St Cross Hospital - TrustNews Dec 23



St Cross Hospital (Photo courtesy of The Hampshire Chronicle)

Chairman's Jottings - TrustNews Dec 23



Kingsgate Street Winchester covered in Snow (Photo courtesy 0f The Hampshire Chronicle)

A planner said to me the other day, 'you do realise that most planning decisions revolve around cars'!

This started me thinking about modern day planning requirements when evolving any scheme from small to large-scale development.

Take an obvious example - housing estates. A major requirement of any housing scheme, in fact about fifty per cent of land take up, is to move and park the car. This requirement is dictated by rules and regulations necessary to comply with planning compliance. For example, the size of the house dictates the number of parking spaces, which can be up to four. The road and pavement widths, vision splays, etc, all have to comply with rules and regulations. It is therefore not surprising that estates up and down the country suffer with similar boring layouts: cars dictate!

Other examples are proposals for the larger developments. In Winchester that could be the Central Area, the Station Approach area and Bushfield Camp. In these cases, the number of people likely to be employed dictates the number of cars to be accommodated.

In the case of the inner city development proposals it has led to over-development, with inappropriate scale to the surroundings. In the case of the new proposals for Bushfield Camp (see page 4), it seems that the car parking arrangements are likely to be inappropriate for a rural setting.

Who is responsible for setting the regulations for vehicle requirements? It is not the local authority, as many people think, but County road engineers.

Road engineers are only interested in creating layouts and parking to accommodate the car, they are not interested on the impact on a community.

We, the public, create the problem, but it does seem that improvements could be made to how to accommodate the car. It needs fresh thinking, education and imagination.

Keith Leaman

Trust AGM 2023 - TrustNews Dec 23

Richard Baker reports on an inspirational talk by this year's guest speaker, Kim Wilkie



Trust Chairman Keith Leaman (left) with Kim Wilkie at the Trust AGM in October

The speaker at the Trust's Annual General Meeting on 3 October 2023 was well-known landscape architect Kim Wilkie, who gave an inspiring talk about Winchester and its landscape setting.

Having grown up and worked on projects in Winchester, Kim has an incisive knowledge of the city and the elements that go to make up its landscape. He is of the view that Winchester, with its Cathedral, historic buildings and street pattern, has one of the finest landscape settings of any city in England and possibly Europe.

The core attributes that combine to create this fine setting, are its topography, its river and streams and associated meadows that penetrate into the city from both the north and south. With the aid of historic maps and photographs, Kim showed how the landscape had been a constant influence on development, with brooks and streams appearing in the valley and bare chalk scarps disappearing beneath trees. At times the setting has been disfigured by prominent buildings such as the Police Headquarters in Romsey Road, and then removed. He felt that new buildings for the

University had respected and blended into the landscape with the use of brown bricks.

Trees that had encroached onto the water meadows were now being removed and livestock introduced, with the grazing producing nutrients to enrich the depleted soil. Kim displayed a deep understanding of the land and how to read and respond to it when assessing landscape and development.

He turned to the opportunities available to enhance Winchester in the future. The brooks that appear and disappear into culverts should be brought to the surface when developing the Central Regeneration Area and River Park, to give prominence to this landscape asset. More forward thinking should be given to pedestrian movement around the city to enhance the range of routes available.


Hyde Abbey Garden Photo R Baker

If new links cannot be made now because of the lack of powers or finance, there should be plans to achieve them in the future, ten or fifty years on, ready for the day when powers and finance are available.

The understanding, insight and enthusiasm that Kim conveyed for Winchester were very refreshing. The audience was reminded how fortunate we are to live in Winchester. One contribution that Kim has made to the city is Hyde Abbey Garden, carved out of a car park and created over the ruins of Hyde Abbey Church, the final resting place of Alfred the Great. Kim made brief references in his talk to some of his other work, the breadth of which can be seen in his book, 'Led by the Land', published by Pimpernel Press Ltd.

Trust Art Exhibition - TrustNews Dec 23



The Trust's contribution to this year's Heritage Open Days in September was an art exhibition. We turned the ground floor of the Heritage Centre into an exhibition gallery and invited a number of local artists to exhibit their paintings.

