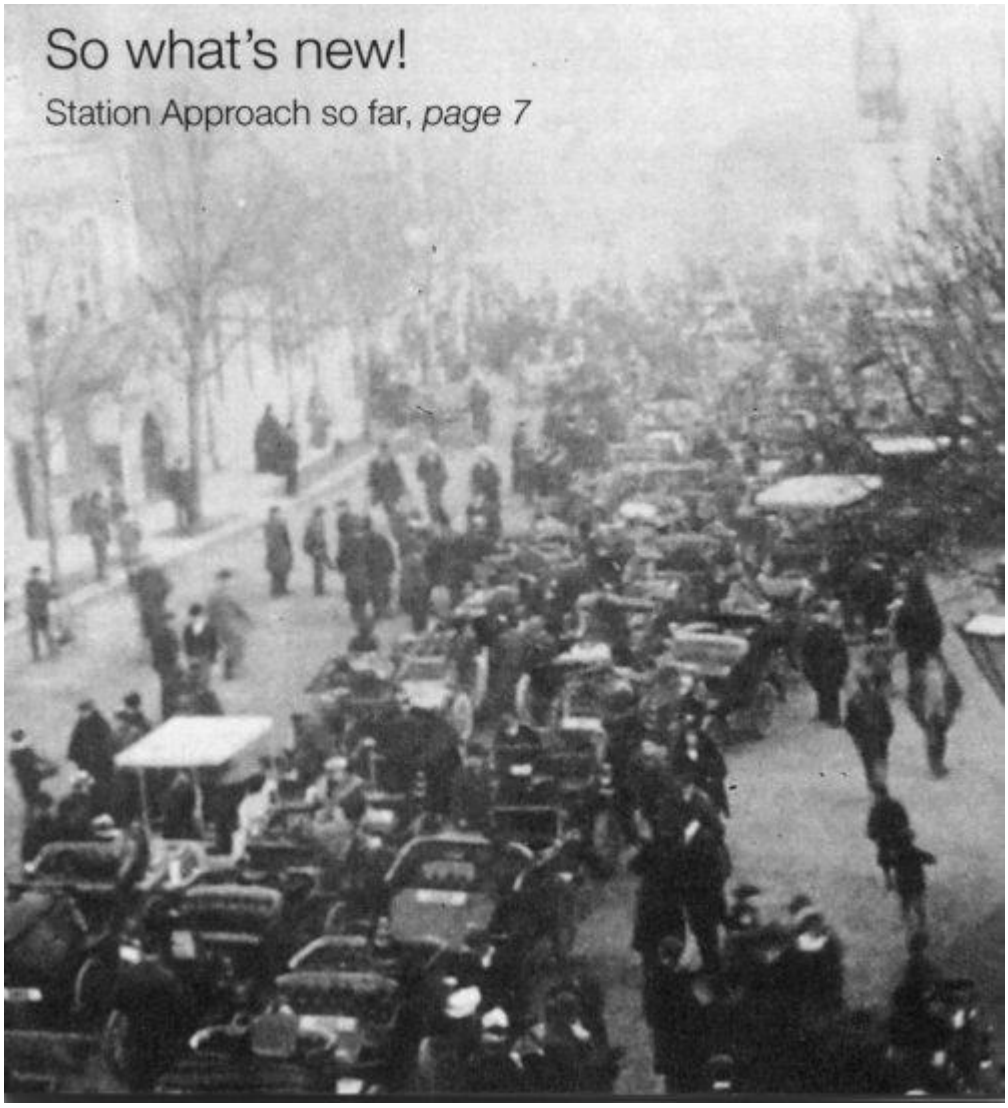
Title Picture - TrustNews Dec 16



An Old Winchester Traffic Jam

Chairman's Jottings - TrustNews Dec 16

The Civic Voice AGM this year was hosted by the Chester Civic Society and both John Beveridge and I attended the event. We were extraordinarily lucky with the weather, almost ‘wall to wall’ blue sky.

Our introduction to this historic city was to be shown around the defensive walls, two miles of ups and downs and then a tour of the town centre. The walls now keep out the ring road and the 20th century growth beyond the ring road. The development beyond the ring road appeared, from our viewpoint standing on the wall, to be a mixed height non-cohesive free for all! As a nation we seem incapable of building an environment in the 20/21st century that can be enjoyed. It is interesting that Chester has been struggling to promote a large area around the Northgate for mixed use of housing, shops, offices and car parking. After years of negotiation, the developers

have managed to achieve a planning application. Assuming the development moves forward it will be interesting to see whether that indefinable ingredient, enjoyment and sense of place, will be achieved.

