Officers and Committee - Trust Annual Report 1974

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Introduction - Trust Annual Report 1974

The preservation of historic towns might appear to be a matter for strong popular support at the present time. As tourists make whirlwind visits to European art centres, noting in their diaries the important features glimpsed through the viewfinders of expensive cameras, you would have thought there would be an overwhelming pressure for the preservation of our heritage.

Not so: but pressure is building up. Try asking tourists homeward bound at Heathrow if they have seen Winchester.
"Did we see Winchester honey?" the faithful recording wife is asked, and after consulting the inseparable diary, she replies;
"Why sure, we liked it."
"What did we see there?"
"It says here there was a Cathedral, a Guildhall, a Castle and a round table."
"We'll recall them O.K. when we get our films back home."

While Winchester will strike the high speed tourist as a restful oasis, in contrast to the rush of chrome plated motor and air travel, what more it may be asked does the resident see ? And very often the answer can only be "Not much." Frequently we see too little in what is familiar and easily accessible. All this is curious to observe because it reveals a menacing situation, what an American critic has called the de-aesthetising of art, while architectural standards seem to fall in inverse proportion to the catastrophically rising volume of new building.

The public and even the informed elite avert their eyes from the present, and try to forget, by living in the past in self preservation. Inevitably many architects feel powerless, since they cannot act on such an environment with any real effect. Is the growing public regard for historic cities, and works of art from the past (as against indifference to what is happening In the present) symptomatic perhaps of a break in our social fabric ? One reason surely, why the past is preferred to the present, could be because the influence of the craftsman's hand is still perceived, while this quality which strikes a sympathetic chord in the beholder, is missing from the anonymous mass produced components, from which buildings are now manufactured.

The answer is that the visual sensibility of the citizens must be aroused, and a critical appraisal of the environment awakened. The past as revealed in Winchester, is a portion of arrested happening. It is a graph of activity, now stilled ; but a graph made visible like an astronomical body, by a light which originated the activity. It is thus that the fascination of the past lies before us, and connects us directly with it, and gives the object a new dimension.

But it is plain to see the beginnings of popular reaction against the managerial turn our society has taken, and against modern ways of building, causing communities everywhere to reappraise what is left of their stock of old buildings. The way of life these enshrine may not be very wonderful, the buildings themselves may not be high art, but both seem much to be preferred to the buildings our masters are likely to put in their place. This affords motive enough for reviewing very carefully all proposals to sweep away old quarters to make room for centralised facilities.

The Re-organisation of Local Government - Trust Annual Report 1974

The year 1974 has been very important in the development of effective preservation. Last year we looked forward to the changes brought about by the re-organisation of local government. That Winchester should have their own officers for planning and conservation, is proving very valuable. The Trust has had an opportunity of working closely with the new department, to build up a relationship which it is hoped will be beneficial by fulfilling the requirements of participation in planning, which is supported by recent legislation.

There are, however formidable problems. Not only are there strong pressures for re-development on many important city sites, but the area covered by the new planning department, is very much larger. The department, therefore, is having to establish their position while assessing a multitude of planning applications. The Trust is also very grateful to members of their sub-committee, set up to examine the planning lists each month, and then holding a meeting to comment on the proposals after a visit to the site. This demands the expenditure of much time and effort, but very worthwhile for all those really concerned about their environment.

European Architectural Heritage Year 1975 - Trust Annual Report 1974

The Trust has had under consideration the best way of celebrating European Architectural Heritage Year, and are prepared to undertake the restoration of some small property, while at the same time establishing a revolving fund for future use. Profits from the first project could then be ploughed back into future rescue operations. With this in mind it would be necessary to buy a suitable property at a low price, in a position where its demolition would be a serious disturbance to an established area of local interest.

A period of uncertainty in property values makes this project difficult to accomplish at the present time, and this is made worse by sharply rising building costs. This kind of exercise is best carried out on a rising market, so that our proposal may have to await a more favourable opportunity.

The Trust must, however, mark Heritage Year somehow. To do this a new record of the High Street is being prepared, consisting of architects drawings of the High

Street, and published in a series pull out folders with historical notes relating to the buildings.

But many are of the opinion that the most significant contribution which could be made to Heritage Year would be to ensure that the ring road scheme is abandoned.

