detailing of all the external works."

Some reservations however can be expressed about the aspect of the group from Union Street. The heavy traffic which will be increased still more with the progress of the Winchester Traffic Plan, has necessitated the building of a high wall along the northern side of the group, to reduce the effect of noise and petrol fumes. This spoils the appearance of the buildings and the introduction of incidents to reduce the monotony seems somewhat too timid.

The Brooks development is commended also in the booklet issued by the Planning Department of the Hampshire County Council entitled "Better Design". In case the Preservation Trust gives the impression of only being concerned with the past, let it be emphasised that we welcome worthwhile additions to the City and only regret that new developments are not all of this high standard, shown in the Brooks Development, the W.I. extension of their headquarters, the factory conversion for Hampshire County Council Central Purchasing Department at Bar End and the Peterhouse Presbytery.

Other examples noted in the booklet have already been applauded in previous reports, namely the Wharf Mill conversion into flats, the restoration of the Anglia Building Society and the National Westminster Bank in the High Street.

The Castle - Trust Annual Report 1972



New Law Courts

We reproduce a drawing of the new law courts as seen from the corner of Trafalgar Street. It will be the first impression received by most visitors. This new complex surrounding the original Great Hall of the Castle, has been produced by an army of planners, lawyers, architects, contractors, local government officers, surveyors, engineers, quantity surveyors, stone masons, electricians, plumbers, carpenters, bricklayers crane drivers, labourers and committees. Some of those involved were perhaps amazed when they saw what has been accomplished by their combined labours. Others no doubt have grown so accustomed to the coup d'oeil as it developed that they have ceased to marvel. It may perhaps be recalled that the 19th century law courts built on this site, slipped down the hill and disappeared from sight for ever.

But what connection has a random rustic stone wall, apparently imported from a Devonshire village to do with Winchester's High Street? It is as if someone had taken a motor cycle into the law courts and started it up while the judge was delivering his summing up. Both are misplaced.

"A garden is a lovesome thing God wot" is a line which Dame Edith Sitwell said was like being hit over the head without provocation. This kind of intrusion has come to be known as "god wottery" and is something we can do without.

Christchurch Road - Trust Annual Report 1972

One of the attractive features of Winchester has been the large open spaces in our midst, the large gardens and plenty of trees.

The Planning Department of the County Council produced an excellent Report on the residential area of Christchurch Road in July, 1970 but in the meantime very little attention seems to have been paid to its findings and the re-development taking place is of a high density and seldom sympathetic to the area.

Under Heading 8 "Density and Form of Development" the Hampshire County Council Report reads as follows:

"It is considered that any significant increase in density would markedly affect the character of the area due to the change in the pattern of development, the need for additional car parking and public spaces (for example childrens' play areas). Without large scale development the provision of such open spaces would be difficult."

"An increased intensity of land use would also lead to a steady demand for the felling of trees to make way for development. However the nature of the development appropriate to the area could vary considerably and applications should be considered on their merits. As a guide it seems appropriate to restrict development to either:

- Individual houses at five dwellings to the acre
- Blocks of flats up to a maximum of 36 habitable rooms to the acre subject to the suitability of the particular site."

The City Council seemed to go along with this particular view up to and including the Public Meeting held on January 27th 1971. By September, 1971, however, this view had been abandoned, with a recommendation that all reference to specific densities should be omitted.

In the planning application for 90, Christchurch Road, it was claimed that adherence to the original County Council Report would limit the development to two storeys in an area consisting mostly of three storey houses. This was curious. for out of a total of 76 houses only four have three storeys proper and twenty have two storeys with gable rooms. This leaves 52 two storey dwellings in the area. Contrary to the recommendations in the Report approval was given for a three storey building in a predominently two-storey area, thereby considerably increasingthe density. In the Winchester Town Plan the area is scheduled to reach a density of 15.6 persons per acre in 1981. This, after a Council Minute in 1971 "... it is considered that any significant increase in the density would markedly affect the character of the area." This view is endorsed by the recommendations of two of the groups contributing to the Winchester and District Study.