The venue used by Civic Voice was Chester Racecourse, beautifully situated below the city walls with views across to the Welsh hills. We were informed that this was the oldest racecourse in Europe opened in the 1500's. The facilities reflected a very successful enterprise and ideal for hosting a large conference. There were several historic town trusts represented at the conference and it was interesting to hear their problems, many of which seemed to reflect those of Winchester. Traffic, proposals for unsuited large new mixed-use development areas, and the difficulties of inserting hundreds of new houses which leads to the danger of swamping towns and becoming destructive of the historic assets for which they are famed. Authorities often seem to disregard and forget that most historic towns and cities are blessed with a wealth of attractive buildings in beautiful settings. These are our assets and, where applicable, should be regarded by architects and developers as an opportunity to add new buildings and spaces which we can all take pleasure in and be proud of.

This leads me on to ask: what are our expectations for Winchester? We have three major areas with development possibilities. These areas have the potential vastly to improve Winchester or to detract from it. They certainly provide a huge opportunity for improving the economy as well as improving the fabric of our city. The content is very important. For example, you could make Winchester into a major cultural centre, a shopping centre, you could have modern offices, or housing , by deciding on the makeup of these developable sites. However, before deciding on any project it seems important to have an overall strategy which must include traffic, people movement and parking.

Keith Leaman

Cover photo and photo on page 7 are both c. 1900 from Hawkins bequest to CWT.

Planning Appraisal Group - TrustNews Dec 16

The volume of applications seen by the Planning Appraisal Group this quarter has not been quite as high as in a similar period last year. The kind of applications that we have been seeing recently also seem to split between quite minor changes and really major extensions or redevelopment with not too much in the middle. The major extensions are creating large houses out of previously modest ones. We have also seen a number of proposals to demolish a single dwelling, on a fair-sized plot, and to replace it with anywhere from two to four dwellings, sometimes quite large ones and this is not a phenomenon con?ned to Chilbolton Avenue. Over time these individual changes have the cumulative effect of markedly increasing both the average house size and the housing density of the city.

In contentious cases, where we and neighbours have both objected, the new process of engaging in dialogue has produced some quite major changes in what

was proposed. One example would be **Fell Cottage** where the original proposal was to demolish the existing bungalow and replace it with one two-bedroom flat and three three-bedroom semidetached houses on a site of about 430 square metres. We objected to this with concerns of over-development and increased traffic, as did many neighbours. The revised proposal is for two three-bedroom houses with associated off-street parking. Not everyone will like the modern design of the two new houses and neighbours still express concerns about extra traffic, but our panel felt it was an adequate compromise since there will only now be one additional house. Another example is **26 St Swithun Street**, in the conservation area and involving a listed building. The original proposal was for a rather grandiose orangery to which we and several neighbours objected. The revised, now permitted, proposal is for a modest traditional conservatory at the lower ground level.

Homes of multiple occupancy continue to be an issue in Stanmore as applicants seek to find ways around the City's attempt to curb this trend, via an Article 4 directive which came into force on 2 May 2016. This withdraws permitted development rights for the change of use of a dwelling house (class C3) to a house of multiple occupancy (class C4) in the Stanmore area. The Trust supports the City's efforts to prevent whole neighbourhoods being used solely for student accommodation as increased demand follows the expansion of higher education in Winchester. However, strategic balance will have to be struck between the expansion of educational institutions and its impact on local housing.

The City Council is also looking to use an Article 4 directive to limit the conversion of office space to residential space near the city centre. We have seen an increased number of such conversions with the consequent overall loss of available office space, and hence of the jobs that they might have made possible.

Arthur Morgan, one of our panel chairs, and I went on the City Planning Department's annual coach tour of recent projects - see our separate report in this TrustNews.

Mary Tiles

Annual WCC Planning District Coach Tour - TrustNews Dec 16

Arthur Morgan and Mary Tiles attended for the Trust.

This is a tour which takes place each year that allows councillors, planning officers, members of parish councils, and two members of the City of Winchester Trust to see how a few of the larger projects undertaken by the city and by private developers have turned out.