The Ring Road - Trust Annual Report 1974

Members of the Trust will know that the ring road has been a recurring theme in our Annual Reports ever since the plan was put forward in 1963.

Questions asked by the Trust at the M3 Inquiry, concerning the effects of the motorway on Winchester's traffic were brushed aside as irrelevant, and no work at all was done on the traffic problems for the next three and a half years. The figures demonstrating the need for the ring road, anticipate a traffic flow in 1984, equal to the present flow on the by-pass. Thus we have gone full circle. In the thirties a by-pass was built to take the traffic out of Winchester and in the seventies it is proposed to build a road to put it all back again.

The scale of demolition and new construction this would require, appears to indicate that this is expected to provide a permanent solution, but District Study figures show that it would be full up almost as soon as it was completed. That is of course if we are prepared to accept the estimated figures for the rate of traffic increase, which do not take into account the increase in the cost of oil fuel, the impact of inflation or the unexpected fall in the birthrate. But suppose that the estimates are correct—what then ? Will the ring road be widened to six lanes ? Will there have to be dual carriageways down all the radial roads? Will more of the city centre have to be demolished to provide more car parks ? If this is not the case then it must be asked why Winchester should be permanently destroyed for the sake of a few more years of extra mobility, and even that for people living outside the town.

The exhibition displaying the details of the proposals, held in November, should be followed up by a coach trip to Canterbury so that the errors made in another historic city can be examined for their relevance to Winchester. Mr. Michael St. John Parker who has lived in both cities, makes the following important comparison.

"The Canterbury Experience - A Lesson for Winchester" - Trust Annual Report 1974

Canterbury is a Cathedral City of almost exactly the same size as Winchester, and of very similar character; it is located at a comparable distance from London, and is also the first stop inland from a major port; finally, like Winchester, it is situated at the centre of a knot of communications, in a bowl surrounded by hills. Its road problems have developed in advance of those at Winchester, however, partly owing to the fact

that the A2 London–Dover Road has been under genuinely heavy traffic pressure for longer than the London–Southampton routes.

The A2 originally ran right through the centre of Canterbury, but a major realignment of the approach from London took place in the 1950's, when a stretch of dual carriageway was built between Harbledown (the passage through the hill barrier) and the Castle (at a point on the edge of the old City centre as defined by the mediaeval walls). This new road (Rheims Way) had the double function of diverting traffic along a new line which skirted the City walls to the point where it turned off towards Dover, and of acting as a partial ring road for local traffic. It bears some comparison with the Winchester Bypass.

Much remained to be desired in the case of each function, however. Through traffic was still delayed in the later stages of its passage, and local traffic still choked the narrow streets in its attempts to circulate through the central area.

The latter problem, which was the responsibility of the City Council (Canterbury enjoyed county borough status until the local government changes of April 1974), provoked a determination to ease the flow. It was therefore proposed to extend the Rheims Way by a series of stages all round the line of the City walls (considerable stretches of which still remain standing), to carry local and "regional" traffic (as opposed to A2 through traffic).

In its original form this scheme was associated with an extensive programme of demolition, road-building and multi-storey car park construction in the City centre, which was a legacy from the replanning made necessary by wartime bomber raids. The local outcry against these central redevelopment schemes however led to their being extensively modified during the 1960's; but the more sensitively the core of the City was treated, the more it was insisted that a ring road was essential as a traffic excluder.

The ring road scheme itself involved heavy loss of historic and architecturally valuable properties; major severance between the inner and middle City areas; the ravaging of coherent districts of old housing; and massive intrusion into intimately-detailed riverside areas. During the late 1960's public opinion became increasingly hostile to this scheme, both in concept and in detail, and eventually forced the City Council and the Government Department concerned to join in commissioning a fundamental reappraisal of the City's traffic problems by a firm of traffic consultants headed by the well-known Prof. Colin Buchanan.

The Buchanan study, which took place in 1969/70 and cost £30,000, effectively cast doubt on most of the presuppositions which had governed the City's road planning. But by this time the consequences of building Rheims Way so close to the City centre were being felt in terms of a narrowing of the options available, and the consultants could only suggest that the Ring Road should be stretched a little further out in other sectors of its circuit. Thus what had been hailed as the definitive study turned out to be little more than the first stage in a fresh round of arguments.

