Officers and Committee - Trust Annual Report 1976

President	Mrs W.J. Carpenter-Turner, J.P.	Brookside, Back Street, Winchester
Vice President	Lady Charlotte Bonham-Carter	
Vice President	Ralph Dutton, Esq., F.S.A.	
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Vice-Chairman	Mr D.J. Smith, F.R.I.C.S.	4 St James Cresent, Winchester
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Hon. Membership Secretary	Miss C. DE C. Hamilton	Colebrook Cottage, Colebrook Street, Winchester
Hon. Secretary	Mrs R.D. Utting	The Red House, Hursley, Winchester
Committee Members	Mr M.T. Carden, A.A.Dip., A.R.I.B.A.	21 Edgar Road, Winchester
	Mr F. Chippindale, F.R.I.B.A.	
	The Viscountess Enfield	
	Dr Barbara Faulk	
	Dr Douglas Hockley, F.R.I.C.S.	1 Westley Close, Winchester
	Mr Michael Morris, A.R.I.B.A.	
	Mr C. Pankhurst	
	Mr R.D. Utting, A.R.I.B.A.	
	Mr E.K. Walker, A.A.Dip, A.R.I.B.A.	

Controversy - Trust Annual Report 1976

There can be no doubt that the controversy concerning the M3 has been the major environmental issue for Winchester during 1976. Though there were a few participants from elsewhere at the Inquiry, it was the local objectors who were so vociferous. Others were there because they believed passionately that the interests of the whole country are threatened by the present road building programme, and it

is a national as well as a local matter. From the outset it was apparent that the Inquiry was about the way we are governed, as well as the proposed motorway.

The prominence given in the news to the disturbances at the M3 Inquiry, has tended to conceal the reasons for those events. It should be made clear that there were two main objections. First, that of the Action Group, concerned with the specific M3 proposal between Popham and Compton, represented by Counsel and Associated Planning Consultants. Secondly, that of the Conservation Society represented by Mr John Tyme, concerned with motorways in general and public Inquiries in particular. The public supported both these objections.

There can be little doubt, that despite ascertain amount of derogatory criticism in letters to the press, and by an MP or two, the tactics of noisy demonstrations at the initial hearings were appropriate and justifiable. They undoubtedly served their intended purpose of emphasising the extent and strength of the opposition to the M3 preferred route, and gave the otherwise seemingly local issue a' national significance.

At the 1971 Inquiry, the objectors adopted the rules which they innocently assumed were drafted for their, protection. The proceedings during and subsequent to that Inquiry, have shown that the Department ignore such rules or interprets them arbitrarily. The present spate of unilateral orders by Ministers, beyond the scope or intention of legislation, is a feature relevant to the M3 Inquiry which has been exposed by recent judicial decisions. Opposition to the M3 has a wider constitutional application, and the 1976 campaign had to resort to modern tactics of unruly demonstration against authoritarianism.

Moreover there has been disillusion throughout the country about the value of building motorways. In this connection the following points must be noted. Motorways enable traffic to travel greater distances in a shorter space of time, but with a greater expenditure of non-renewable fuel. It is only a matter of time before this country will have to adopt a lower speed limit, as the Americans have already done to conserve fuel and save lives. This will make the present design standards unnecessary.

Prediction - Trust Annual Report 1976

After some fifteen years of motorway building, the consequences can be observed and firm deductions made about future trends. These show that the vast increases in traffic predicted by the Road Construction Units, omits to mention the one factor which can be quantified. The determining factor is the capacity of towns to accept traffic, and not as the RCU's maintain, growth of population, anticipated car ownership and so on. Thus if traffic approaching London on the M3, leaches the levels of predictions in 1995, London will have reacted long before, by increasing the number of double yellow lines, traffic lights, one way systems, restricted turning movements, reduced parking spaces and higher charges and taxes.

The traffic capacity a London being more or less fixed at the present level, movement can only be maintained by traffic control and restriction of the number of vehicles allowed to enter congested zones. The same conditions will apply at the other end of the M3 at Southampton. The restraints which have to be applied, to maintain the life of the cities, effectively controls the amount of traffic using the motorways. It is astonishing that these factors are ignored by the road planners. The confusion and unreality of present road building policies, unrelated to need, has arisen because authorities have adopted the procedure of regarding urban and country roads as separate entities. It is time their close inter-relationship was understood and the effects calculated.