Site 1: Bargate Development of the Old Fire Station, North Walls

Huw Thomas designed the dwellings which are in three separate blocks, each one sensitively reflecting aspects of the varied character of the neighbouring street scene. Any success here ls, however, marred, by the busy main road traffic which

denies both visual appreciation of these and convenient pedestrian access to the Winnall Nature Reserve opposite. The quality of the material finish (reflected in the price) of these twelve dwellings is impressive, but the landscaping at the rear, reduced mainly to car-parking, is hard and unsympathetic for residents especially since the ‘gardens’ are little more than enclosed back yards. Perhaps when the final stage of this development is completed on the site behind its landscaping will go some way to re-dress the balance.

The walk to and from the Guildhall emphasised how a scheme such as this can be blighted by putting inhabitants in conflict with traffic, and by a lack of pre-planning to resolve the problem.

Site 2: Dunsford’s Business Park (now in part a motor vehicle sales court)

This site, which is hardly beautiful, is off the main road through Colden Common. However, the majority of the houses have been oriented to run parallel to Boyes Lane which is surrounded by woodland and fields. The ‘old-fashioned’ style of the Foreman Homes, three main blocks of thirteen units plus a single detached house, certainly fit a rural setting. But this style together with the substantial high brick walls to the rear, inhibited any communal sense despite the landscaping and discreet car-parking. This problem is compounded by the fact that the cottage blocks front on to Boyes Lane, perhaps seeking to imitate a street, but direct access on to it is denied by a fence. This means that front doors are effectively back doors, rarely used, it was felt, except by the postman. The quality of the build is high though landscaping perhaps too fussy. Similarly with the overall design, resulting in a sense of over-crowding the site.

Site 2a: The Apex Site, off Church Lane, Colden Common (added since we were ahead of schedule).

This is effectively a continuation, up the cul-de-sac, of an earlier Dimon scheme with its sweet ‘gothicky’ style of ten years earlier. Michael Warren Associates had picked up elements of this style but confined it to pleasing ‘Georgian’ houses (five semi-detached and two detached dwellings, each with its pagoda porch). These stood either side of the axis road to enjoy an open prospect of lawn (and parking) across, gardens being provided at the rear. Altogether this development, with woodland beyond, looks attractive.

Site 3: McCarthy & Stone Retirement Home, Winchester Road, Wickham

This is an impressive pile reminiscent of an Edwardian Country House that had rambled on with periodic additions. The exterior around the L-shaped block shows interplay of facades of differing materials and styles that echoed some of the neighbouring buildings with its mix of the grand and the vernacular. Its interior has the feel of an upgraded hotel with comfortable apartments served by all necessary communal facilities, though in detail its style would not be to everyone’s taste. Consisting of thirty-one units the number of occupants would suggest the need for much larger grounds with pedestrian access all the way around the building, both of which were lacking and much of the landscaping, albeit tastefully created, vied sadly with car-parking. This too was felt to be rather limited considering the need to

accommodate visiting friends, relations and medical staff. its location and proximity to the Square and amenities is ideal but again marred by traffic. There is only one way out for the residents and that on to the busy Winchester Road, which has narrow pavements quite unsuitable for the elderly (similar project to the Chesil Street project?). Overall, this is a well-developed scheme on an unsuitable site - it is too close to busy traffic and too small for the building given its intended use.

Site 4: Development of council houses at the rear of Nos 2 - 24 Westman Road, Weeke

Development of this site was controversial because part of it was a space previously used as an informal recreational area. T2 Architects successfully regenerated this uncared-for piece of land, with its decrepit garages, into six buildings comprising twelve units of affordable accommodation which also includes facilities for the elderly. The contemporary design and use of economic materials determined a stylistic integrity of a high standard. An imaginative consideration for communal space has resulted in a ‘play street’ for the children in its cul-de-sac and a separate green lawn with benches for the elderly; a happy environment which seems to be well-appreciated by its new residents. The use of black cladding, though striking in its contrast with the light brick plinth wall, gives an unfortunate sense of a dark alleyway along the houses because of the mature trees opposite. Perhaps in winter and spring this may not be so overbearing. Compared to the first Colden Common project this scored most favourably with a real sense of community within the privacy of its cul-de-sac.