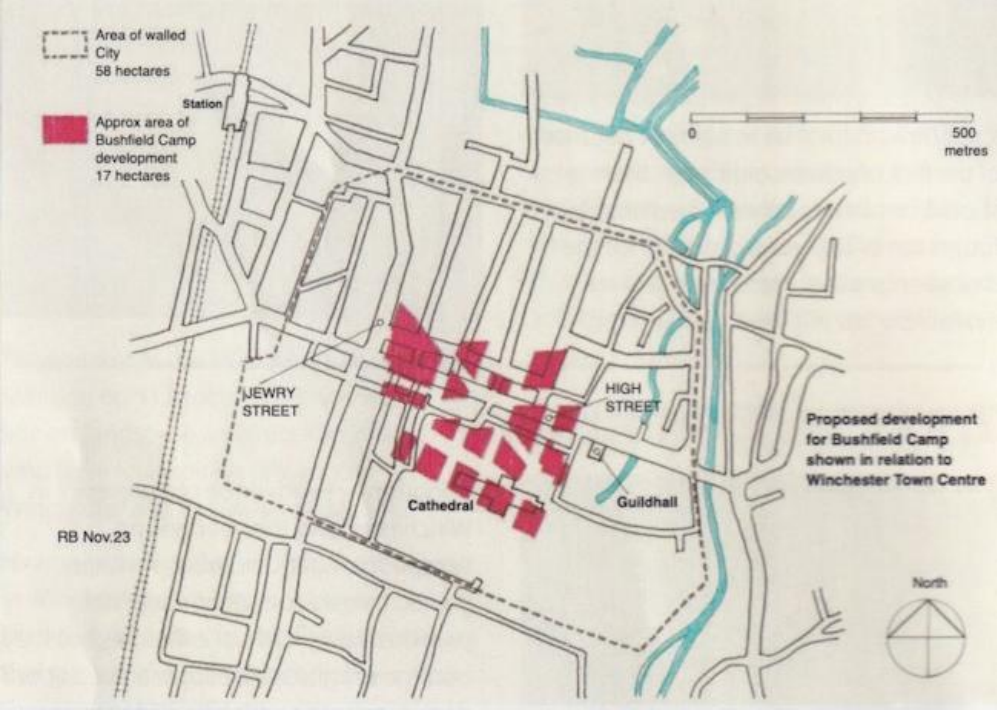
We are grateful to the exhibitors for taking part and providing a wide selection of styles and subject matter for all visitors to enjoy.

Heritage Open Days is always a good opportunity to advertise our presence in Winchester, and this year was no exception. A good number of visitors passed through our door, some not previously aware of our existence, but they became enlightened! People arrived at our door despite the contractors' hoardings guarding the adjoining building site. The contractor helpfully provided signage to advertise the exhibition for which we are most grateful.

A big thank you to those who took part, hung the paintings and manned the exhibition, as well as to the Heritage Open Days team for encouraging us to take part, and of course to the visitors and friends who made it past the contractors' hoardings!

Bushfield Camp: Outline Planning Application submitted - TrustNews Dec 23

Richard Baker has an initial assessment



A planning application (ref: 23/02507/OUT), was submitted to the Council on 27 October by the Church Commissioners for the development of the Bushfield Camp site, south of Winchester.

The application, supported by 115 documents, is an outline application, requiring only the issue of access to the site to be determined. This means that matters such as layout, scale and appearance of buildings and landscaping are reserved, and will be considered at a later date.

The application is for an employment-led mixed-use scheme for a 20 hectare site. The applicants describe the scheme as a knowledge quarter. It comprises 96,500 square metres (gross internal area) of floorspace to provide accommodation for research and development, academic uses and academic accommodation (525 rooms), a hotel (100 rooms) and ancillary uses that include a nursery, shops, restaurants, cafes, bars, visitor and exhibition space, and leisure and sports uses. In addition, parking for 1055 cars is proposed, largely in a multi-storey car park. The number of proposed full time employees is 3,369.

The Trust has long been concerned about the impact that the form and size of development being proposed will have on the landscape setting of Winchester, the traffic that it will generate in this rural location and the impact that it could have on the local economy in the town centre. In conjunction with other organisations the Trust will be making a full response to the application.

Winchester's 'Character Areas' - TrustNews Dec 23

Keith Leaman continues his series



Character Area 6: Oliver's Battery

Character Area 6: Oliver's Battery

One assumes that this character area is known as Oliver's Battery because during the Civil War canon arrived here in order to storm the royalist stronghold of Winchester. This historic nomenclature raises expectations for a historic context, but as with most post-war mixed development, this suburb of Winchester is bland and lacks a core, with a ribbon layout that is dictated by car requirements. The one redeeming feature is that some of the views out are spectacular.

Challenges for the bus industry post-pandemic - TrustNews Dec 23

Rob Vince, Stagecoach South



During the pandemic, lockdowns and restrictions forced people to reconsider their travel patterns. Since then, bus use has returned to 80 - 90 per cent of pre-pandemic levels. Those travelling on concessionary passes have been notably slower to return and numbers have only just crept past the 70% mark typically. There is a sizeable group who used to use the bus that has simply not returned at all and many users are using it less than before. A preference for the car among non-users will be hard to overcome. Perceptions that the bus is inconvenient and takes too long also prohibit people from giving it a go.

There are clear requirements around what is needed. A more comprehensive network and improved reliability of services would encourage people to use the bus more. Value for money is always important to bus users and the Governments £2 fare cap scheme has helped to tick that box. Some who have used the scheme have been encouraged to use the bus more because of it but on town centre services, the true generation factor is still only in a single digit percentages. However, Winchester has several 'inter-urban' bus routes, connecting the city with places such as Alton, Basingstoke, Fareham, Petersfield and Romsey. It's these longer journeys, with typically higher fares, that have been most prominent in attracting new people to them. So, with improved promotion of services, together with better value for money through the capped fare scheme, lapsed and non-users are definitely being reached.