The dangerous words in the H.C.C. Planning Report are "... applications should be considered on their merits."

The local residents of the Christchurch area are certainly alarmed at the way things are going. Christchurch Road is unique in having a number of houses which the County Council Report says "show no significant signs of the degeneration of the environment frequently encountered in districts containing the larger type of Victorian family residence and where a demand for houses still exists." In fact it was found that multi-occupancy in the district is on the decrease.

The Preservation Trust has considered whether the whole of the area of the Report should be declared a conservation area, but preliminary enquiries show that this approach would not be likely to succeed. But, as Sir Desmond Heap, President of the Law Society, has pointed out, ever since July 1st 1948, under this country's post

war town planning law, it has been possible to exercise complete control over the kind of buildings which are erected anywhere. It has been unlawful for the last 24 years to put one brick on top of another without first getting planning permission which is granted by a local government planning authority and may be granted (subject to appeal to the central government) subject to such conditions as to height, bulk, materials etc. as the authorities think fit to impose. Sir Desmond goes on to wonder whether the town planning control is not too important to be left to the tender mercies of local government committees at all. Making a mistake is one thing—repeating would be intolerable and we are therefore pleased to learn that permission for two more re-developments have recently been refused.

A Bad Year for Winchester - Trust Annual Report 1972

Re-development has not been confined to Christchurch Road. Much dismay among residents has been caused by the developments at Priors Barton, Dawn House, and elsewhere. The density, though less than demanded by the developers, is seldom sympathetic to the area. Mini estates of what are described as "Luxury Town Houses" are popping up above garden walls bounded by sinuous concrete curbs having a deadening effect and reducing the quality of development—surely there must be a better way of getting motor cars among the houses. This kind of treatment has become a habit and once it gets a hold, developers know that they are likely to get permission to do the same kind of thing elsewhere.

Changed attitudes to housing are also seen at St. John's South. When these were built in 1832 the aim was plainly to provide the highest standard of accommodation which was both good to look at and good to live in. An example was set which could not, alas, be followed by cottage improvement societies elsewhere through lack of funds. St. John's was skilfully designed as a courtyard open to the south west, allowing the evening sunshine to penetrate from the direction of Abbey Gardens. But this most attractive setting will be lost with the building of a new wing facing the Mayor's official residence at Abbey House. Accommodation is wanted for the elderly but the cost of building is high, so instead of the picturesque and homely building of 1832, some of which is now demolished, we have a utilitarian approach, lacking in the qualities which old people and the important site deserve. What other City would allow this to happen at the Civic Centre ? In order that the elderly can get a view of the gardens, the boundary wall is to be replaced by railings, but never mind, some say, the new wing will be screened by the trees lining the river.

Nevertheless it cannot be denied that in 1832 affairs seemed to be better ordered than in 1972. For that period the living accommodation provided was of a relatively high standard and pride was taken in a worthy building justified on its own merit without the need to be screened by trees.

The idea of a home has been devalued. Now it is not what you like, but what is available, and this is one of the penalties of rapid population growth and inflation. The stock of older, attractive houses is speedily diminishing. Houses with

individuality are keenly sought after and often preferred because they have the one luxury which is now almost beyond price-space.

Business re-development also has given a jar to local residents. "Basic Unnoticeable" might be an apt description which would fit most of these, and which, as years go by, whittles away the character of the City. The building which has appeared at the corner of Southgate Street and St. Swithun's Street is a case in point, except that it has been rendered "Basic Discordant" by the choice of bluish tinged brick. It raises the problem of whether it is possible for a Planning Committee, sitting in the dim light of a dingy room, to reach the right decision on the choice of colour of brick in a matter of minutes. Winchester is an area of red brick and tiles but it seems difficult to obtain a well textured brick of sympathetic colour in these days, and this does not mean that all new bricks should adopt the colour of the Casson Block. And would it not be possible to provide a more interesting wall at street level than now terminates St. Swithun's Street at the point where the Roman South Gate of the City once stood?