Road Construction Units - Trust Annual Report 1976

Comparison should be made with countries responding more quickly to recent experience. The reduced speed limit in America, is reckoned to save six million gallons of petrol a day and two thousand lives in a year. New roads are not built until they are seen to be necessary within a period of three to five years, and are put out to private consultants. They are not designed by a government department, and this allows a much more flexible approach. The standards adopted in England, with higher design speeds, would not be allowed in America or Canada as these make excessive demands on land. Up to five years ago, motorways alone have taken more acreage than all our National Parks together (ordnance Survey Office).

It has to be remembered that motorists constitute a highly privileged minority. Less than 50% of all families own a car, which for most of the week is driven by only one member, leaving a huge majority of the old the young and the poor, dependant on an ever worsening service of public transport. The opportunities for personal mobility have decreased dramatically in recent years, so that it is now harder for the under privileged to traverse their own locality, than for the motorist to travel hundreds of miles. Motorways are not needed specifically for the transport of goods, which are expected to amount to about 17% of M3 traffic serving the port of Southampton.

The reason why we have fallen behind the thinking of more advanced countries in the matter of road building, is due to the unique position of the Road Construction Units, part of the DoE but staffed partly from officers in local government. They are the sole advisers to successive Ministers and local councils. They plan the roads piece-meal and in secret, handle the legal formalities, set up the Inquiries, appoint the Inspector and handle objections.

They have unlimited funds to maintain large staffs, and in the financial year 1976/77 plan to spend £457,475,000 on roads and motorways alone. (Government Summary of Estimates 1976177, Class VI, VI 1.) These vast sums are drawn from the Consolidated Fund authorised by the Appropriation Acts which are passed each year without debate on individual topics. The last vote authorising motorway construction and the expenditure of £1000m, was taken in. February 1967, and this amount has been long since exhausted.

These methods are unacceptable to a growing number of the electorate, giving the Minister powers to overrule the findings of the inspector, which is the very negation of natural justice.

The sense of injustice and frustration so generated, is calculated to undermine the whole habit of obedience to constituted authority.

Winchester and the alternative to the M3 - Trust Annual Report 1976

The existing A33 would be improved by the widening of carriageways to modern standards where necessary, and the easing of bends to a design speed of 60mph. New grade separated interchanges designed to normal standards for this type of road are provided at Kingsworthy, Easton Lane and Hockley, while the slip roads at the Petersfield road junction are extended and visibility improved.

Hard shoulders are provided sufficiently wide to take a third lane in the future, should traffic volumes rise to require this. In that event intermittent hard shoulders would then be provided except on the Itchen crossing and around St Catherine's Hill.

It is not intended to widen the Spitfire Cutting until such time as traffic volumes may require it. In that event it would be increased on the eastern side to become dual three lane.

Noise barriers in the form of earth mounds or acoustic fences are proposed at Kingsworthy, Winnall, St Catherine's Hill and at certain places at Hockley and Compton. These will be similar to the DoE's mounds, and calculations show that conditions at Kingsworthy, including the school, and at Winnall will be quite as satisfactory as in the DoE proposals. With care during construction, most of the existing trees along the canal can be retained. Any cutting into the base of St Catherine's Hill is well below the line of archaeological interest, and will be covered with vegetation. Calculations show that sound from the road will be marginally less in the alternative scheme than in the DoE scheme, and at a distance considerably less. This is because attenuation due to distance favours the alternative, and reflection from the base of the hill is avoided by careful design.

The canal is untouched, the railway embankment above carries the additional roadworks and acoustic wall. A diversion channel for the navigation near the Hockley interchange can be designed to allow continued use of the navigation if so desired.

Gamier Road is stopped off at Tunbridge, which is untouched, but is linked by a new section across council owned depot land, to Bar End.

The Hockley slip roads include a small roundabout on the A333, which prevents traffic taking a direct and fast route towards Twyford.

The Shawford-Compton section crosses the valley under the railway making less impact than the M3 scheme, and slip roads using the old railway bridge avoid the easy access into Compton as at present. Shawford Common is affected to a very minor degree. Trees are retained wherever possible.