Meanwhile the A2 traffic continued to pose increasingly intolerable problems. To ease its passage to the Dover Road, Rheims Way was extended in 1970/71 around

a stretch of the City walls, so that dual carriageway covered the old City ditch and ringed the eighteenth-century Dane John urban park. Even so, the new roundabouts were quickly jammed up at peak periods by the traffic which these alterations apparently generated in excess of estimates, and pressure mounted in the City for a comprehensive bypass scheme.

The Ministry for some time refused to consider this, on the grounds that Rheims Way with its extension constituted a form of inner bypass. Eventually, however, after drawing up bypass plans for practically every village between the end of the M2 and Dover, they relented, and a wide-swinging bypass for Canterbury is now under discussion.

The irony of all this is that the interaction of the demands of through traffic and local traffic has produced a ring road scheme which is very destructive and brutally large in scale, highly inflexible, and much too close to the City centre to serve any useful purpose. Once begun, however, it has been carried on by its own momentum.

In sum, Canterbury's experience demonstrates that in a town of this size and type.

1. The effect of directly linking a major through traffic route to a local circulatory system is to generate unacceptably high levels in the local system,
2. A tight inner ring road effectively strangles the centre without relieving the periphery (which, indeed, suffers from additional, ring road-generated, traffic),
3. The scale of the roads prescribed by engineers to meet these problems is totally inappropriate to the fabric of the City.

Thus it would appear that the following morals might be drawn:

1. M3 traffic should be kept out of Winchester.
2. Winchester's tight ring road concept should be re-examined in the light of modern knowledge of peripheral car parking and small scale public transport schemes.

The major difference between Canterbury and Winchester is that in the former case the redevelopment of the City centre was an early planning presupposition which subsequently had to be modified; the indications are that in the case of Winchester it is likely to appear as a possible consequence of the M3 road scheme.

Recipe - Trust Annual Report 1974

Recipe for disaster from the Cook Book produced by York 2000.

Ring Road Fool ... or Concrete Girdle Cake—an old fashioned Vandal's Recipe.

Take at least 187 houses and grind them to powder.

Take several well matured communities and mince them up.

Add a few crocodile tears.

Use millions of tons of concrete and fill up as much space as possible.

After 30 years cooking the fool will still be only half baked and utterly unpalatable.

Winchester and the M3 - Trust Annual Report 1974

The fight against the M3 has continued unabated during the past year and the M3 Joint Action Group drew up the following fourteen points to leave with the Minister of Planning and Local Government in July. In addition there was a large scale map showing the impact of the ring road on the City of Winchester.

Originally planned in 1963 the ring road was never intended to be the access road of a motorway.

According to RCU figures it will be at full capacity as soon as it is completed in 1984.

It requires the destruction of 187 houses, valued at approx. £11m. plus cost of replacement housing, plus hidden costs, plus environmental damage.

It places historic Winchester between the M-way and the ring road, the latter having traffic flows equal to the present by-pass.

The by-pass was built in the thirties to remove traffic from Winchester, it would be wrong in the seventies to direct traffic back through the city.
This leads us back to the justification for the M3 itself.

The M3 has a very low rate of return.

It has recently been announced that new roads will be constructed to lower standards.

The section from Compton to Southampton has been confirmed to the new standards. It would be folly to construct a three lane dual M-way from Popham to Compton when this will have less traffic than there will be from Compton to Southampton.

If the present by-pass is upgraded and made safe with split level interchanges, it will accommodate the predicted 1989 traffic flows at the new standards.

The cost would be greatly reduced and the economic return would be 48% instead of the 16% at 1970 figures.

Access to Winchester must be restricted and new solutions sought to traffic congestion, e.g. park and ride etc.

Port traffic from Southampton will generate 1000 lorries per day, less than one twentieth of the capacity of a dual two lane road.

M3 Inquiry was limited to engineering feasibility with little consideration of environmental and social problems.

The motorway proposal was only justified by Winchester's local traffic which will only be stimulated by the increased capacity.

We conclude that the correct solution is to adopt the recommendation contained in paragraph 9 above.