Site 5: New Queens Head development, Stanmore Lane

This development, again of council houses, next to the Level 10 Church, makes quite an impact on the street. With the high bank behind, it had proved to be a difficult site and as a result its final outcome is not altogether successful. The run of buildings along Stanmore Lane is not particularly imaginative in design though CFVV Architects did imitate something of the character of the existing style in order to give their dwellings credence. What is really regrettable is the blandness of red brickwork with matching red roof tiles (and some dark, unsubtle areas of solar panelling). Some creative play with colour and texture, and even some patterning with the brickwork could have provided a sense of variety for the eighteen dwellings. The communal road behind the small boarded gardens is not attractive in its landscaping as it only seems to provide car-parking and bin spaces. The site is suitable for families as there is off road access to playing fields and the Carroll Centre. This access is however steep and clearly needed to comply with regulations for disability access. The resulting sharp zigzag pathway, is contrary to natural movement for the able bodied, and there was already evidence of shortcutting across the beds. Ideally separate provision for disabled and abled bodied children (with bikes) should have been provided.

Site 6: The old Peugeot Garage in Southgate Street

From the street the main edifice looks most impressive and its mass and style contributes well to this major thoroughfare into the City. The conversion of the site by Bargate Homes into three blocks separated by courtyards is designed by Huw

Thomas, and the axis view through the arch into this complex is enticing especially as the old Coach House offers another eye-catching architectural contrast. However, when entering the site it is noticeable that all is not what might be expected. The first courtyard in front of the old Coach House block is poorly presented, reminiscent of a builder's yard. The timber cladding and pergola frames of the designated car port areas seem quite out of place when surrounded by the stucco and stonework of the buildings. Moving to the last courtyard, facing the end block, it becomes evident that one is now in a rather deep, enclosed space because of the high walls and buildings to the north and south. The project is still on-going and it is hoped that details such as roof tiling on the end block and the archway ceiling will be fully resolved. Similarly, the high walls surrounding the rear courtyard need sympathetic treatment to make this important space more attractive. This is a prestigious development where the quality of the materials is high and the craftsmanship is generally very fine; it is hoped by completion the ship will not be spoiled for a ha'p'orth of tar.

Conclusion

We found it instructive to visit a range of completed projects of different types and in some locations in Winchester District as well as in Winchester town. It was good to see that some council housing is being built in spite of tight budget restrictions and to see that these can be very imaginatively executed (as for example at site 4). The two central Winchester locations served to emphasise the mark that Huw Thomas is making on the town. But on both sites, while the facades were excellent one felt that more attention could have been given to what lies behind. Two sites (the Old Fire Station and the retirement home in Wickham) demonstrated how the function of even a well-designed building can be compromised by an inappropriate location, especially one having a high volume of traffic. If such development is to occur it would seem essential that traffic issues be taken into account and either resolved before planning consent is granted, or that some other use is found for the site. The contrast between the developments in Weeke and Dunsford business park illustrates how important planning the built environment can be for the provision of spaces, within which community relations can be fostered (as in the Weeke case) of hindered (as in the Dunsford case). So, yes, an interesting and instructive day and we are grateful to the City Planning Department for having included the Trust amongst those invited.

Arthur Morgan & Mary Tiles

Station Approach so far - 1st November 2016 - TrustNews Dec 16

The last approved Winchester Plan submitted in 2006 is being reviewed and the Presubmission Part 2 includes Winchester Station Approach as an area for development (ref 1).

This led to Winchester City Council (WCC) requesting a Commercial Capacity Assessment by Urban Planners, Tibbalds, which was published in late 2013 (ref 2). Based on this assessment WCC decided to develop a Brief for the design of the

Station Approach (ref 3). The Trust which had been very critical of the Tibbalds report, provided feedback with reservations on the Brief as it developed (ref 4).

Having committed to a legally designed competition process, WCC were unfortunately unable to involve the RIBA in the management of the project as had been recommended by CWT. Expressions of Interest from architects were invited in October 2015. Of those that fulfilled the subsequent pre-qualification questionnaire, five firms were shortlisted. Unfortunately three of the short-listed firms withdrew during the period when submissions were being prepared. This included confidential competitive dialogue meetings between the architects and the WCC officer Management Team, a process that CWT believes may be responsible for this fall-out and other subsequent problems.

WCC had set up a Design Jury (architects, urban designers and councillors, including the chairman of CWT) to review the submissions. The Jury members had to sign a confidentiality agreement that prevented them communicating with anyone, including City councillors. This meant that the Trust chairman, Keith Leaman, could take no part in representations to WCC so it was agreed that vice-chairman Michael Garden should represent the Trust.