Traffic in Winchester - Trust Annual Report 1972

This year an Inquiry has been held into the City's Traffic Plan. A partial solution to Winchester's traffic problem was provided some thirty years ago with the construction of the present By-pass. With recent urban growth the problem again becomes acute as the frequent long traffic queues testify. It is hoped that the plan which has been continuously evolved over the years will provide a solution by transfering the main traffic flow to the north away from the historic area surrounding the cathedral.

The original central cross roads is to be finally moved away from Jewry Street and High Street to a new roundabout at the foot of Station Hill.

When the plan is completed this new roundabout will be the centre of traffic distribution for no less than ten destinations. Sign posts will be needed to point the way to Newbury and Andover (A34) Basingstoke (A33) London and the South (M3) Alton (A31) Petersfield (A272) Chandlers Ford (A34) Romsey (A31) and Stockbridge (A272).

If our destination is to be London, we are expected, on the highest authority to ignore the sign which directs us to the M3 one mile away and trundle up the A33 in search of the M3 at Popham, twelve miles away. Probably there will be no choice, and under the Basingstoke signpost we shall see the familiar yellow sign "Diversion M3 and London", because there seems to be no doubt that the construction of the M3 (if it ever comes) will attract so much traffic into North Walls that they will be proceeding at a crawl most of the way. It has to be remembered that the dual carriage way of North Walls only replaces roads lost elsewhere, and provides little extra traffic capacity. The statistics gathered in 1965 and 1970 give no reliable indication of traffic flow, since they were collected before the plans for the M3 were published, and assume that there will be seven points of access to the By-pass and not only

North Walls. For this reason no calculation is possible at the present time of the increased traffic that will try to use this overcrowded thoroughfare. There is no way of calculating the effect of the M3 on this area at this stage, and it seems likely that it will be well nigh impossible for pedestrians to cross North Walls. Why is the lesson learned at such cost at Basingstoke not applied to Winchester?

Without the M3 the Winchester traffic plan might provide some alleviation but it must not be forgotten that the obstacle of the Durngate Bridge is performing a very useful function in restricting traffic from Easton Lane. When that obstacle is removed and the road improved the flow into, and away from, North Walls will be greatly increased. It seems that the citizens of Winchester are getting a very raw deal. The country's finest relationship between historic Cathedral City and open countryside would be ruined for all time. Having suffered the sight and sound of the construction of the M3, together with the concentration of increased traffic within the City walls, the citizens are not even expected to use it. Winchester if the Planners have their way is to have the unenviable distinction of being the first historic City to have a motorway so close, and secondly the only historic City to have motorway traffic directed through it.

A recent issue of the *Sunday Observer* reports on the anti-motorway revolution going on in Britain's cities. Road programmes are being scrapped or reviewed in Nottingham, Bristol, Bath, Glasgow, Newcastle and York. This arises both from public opposition and the feeling that the motor car is coming on a tide which will swamp every improvement, so it is useless to adopt the posture of Canute. In the place of these schemes there are plans for free, and frequent, public transport services connecting outer ring car parks with various business centres. In Abingdon there is already a dial a minibus service to collect passengers from their homes. Similar schemes are being planned for Maidstone, Chelmsford and Harlow. The need now is for the government to stop subsidising road programmes and to subsidise public transport instead. The motor car can be accommodated in cities, at the price of the city's destruction, but one thing is certain that all the road improvements in Winchester will quickly be swamped by the increased flow they will encourage. It is equally certain that other means will be found for moving people about if the road improvement never takes place.

Nos. 18-19 The Square, Winchester - Trust Annual Report 1972

Better known as Gilbert's Bookshop, an application was made in the summer to demolish and rebuild by the owners, St. John's Trust. This is an area in which every citizen and tourist delights, and is a manifestation of the best which Winchester has to offer. It is on one of the most frequented approaches to the west door of the Cathedral.

The application posed such a serious threat that the Preservation Trust immediately got in touch with the Royal Institute of British Architects asking them to nominate an architect who could make an independent survey and give an opinion. The owners most courteously agreed that this should be done.