Paving the High Street - Trust Annual Report 1974

Controversy has arisen recently about the proposal to pave the pedestrian precinct in the High Street. The Trust has looked at the proposed scheme with great interest, but is not in a position to consider the cost nor whether the work should be done now, or when the nation's finances are in better repair. These are decisions for the elected representatives, and we look at the proposition solely as a desirable objective both in the long term and relative to European Architectural Heritage Year.

Surely it is time to do something for the pedestrian, that is to say everybody, instead of the minority who are motorists? Good paving is something which Europeans and the Italians in particular have understood better than we have, and it is treated by them as part of the architectural setting ; we can learn from them the value of using materials of high quality and how much this contributes to the pleasure of those on foot.

In Winchester the paving and kerbs are a comparatively recent innovation, and maintaining the line of the footpaths is not essential. However, they do add an interesting line to the street scene so that if the present kerbs were retained level with the new paving, the historical importance of the High Street as a through road would survive, and at no additional expense. The effect would be improved if the kerbs by the High Cross could be moved inwards so that the "street- Width remained constant through a generally paved area, rather than widening to no purpose at this point.

We like to think of processions using the High Street, such as military occasions and events like 5th November. The Trust always regretted that the Westgate was not suitably paved to show the line of the old road through the arch, instead of accentuating its present isolation on a peninsular of concrete slabs. There is plainly a desire to avoid such insensitive treatment in this scheme for the precinct, which is most encouraging.

Turning to practical considerations it must be recognised that kerbs and gutters have an important function in channelling surface water where it will cause least nuisance.

This has always been a problem in Winchester on account of the steep slope from the Westgate. It might be worth retaining dished channels alongside the flush kerbs, or in recognition of the new function of the street, constructing the area over the old road with a concave paved surface draining to a central line of gratings, which would carry the water away from the shop-fronts and the foot of the buildings. These would cease to have the protection afforded by the present kerbstones and gutters if the levels were made uniform.

Another difficulty which can be foreseen is the repeated digging of trenches when maintenance and renewal of services becomes necessary. How can we be sure that the materials selected now will be available in the years to come? It goes without saying that it will be necessary to have a paving material which does not break under the weight of a fire engine, but a possible change of policy allowing the unloading of lorries in the precinct during restricted hours should also be taken into account.

Pleasant as the buff paving may be, it will be vulnerable to oil stains and a darker or less uniform colour might be advisable.

The tentative scheme drawn up in the Council Offices, is admirable in many ways on account of its simplicity. We like the removal of the temporary sinuous kerbs intended to discourage traffic at either end of the precinct. The use of different coloured materials seems adequate for this purpose and has also been well used to emphasise the buildings and create a minor piazza between the High Cross and the bank, though we feel that if this concept is adopted much more should be made of it by bolder use of the change in paving.

The clear views up and down the High Street should have no obstruction due to the planting of trees, so that we are pleased that none has been included even if the omission is actually due to the number of underground services. We are not in favour of any kind of planting scheme or garden effect, as these would be contrary to the nature of this street scene; the Cathedral Close is available for anyone preferring grass and trees as a resting place.

Seats however, could be provided at suitable intervals as included in the scheme, but not forgetting that where generally they would be most popular in the sun, there are occasions when people prefer shade. If inconspicuous bicycle stands can be provided so much the better, but we are dubious about placing these in the centre of the precinct when space is so limited. Litter bins must not be too inconspicuous, but should be of a simple design complimentary to the street scene.

There is abundant interest in the varied buildings and curves of the High Street standing against St. Giles's Hill in one direction and the Westgate in the other. In this situation, simplicity is the keynote of good design. Unnecessary incidents of street furniture and planting schemes would only produce an effect of clutter in the confined space, apart from limiting the many possibilities the area could provide for functions such as occasional specialised markets, open air meetings and so forth.

Land Speculation and Development - Trust Annual Report 1974

In the Middle Ages land was taken for granted. There was more than enough of it. If it was arable it was valuable, otherwise it was useless. The land on which buildings were placed had no value in itself, and only the buildings could be bought and sold.

The Church was the first to gain an income from land. Attendance at churches and pilgrimages to special holy places, attracted people to the areas surrounding the church buildings, and from this followed the establishment of markets and shops for which rents could be charged. Cities also owned land and charged rents. One year leases were common and as time went by, leases were extended to longer terms or the life time of the tenant.