When the two remaining architects had completed their designs, a public exhibition was arranged in May 2016. There was generally a poor response to the designs and it was felt that the solutions were inappropriate for Winchester with its rich heritage. CWT provided its detailed comments to WCC (ref 5), criticising both schemes as unacceptable for Winchester for, amongst other things, overbearing buildings, failure to improve the congested traffic conditions or pedestrian and cycle movement, and lack of an overall vision for the area.



Station Approach as it once looked

The competition selection system involved two sets of scores: by the Management Team for the degree of conformity with the technical requirements of the Brief, and by the Jury for the quality of the design. Priority had been given to the Jury's score by allocating it 60% of the allowable points. In the event, the Management team gave high scores to both bidders with a preference for scheme B. Whereas the Design Jury gave very low scores to both (effectively saying that neither was acceptable as it stood) with a slight preference for scheme C. Because of this disparity the

aggregated scores made scheme B the winner, despite the intended bias for design quality.

Cabinet nevertheless voted that the project should proceed with the architect responsible for scheme B. However, both the Overview and Scrutiny Committee and Full Council then voted that neither scheme should be accepted, CWT's views having been sent beforehand to both committees (ref 6).

After considerable debate (including further input from CWT ref 7) as to whether it would be possible to alter scheme B sufficiently to make it acceptable, and having taken advice from the solicitors who had designed the competition that this would be illegal, at its meeting in October, Cabinet decided to abandon the competition, and to start again with a different process run by RIBA, based on a revised version of the original Brief.

Following this meeting, KL and MC met the Leader and Deputy Leader to discuss to what extent the Trust believed it was necessary to change the original Brief. They urged that three things were essential:
first, that the accommodation requirements should be genuinely flexible to allow the selected architect to explore with the Council whether WCC's target areas could be achieved in an acceptable design;
second, that the traffic and movement study and its recommendations should be made available before the location and design of the buildings;
and third, that the numerous urban design requirements in the Brief should be emphasised as having equal importance to the commercial requirements. They also strongly recommended that in future a councillor or councillors should be present at all meetings with RIBA and the architect.

Watch this space!

Barrie Brinkman

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http://www.cityofwinchestertrust.co.uk/trust/papers/stationinputoct16.shtml

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Some personal thoughts on architectural style - TrustNews Dec 16

It would be very interesting for the Trust to have a debate one day, perhaps leading to a reasoned view about the use in Winchester of styles from different periods. Our current policy is that it is not style that matters so much as how well it is done - contemporary or period. To this I would add that there are three legitimate approaches to the style of a new building: 1) completely modern, in harmony with its surroundings,
2) a period style knowledgeably executed,
3) a clever interpretation of a period style in a modern idiom - the hardest and most challenging of the three in my opinion.

Over my 50 or so years as an architect, I have gradually softened to the idea of designing in an historic style. As students and keen young graduates of an avant-garde school of architecture we all thought that to design in anything but one's own period was contemptible, and that working on historic buildings was not really architecture. There are plenty in the profession who still think so, creating a contemporary version of the 19th century 'battle-of-the-styles'.

In due course I found myself adding to, and becoming deeply involved in, the care, repair and adaptation of historic buildings. Faced with how one should add to an older building I came to the conclusion that it depended on circumstances rather than principle. It is a good principle, however, that as most of our predecessors worked in the style of their period, we should do the same. Robert Adam argues, on the other hand, that as he is a living architect, anything he designs cannot avoid being contemporary.

But, totally new, run-of-the-mill buildings, should they ever be designed as if they were Georgian or Arts-and-Crafts or whatever? My training and experience says 'no', but I have thoroughly enjoyed doing it myself in special circumstances, and agree that a derivative style can look very acceptable if done well. There are two fairly obvious reasons for this. One is nostalgia for times past and a desire for the elegance and prestige of a bygone age reinforced perhaps by distrust of new-fangled design for one's home. The other reason is what has been called the 'shadow of taste': as if, in our journey through time, we cast a shadow that adversely affects our appreciation of design until it emerges once more into the sunlight of our approval.