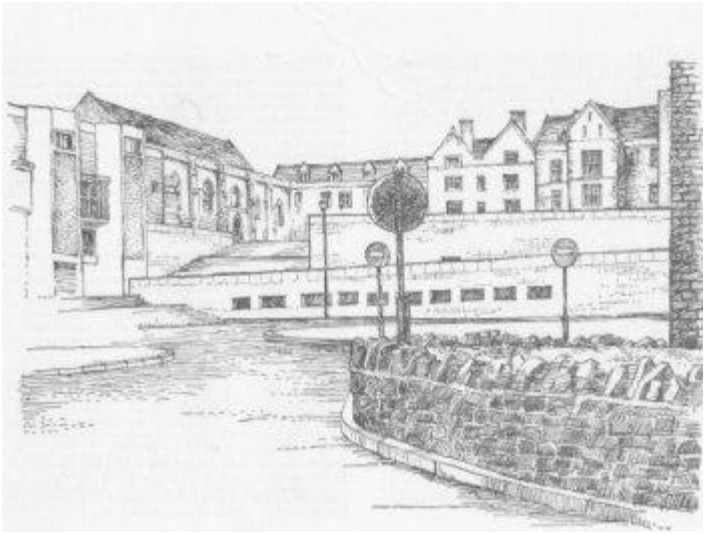
The Report showed that "there was evidence of movement and settlement from the brick vaulted basement to the roof. No specific cause is apparent, simply an accumulation of destructive forces emanating from various forms of structural failure in brickwork and main timber framing, precipitated by death watch beetle and other beetles in timber framing, damp from defective guttering and rain water disposal systems, aggravated by leaking plumbing installations." The Report goes on to point out that the limit of first aid repairs has been reached and that complete renewal or extensive repair is now imperative.

However the Report ends on a hopeful note that it is possible to carry out extensive repairs in order to preserve the building though considerable renewal may be inevitable and possibly some internal replanning. It may be that such preservation will be more expensive than re-building, but there was surely never a more important case for grant aid.

If a listed building has been allowed to fall onto a serious condition through neglect which goes back maybe for generations, the local authority may be entitled to buy it compulsorily (with the Minister's consent). The intention of the recent planning Acts is to put responsibility for the preservation of listed buildings squarely on the owners, with the assistance of grants from central funds and local authorities.

The Council have put a preservation order on the building and we hope that a successful restoration will result.

Restoration - Trust Annual Report 1972



86 High Street

We illustrate restoration in the High Street which should on no account pass unnoticed - Messrs Offord and Sons, the new jewellers at No. 86. This is an example of what should have been done on many occasions in the past so that Winchester would have been a far more interesting place than it has, in fact, become.

We are also pleased to see that another prominent and attractive group facing Jewry Street is looking very much improved following the repainting of Nos. 58 and 60, though praise cannot always be extended to the newly inserted shop fronts nearby.

On the whole the High Street is presenting a very much better impression than it did a few years ago with one or two notable exceptions where the Preservation Trust is interested in getting an improvement.

We are pleased to record the decision to rehabilitate Granville Place. While not in any sense an architectural gem, it is part of Winchester's history as the dwellings of the workers at Wharf Mill. It is typical of much 19th century housing found throughout the country. An important difference of course is that the riverside site is one of the most attractive parts of Winchester and this makes it worth saving. An important factor is that it will be cheaper to bring these terrace houses back into use than to provide a completely new scheme. The movement towards rehabilitation is gaining speed throughout the country and is essential to help in providing more houses. In this case it is cheaper and this makes it all the more welcome.

The Umbrella Shop - Trust Annual Report 1972

Many Winchester citizens regarded the demolition of the attractive Umbrella Shop in the Square as the most deplorable act of the year.

It gives rise to the thought "What is the use of Conservation areas?" Those of us who thought that protection would be afforded to such charming examples of Winchester's past, were greatly mistaken.

The irony of the situation is that under the Town and Country Planning (Amendment) Act which received the Royal Assent on July 27th, this would have had more protection.