Other perpetual institutions such as universities or guilds, or inheritance, received an income from rents.

In England, unlike some continental countries, rents were increased, whenever leases were renewed, so that rentals were adjusted to the falling value of money.

Two things happened to alter this situation. The medieval church at the Reformation, lost most of their property, and much real estate was transferred to individuals at no other cost than the payment of annual rents. The city authorities began to have less interest in owning property as their servants could be paid in money raised in taxation. So the provision of rent free houses and the right to cultivate city owned land became gradually of no importance.

A city like Winchester escaped the worst effects of the next stages of development, where workers were attracted to the cities to become the prey of the speculative builder. Winchester remained a quiet country town, and when the railway came it stimulated both good and bad development. The clearance of the Brooks area got rid of the bad, and provided the land for a good scheme of redevelopment. On the other hand the better speculative areas of the last century are now highly prized. Typical examples are located round Orams Arbour and Christchurch Road.

These contain many houses of a family size, which are no longer being provided. They are set in pleasant gardens and the population density is low. For this reason they attract a new generation of developer, who can purchase one or two adjacent properties, demolish the houses, and erect small housing estates or blocks of flats. In so doing they perform a valuable service and reduce the size of over large gardens which are hard to maintain in these days. But in this process the attractiveness of these residential areas can be lost if the development is too intensive. A certain amount of infilling can be accepted but it must stop when there is a threat to the amenity value of the district, and the loss of the larger type of house which is not being replaced and is of great value to the community giving the city a distinctive character.

With this in mind it may be that the time is ripe for the designation of more conservation areas, and this is something which the Trust hopes to examine with the collaboration of the officers of the City Council.

The Listing of Buildings of Special Architectural or Historic Interest - Trust Annual Report 1974

In our Annual Report for 1971, we gave a brief summary of the criteria for the listing of buildings, at that time in preparation.

In 1974 the new list has been issued, but the circulation is very limited and it may be helpful to give extracts from the preface.

Many members of the Trust live in listed buildings and will have received official notification. It should be remembered that if the owner of a listed building wishes to apply for a loan or grant towards maintenance, it is essential that application should be made to the local authority before any work is begun. Application for grants made retrospectively will invariably be turned down.

The Trust is preparing a map on which all the listed properties are being shown.

Notes on Buildings of Special Architectural or Historic Interest Listing - Trust Annual Report 1974

Listing

The Secretary of State for the Environment is required to compile lists of buildings of special architectural or historic intrest. The administration of both local and national conservation policies is based on these lists, which are constantly under revision.

How the Buildings are Chosen

The principles of selection for these lists were originally drawn up by an expert committee of architects, antiquaries and historians, and are still followed. All buildings built before 1700 which survive in anything like their original condition qualify for listing as do most buildings of 1700 to 1840. Between 1840 and 1914 only buildings of definite quality and character qualify and the selection is designed to include the principal works of the principal architects.

Selected buildings of 1914 to 1939 are also considered. In choosing buildings, particular attention is paid to:

Special value within certain types, either for architectural or planning reasons or as illustrating social and economic history (for instance, industrial buildings, railway stations, schools, hospitals, theatres, town halls, markets, exchanges, almshouses, prisons, lock-ups, mills).

Technological innovation or virtuosity (for instance cast iron, prefabrication, or the early use of concrete).

Association with well-known characters or events.

Group value, especially as examples of town planning (for instance, squares, terraces or model villages).

A survey is carried out by the Department's Investigators of Historic Buildings, for each local authority area, and buildings are classified in grades to show their relative importance.

Grade I. These are buildings of outstanding interest (less than 5% of the listed buildings so far are in this grade).

Grade II. These are buildings of special interest, which warrant every effort being made to preserve them. (Some particularly important buildings in Grade II are classified as Grade II*.) (Note: There was previously a Grade III which did not form part of the statutory list. Many of the buildings which were shown as Grade III when the lists were first compiled are now considered to be of special interest by modern standards—particularly where they possess "group value". These buildings are therefore being added to the statutory lists as these are revised).

Listed Buildings and Ancient Monuments

"Listed buildings" as described in these notes are buildings listed by the Secretary of State for the Environment as being of special architectural or historic interest.

They are, normally, inhabited buildings.