I think there is a third and even stronger subconscious reason. Past styles have a degree of order about them: a discipline with proportion, material and detail that is inherently pleasing. Whereas much modern design tends to be experimental or led by the latest fashion. The leaders of fashion in clothes can be wildly experimental to draw attention to themselves. Leaders in architecture, on the other hand, tend to

design in a serious and deeply thought out way even if they experiment as well, and reputation follows success. Whereas many of those who admire what they do and wish to emulate them, do not understand the underlying purpose and just play with the elements - there is logic, for example, in changing from masonry to a lighter material for an upper floor or a projecting bay, but not for cladding an arbitrary area of a façade for no apparent reason. So they are ignorantly using ‘modern-badges’, just like others use stuck-on glazing bars or fanlights inserted within front doors as ‘period-badges’.

Context will play a major part for client, designer and public alike, which is not adequately taken into account in my three-option philosophy in the first paragraph, and I hope to look into this another time, particularly as it relates to urban regeneration.

Michael Carden

Walks Programme 2016 - TrustNews Dec 16

Hopefully all will agree that this year's programme of walks has been full of variety and interest provide as always by our fantastic guides with all walks well supported with George Saumarez Smith and Phil Yates contending for line honours in terms of record attendance numbers. Special thanks to John Hearn and Rod Graham who stepped in at short notice to help when Dr Christine Grover and Richard Baker were hors de combat due to illness.

1. Rachel Remnant of the Wildlife Trust yet again provided a fascinating demonstration of how simple, cost effective and thoughtful interventions with recent berm constructions and meanders can rejuvenate the canalized sections of the Itchen to the benefit of flora, fauna and fish and as it matures it all looks entirely natural.

2. Regrettably Dr Christine Grover's illness resulted in cancellation at short notice of the second walk.

3. George Saumarez Smith gave us another master-class in interpreting the rich context of the Cathedral Close and opened our eyes to the events and people that have resulted in this wonderful built legacy.

4. Short notice for an operation meant that Richard Baker's walk was also cancelled this year.

5. Keith Leaman set us all the task of being the designers for Station Approach and Lido sites. Challenging us to react to the constraints and opportunities that these unique sites offer and to better understand that a well-developed, intelligent brief is the essential for human-scale architecture - the result as always was a most interactive and lively debate.

6. Phil Yates and Bod Youngman dedicated their walk to the memory of Chris Webb and his indefatigable fight to preserve the history of the impact of public transport on the City. They bombarded us with the human detail of Broadway and Chesil Street interwoven around the history of the King Alfred Buses and GWR which so fundamentally shaped people's lives and the built form of Winchester.

7. John Hearn gave us another fascinating insight beneath the macro concerns of urban planning and the weaving together of spaces and safeguarding of future interconnections between buildings fundamentally important to the grain of the City.

8. Geraldine Buchanan's in-depth building by building study of Fulflood brought to life the expansion during the Victorian and Edwardian period - as always it was the detail about the inhabitants that brought everything into vivid colour.

9. Rod Graham stepped in at short notice to give a lively heads-up in his own inimitable style of the interconnectivity of the promenades, focal points, enclosures and unconscious details that bring light, shade and delight to the alleys and squares that form the human-scaled urban grain of the City in and around the Upper High Street.

10. John Parker studied exposure of the ‘Building Stones of Winchester’ revealed the contribution that, for a city located in a geological area devoid of suitable building stone, the matrix of Quarr, Caen, Purbeck, Portland, Oolite stone imported and recycled from near and far and in-filled with indigenous flint and chalk clunch makes for a beautiful textured City.

11. David Brook's passionate layer-by-layer revealing of the stylistic tapestry that is the wonderful Grange was a Thursday evening delight.

12. Andrew Rutter closed the Summer Walks programme for 2016 and revealed the fascinating benign importance, in terms of history and city transport planning, of another of Winchester’s tree-lined approaches hidden beneath modern indifference and neglect - Easton Lane.