The alternative puts forward a flexible scheme capable of realisation by instalments, and would meet the DoE forecasts should they ever materialise. It is a "fitted" road avoiding the disruption caused by the M3 scheme, While respecting the special environmental qualities of the historic city.

Winchester and the alternative to the M3 - Trust Annual Report 1976

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Conservation in Hampshire - Trust Annual Report 1976

A useful illustrated pamphlet has been published by the Planning Officers of the County and District Councils of Hampshire, providing basic information on Listed Buildings, Conservation Areas, Ancient Monuments, Trees, Areas of Outstanding Natural Beauty and so on. There is also reference to a new scheme "The Hampshire Buildings Preservation Trust Ltd," as the Council's contribution to European Architectural Heritage Year 1975. This will enable threatened historic buildings to be purchased, restored and re-sold, when they would otherwise be lost. This is one of the most promising schemes ever to be put forward, and should help in the preservation of Winchester.

There is also news of the newly constituted Council of Management of the Architectural Fund, a lasting reminder to promote the aims of European Architectural Heritage Year. For the first year, £125,000 has been allocated to provide loan capital to enable building preservation trusts and others to acquire and restore buildings which, though neglected, are architecturally or historically significant. Loans will generally be for a period of two years and the Fund will normally advance up to 50% of the costs of acquisition and restoration. Repayments will be made in a lump sum on completion of the project, usually from the sale of the restored building, so that the loan can then be re-cycled to assist another scheme elsewhere. Further details of the scheme are to be issued in a leaflet obtainable from the Civic Trust.

Planning - Trust Annual Report 1976

It is now learned that changes are proposed in the regulations for planning. The inevitable has happened. The regulations are now so extensive and detailed, that planning authorities are having to devote much time to their scrutiny. The result is that the larger issues of planning may not be receiving the attention they deserve.

As the Department says, the majority of applications relate to matters whose impact on land use and the environment is trivial. It is the Minister's view that it would be timely to reassess priorities , and identify areas where control is no longer justified, or where clarification of the application of the scope of the control, would save time and money for all concerned. Efficient control of the proposals that really matter, would then be more successfully achieved.

Some of the changes envisaged are as follows. Extensions to. dwelling houses and industrial premises not requiring planning permission, should be increased from one

tenth to one fifth. Another proposal is to allow alterations to shop fronts to be regarded as "permitted development with appropriate limitations." Both of these changes might have far reaching result which would not be desirable in an historic town, and one shudders to think how the High Street might look if controls were relaxed.

It could also be observed that it is the sum of the small planning decisions which contribute to the whole aspect of the town. Relaxation now could undo much of what has been patiently achieved since the war.

At the same time Ministers propose that consideration be given to the possibility of local plans giving specific indications of land use for which Planning permission would be forthcoming, and in the case of housing land, an indication of permitted density. Consideration should, also be given to the concept of making local special development orders to grant planning permission for further specified types of development. On the face of it there appears to be considerable advantages in these proposals which would assist I attracting better plans. We are all in favour of the issues of planning guidelines to help developers put forward better schemes.

Publication - Trust Annual Report 1976

The Trust has published a booklet, recording the street in the seventies as part of their contribution to European Architectural Heritage Year. A pull-out sheet reveals a continuous architect's drawing front the Butter Cross westwards, the work of Keith Walker and assistants.

The commentary is by our President Mrs. Barbara Carpenter-Turner. Material, often put foriward in her popular guided tours has thus been put into permanent form and becomes an invaluable record.

The booklet is attracting a steady sale and as soon as the first issue has paid for itself, it is planned to continue the series with other sections of the High Street.

The first number is now available from bookshops or to members at the special price of 37p (including postage) from the Hon. Secretary.

Lecture Programme 1976 - Trust Annual Report 1976

March 26th
"Progress in Westgate" Donald Insall FRIBA Architect of High Street Scheme adjoining the Law Courts.
April 5th
"Saving the Houses in Bath", Roy Worskett FRIBA. Bath City Architect. How preservation: is tackled in Bath.

April 12th
"Towards a Museum Service for Hampshire" K. J. Barton M.Phil

The committee has also met County and City Officers to discuss planning matters and met architects to hear about important schemes proposed for key sites.

Close contact has been maintained with the City Planning Office and sub-committees of the Trust have continued to examine the Planning Lists when they are published.