The third (and very welcome) innovation contained in the new Act is a power enabling local planning authorities in England and Wales (subject to the approval of the Secretary of State) to control the demolition of unlisted buildings in conservation areas. Previously, demolition did not need planning consent except in the case of listed buildings. Many conservation areas contain buildings such as those on the old Grade III lists, groups of buildings or whole streets which, although not of listing quality nevertheless contribute a great deal to the area. Some areas will have a preponderence of such buildings whose protection is essential to the appearance and character of the area. Planning Authorities will now need to identify those buildings, groups or streets in conservation areas, which should be made subject to demolition control. In many conservation areas it will be appropriate to seek Direction to control the demolition of all buildings.

1974 - Trust Annual Report 1972

How will Winchester stand when the local government changes come into force ? This is a question which is of great concern to the Preservation Trust. The eyesores greeting us in so many towns is often blamed on local councillors, but they have little experience of planning and architectural matters and must depend on the guidance of local government officials. The question is whether the new Councils will provide a better service than hitherto. The radical proposals for local government reform certainly provide a golden opportunity.

The publication of the Bill last November, however, gives rise to some considerable doubts. Hopes had been raised that planning would become an integrated whole, but now it seems that the Government has conceded the preparation of local plans to the Districts without any requirements for joint staffing or supervisory role for the County authorities.

The County Councils' Association was quick to point out that scarce specialist staff would have to be spread over nearly 400 planning authorities instead of 141. The representatives of the Districts, not unnaturally took the opposite view since it gave the existing officers a chance of maintaining their positions undisturbed under the new set up. So it seems that the opportunity for re-structuring the service may be lost. It is plainly the duty of Amenity Societies to insist on a management solution which ensures a co-ordinated approach to problems of preservation and development. The smaller authorities will not be able to bear the cost of a separate planning and architectural department, but a solution could be found by appointing a chief officer taking responsibility for the provision of advice and perhaps with an agency arrangement with the County Council. In the larger Councils the Government has rightly insisted on a local analysis of objectives bringing together all the environmental services to ensure maximum efficiency.

To be fully effective there must be close co-operation between the administration of building regulations and the direction of planning and building-design. It is only the close co-ordination of these services which can improve the quality of advice which the councillors will receive. It is essential that we have in Winchester a person who will be equipped in every way to guide and control the local environment—now recognised as a crucial political issue.

While reform is necessary it has to be remembered that the hopes of reformers are seldom fully realised and events often take a turn which was not foreseen.

Planning - Trust Annual Report 1972

While in favour of planning as the lesser of many evils there should be better co-ordination. For instance in this Report we have praised the original version of the St. Cross Road and Christchurch Road Study, but, paragraph eleven reveals, that this was drawn up without reference to the Winchester Traffic Plan. The Winchester Traffic Plan in its turn was drawn up without any knowledge of the activities of

another group of planners busy working on the M3. There was plainly no co-ordination between the recently completed Chandlers Ford By-pass designers and the M3 planners. If there had been, a little further thought would have made the Compton-Southampton road an acceptable termination to the M3, which the AA and the RAC assure us it is not, so perhaps the opponents of the M3 have something to be thankful for here. During the Winchester Inquiry, the representatives of the Road Construction Unit were insistent that they could not consider any scheme close to Winchester which did not conform to full motorway standards, but for the final section of the road from Compton to Southampton, full motorway standards are not proposed.

Events in 1972 - Trust Annual Report 1972

14th April
Winchester Barracks. Lecture for School children given by Mr. Richard Sawyer.

27th May
Coffee morning arranged by Miss C. de C. Hamilton.

27th May
Lecture Tours given by Mrs. W. J. Carpenter Turner.

26th May
The Broadway.

2nd June
Dove cotes and Ponds.

10th June
Visit of the Shaftesbury Society to Winchester. 6th-7th October. Stand at Hobbies Exhibition.

M3 Appeal Account - Trust Annual Report 1972

Period 1st March 1971 to 20th April 1972

	£ p	£ p
Total Receipts including Interest on Deposit		953.14
Expenditure		
Hants Chronicle	8.10	
Solicitors Fees at Enquiry	1207.38	
Solicitors Fees at Enquiry	_____	1215.48
		_____

Deficit met from Main Account	262.34