"Scheduled ancient monuments" are buildings or other structures scheduled under the Ancient Monuments Acts. They are usually unoccupied. In any case where a listed building is also a scheduled monument the control provisions of the Ancient Monuments Acts supersede those in the Town and Country Planning Acts.

Protection of Buildings of Special Architectural or Historic Interest - Trust Annual Report 1974

Listed Building Consent

The fact that a building is listed as of special architectural or historic interest does not mean that it will be preserved intact in all circumstances, but it does mean that demolition must not be allowed unless the case for it has been fully examined, and that alterations must preserve the character of the building as far as possible. Anyone who wants to demolish a listed building, or to alter one in any way that affects its character, must obtain "listed building consent" from the local planning authority (the county or county borough or London borough council), or the Secretary of State. The procedure is similar to that for obtaining planning permission. (Details can be obtained from the Planning Department of any county, county borough, or London borough council).

It is an offence to demolish or alter a listed building without listed building consent and the penalty can be a fine of unlimited amount or up to twelve months' imprisonment, or both.

Listed Building Consent and Planning Permission

There are two special points about listed building consent and its relation to planning permission. If you want to redevelop a site on which a listed building stands, you will need both listed building consent for the demolition, and planning permission for the new building. Planning permission alone is not sufficient to authorize the demolition. But if you want to alter a listed building in a way which would affect its character, and your proposed alteration amounts to development for which specific planning permission is required (as distinct from a general permission given by the General Development Order), you will only need the express authorization of planning permission, which, in this case only, also counts as listed building consent.

Appeals

If your application for listed building consent is refused by the local planning authority, or granted subject to conditions, you have a right of appeal to the Secretary of State.

If you appeal, the Secretary of State will normally hold a public local inquiry if either you or the local planning authority ask him to do so. The procedure for appealing is virtually identical with the procedure for appealing against a refusal of planning permission.

Notification and Publicity for Important Applications

The Secretary of State must be notified by the local planning authority before they give listed building consent for demolition and they must send him full details of the application and of the reasons why they propose to grant consent.

Details of the application must be advertised locally, so that amenity societies and other members of the public have an opportunity to comment. Any comments which they make must be forwarded to the Secretary of State, who will then consider whether the decision should be left to the local authority, or whether the importance of the building, the nature of views expressed, or any difficult circumstances warrant his "calling in" the application for his own decision.

When the Secretary of State "calls in" an application, he will arrange a public inquiry if either the applicant or the local planning authority asks for one.

Emergency Control—Building Preservation Notices

To protect buildings which are of special interest but which have not yet been listed, local planning authorities have been given power to serve emergency building preservation notices.

A building subject to one of these notices is protected by the same provisions as a building which has been listed. The notice is effective for a maximum of six months, unless within that period the Secretary of State lists the building or decides that it should not be listed.

Repairs

If the owner fails to take reasonable steps for preserving a listed building, the local authority may be entitled to buy it compulsorily (with the Secretary of State's consent). If the owner deliberately neglects the building in order to redevelop the site, the local authority may not only acquire the building, but may do so at a price which excludes the value of the site for redevelopment.

Owners of listed buildings can, in some cases, get grants or loans to help them with repairs and maintenance.

Grants and Loans

Grants (which in this section can be taken to include loans) are available in certain circumstances both from central government funds and from local authorities.

They are always at the discretion of the body giving them:
listing does not give any automatic entitlement to a grant.

Exchequer Grants

The Secretary of State has power to make grants for the repair or maintenance of buildings that are of outstanding architectural or historic interest. Comparatively few of the listed buildings in the country qualify as "outstanding" and so the scope for these grants is limited. The Secretary of State is advised on the making of grants by the Historic Buildings Council for England, and any enquiries should be addressed to the Secretary of the Council at the Department of the Environment, Whitehall, London, SW1.

Local Authority Grants

Local authorities have a wider scope. They may make grants for any building of architectural or historic interest, and are not restricted to outstanding buildings or even to listed buildings. Grants may be made by county councils, county borough councils, and county district councils (in London by the Greater London Council and the London borough councils) and enquiries should be addressed to the appropriate local authority.

You may also be able to get a house improvement grant for improving or converting a listed building which is to be used as a dwelling.