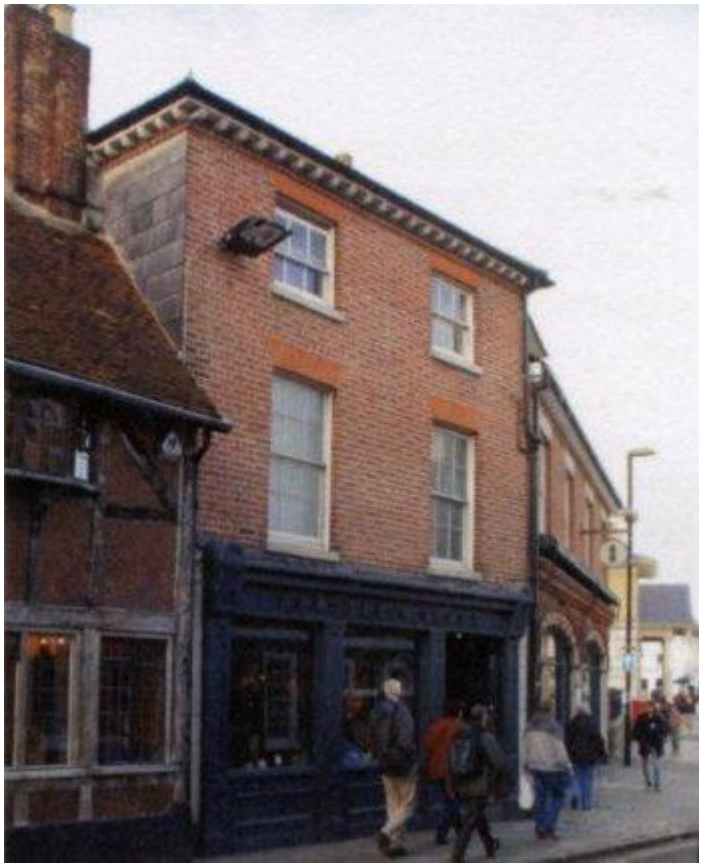
My thanks to Keith Leaman, John Beveridge for their continued offers of help and advice and Janet and Mollie’s tireless work in marshalling all the attendees.

On the behalf of the City of Winchester Trust I would like to thank all our guides who provided such well-informed and interesting evening walks over the Summer 2016.

Paul Williams

A real mixture - TrustNews Dec 16

Where in Winchester would you have found a complex comprising butcher's shop, furniture store, restaurant, dairy and youth club? Phil Yates remembers and reflects back to those halcyon days 75 years ago.



The elaborate facade of No 20 Jewry Street dates from 1906. For many years the premises were occupied by Winchester & District Co-operative Society, which was divided between a butcher's shop and furniture store on the ground floor and a restaurant above. This was a ‘British restaurant’, opened in 1942 under the name ‘Alfie's Kitchen’ - after King Alfred naturally! British Restaurants were communal kitchens created in 1940 to help people who had been bombed out of their homes, had run out of ration coupons or otherwise needed help. Another purpose was to feed members of the armed forces whilst on leave. Originally called Community Feeding Centres, the name British Restaurant was chosen by Winston Churchill. They were run for the Ministry of Food by local voluntary agencies on a non-profit basis, with meals sold for a set price of 9d. By 1943, there were 2160 British Restaurants serving 600,000 very inexpensive meals a day! They were disbanded in 1947.

After final lunches at Alfie's Kitchen were finished, tables and chairs were stacked away ready for the onslaught of teenage boys and girls, members of the Co-op Youth Club. I joined the club as a 14-year old and became involved in their drama group, the start of a lifetime’s obsession with dramatics and the theatre. Other activities included dancing to wax records and film shows. The first necessity on entering the ‘kitchen’ was to open all the windows in order to eradicate the smell of stale and left-over food! The dairy was situated at the rear, accessed by a passageway at the side which is still visible today.

The whole complex including the adjoining property, No 19, was tastefully restored and extended as part of a redevelopment plan by property developer Mohamed Bakhaty between 2005 and 2008, and is now occupied by Brasserie Blanc

Restaurant. The entrance to No 19 was originally the Golden Lion public house which lost its licence in 1907.

Visiting the restaurant last October, I noticed a framed copy of Leonard Daniels' painting of Alfie's Kitchen in 1942 - the original is in Southampton Art Gallery. It brought back fond memories of my wartime childhood. By the way, look at the wall as you enter the restaurant. The tiles with the cow's head and rails where the meat was hung are still there as a reminder that this was formerly a butcher's shop.

My thanks to Rod Youngman for information regarding British Restaurants and to the staff of Brasserie Blanc Restaurant for being so helpful.

Phil Yates

New members - TrustNews Dec 16

A warm welcome to the following new members:-

Mr J Bulford,
Mr Compton & Miss Murrell,
Mrs A Duthie,
Mrs M Page,
Mr N Page

Organisation - TrustNews Dec 16

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Footer - TrustNews Dec 16

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