Joint Exchequer and Local Authority Grants

In some cases grants are made jointly by the Secretary of State (on the advice of the Historic Buildings Council) and the appropriate local authority, for schemes to rehabilitate whole groups or areas of historic buildings.

Churches

Many churches are of special architectural or historic interest, and are listed as such. But so long as they are used for ecclesiastical purposes they remain generally outside the scope of the provisions described in these notes.

Conservation Areas

Whole areas of architectural or historic interest are also protected. The Civic Amenities Act 1967 requires local planning authorities to designate "Conservation Areas". These are "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".

The local planning authorities and the Secretary of State must pay special attention to the character or appearance of these areas when exercising their powers of planning control.

Applications for permission to carry out development that would affect the character of these areas must be advertised, and the views expressed by the public must be taken into account by the planning authority before they decide the application.

List of Statutes

The relevant Acts of Parliament include:
Historic Buildings and Ancient Monuments Act 1953
Town and Country Planning Act 1962
Local Authorities (Historic Buildings) Act 1962
Civic Amenities Act 1967
Town and Country Planning Act 1968

Town and Country Amenities Act 1974

The provisions of the Town and Country Planning (Amendment) Act 1972 whereby the demolition of selected unlisted buildings in conservation areas could be brought within control are repealed. Under the Town and Country Amenities Act no unlisted building (subject to the exclusion of sheds etc.) in a conservation area may be demolished without consent granted by the local authority or, if the local authority is the applicant, by the Secretary of State for the Environment. If ever designation of an area was regarded as enough it no longer can be : the Act imposes on local planning authorities a duty to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit the proposals to a public meeting. In addition the Secretary of State is given power to make separate regulations for the control of advertisements in conservation areas. These provisions give new scope for the protection and improvement of our 3065 conservation areas. Yet many suitable areas have not been designated. In future where county and district councils are unwilling, the Secretary of State could use the power the Act gives him to designate conservation areas.

For listed buildings the Act's most important provision changes the basis of compensation on compulsory acquisition for preservation. In future, payment by a local authority will be for the value of the listed building only and not, as hitherto, for the value of the site for redevelopment. Thus, local authorities should be more ready

to serve repairs notices knowing that if acquisition of the building follows it is likely to be less costly. Another provision will allow local authorities to recover costs that they incur in carrying out urgent works to unoccupied listed buildings. In future, local authorities should be more ready to take action where an unoccupied listed building is in disrepair. This provision can be extended to unlisted buildings in conservation areas if the Secretary of State so directs. A further section in the Act requires local authorities to give publicity to planning applications for development that would, in their opinion, affect the setting of a listed building.

Two new clauses moved by the Government were added to the Bill in Committee and increase the powers for the protection of trees. The scope of a tree preservation order is extended to cover cases of uprooting and wilful damage and the penalties for contravention of an order are increased. In particular, on conviction on indictment an unlimited fine may be imposed. Secondly, limited protection is given to trees in conservation areas not covered by a tree preservation order. An owner intending to cut down, top or lop such a tree will have to give notice to the local authority who will then have six weeks in which to serve a tree preservation order. At the end of six weeks, or earlier if the authority states that it has no objection, the owner is free to proceed. A contravention of this provision would be subject to the same penalties as the contravention of a tree preservation order. The Minister of State, in moving this addition to the Bill, said that if it worked well in conservation areas it might be extended to other parts of the country. The Act also enables the Historic Buildings Council to make grants towards the preservation and upkeep of gardens of outstanding interest. Previously it has only been possible to aid gardens associated with a building which was itself outstanding.

Events in 1974 - Trust Annual Report 1974

5th July. Tour of Historic Southampton by invitation of the Southampton Civic Society.

Tours of Winchester conducted by Mrs. Carpenter-Turner:
30th July. Kingsgate Street.
6th August. Western Hill and the Law Courts.
13th August. Broadway.

Autumn Lecture Programme, arranged by Frank Chippindale, F.R.I.B.A.
16th October. "Modern Town Building" by Peter Davey, R.I.B.A., Architectural Press.
23rd October. "Opinion" by
(1) H. Bendell of Winchester.
(2) M. St. John Parker of Winchester College.
(3) C. Stansfield Smith, R.I.B.A., County Architect.
30th October. "Village Development" by Melville Dunbar, R.I.B.A., Essex County Council.