In contrast to the successes, there are also more marginal routes that provide a lifeline for many people, which, with a downturn in patronage, edge nearer to being commercially unsustainable and potentially in future need of local authority support, from authorities that have acute financial budgetary challenges.



Speeding up bus journey times is a key factor that allows operators to make the best use of resources. We want to be introducing more buses to our fleet in order to improve frequencies, provide a wider network and enter a virtuous circle of growth that brings greater choice, flexibility and value for bus users.

However, perhaps surprisingly, we have seen no let up in traffic congestion, despite the changes in working habits and we battle daily with keeping our services on-time, properly spaced and thus a reliable, attractive option for the travelling public. It is frustrating merely adding buses just to keep a schedule that has to be constantly stretched to accommodate traffic delays.

Through the Bus Service Improvement Plan in partnership with Hampshire County Council, we have identified a number of interventions in the city that could help reduce journey times during busy periods of the day and make those journeys more predictable. City Bridge, North Walls, City Road and Station Hill, just to mention a few, are all areas we are working on to identify how buses can be given priority, along with Romsey Road, where significant congestion is routinely encountered and represents the single biggest delay point, in total minutes, in the Winchester area.

However, there are wider changes planned for the city, with large development planned. We are involved in the consultation processes and are striving to place public transport at the heart of these developments, as a key element of the schemes, rather than having to adapt our network around the new built environment.

It is imperative the Winchester Movement Strategy works well for buses and doesn't displace routes and make them less appealing and longer. The Central Winchester Regeneration area must also provide the best facilities possible for bus users, and in the right place.

With so many interested parties, this is not always straightforward. We appreciate that buses aren't everything, but with such a cherished location in which to live, learn, work and spend leisure time, it is so important that public transport is seen as a fundamental part of the solution to the congestion issues that blight this otherwise beautiful city.

Rob Vince is Business Development Manager at Stagecoach South

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Carlisle House - TrustNews Dec 23

Judith Martin on the important social history of a lost building



Carlisle House, when it was the Connaught House Home for Girls, c1886 Photo © Peter Higginbotham www.childrenshomes.org.uk/WinchesterWS/

Members might have noticed a new white block on the corner of Romsey Road and St James's Lane. It takes the place of a rather run-down redbrick house evidently belonging to the NHS, which sold it in 2018. With it went an important bit of social history.

23 Romsey Road (as it was then) was from 1868 the Carlisle Memorial Refuge, established by Sir Walter Crofton. Crofton turned his attention to the treatment of women prisoners in the UK in 1862, having previously been Prison Director in Ireland where he had been appointed by Lord Carlisle. Both were humane men, seeking to improve often brutal conditions. The lady supervisor for the new and radical regime was Miss Eliza Pumfrey.

Women found guilty of serious offences or persistent offenders were sent from Millbank and elsewhere to Winchester to serve the last six months of their sentences, in unlocked premises. At the time of the 1871 census there were 45 'convicts' (called 'inmates' by the time of the 1881 census).

The women were decently fed and clothed, and taught skills that would allow them to find employment in the outside world. Most importantly, their children were educated at a small boarding school established in Upper High Street.



Carlisle House c.2017 Photo courtesy of Hampshire History Trust

Crofton recognised that women prisoners incurred debts to whoever looked after their children while they were inside, and those debts could stop them staying on the straight and narrow upon release. The women earned money from needlework and laundry work, money which was held for them until they left.

There was a board of trustees of the Great and Good, including three lords, three MPs, two reverends, one admiral and John Ruskin. Eliza Pumfrey gave evidence to the parliamentary Penal Servitude Acts Commission on 4th July 1878 - a rare thing for a woman to do. In explaining the working of the Refuge, she said "I think there is good in all of [the inmates] if only you can find it." Certainly she and Crofton found it: in the first two years 236 women had left the Refuge, of whom 112 went into service. Of these, only two committed theft from their employers. Only two women ever absconded, despite the open doors. It was estimated that 70-80% were "holding on in right courses" - a vastly higher figure than today's.



The Carlisle House site today Photo J Martin

The Refuge closed in 1881 - it's not clear why. The building, renamed Connaught House, became the Diocesan Home for Training Friendless Girls for Service or Emigration, which in turn closed in 1931.

Eliza Pumfrey died in 1886 in Winchester. In her will she left £500 to a niece "to be paid to her for her own benefit and free from the debts and control of any husband with whom she may marry." At the very least there should be a plaque to her and her reforming dedication.

Central Winchester Regeneration - TrustNews Dec 23

Liz Kessler reports on a useful workshop



At last there are welcome signs of progress in the CWR area, small and modest at this stage but that is no bad thing. There is visible change around Kings Walk with short term interventions that certainly make a difference: bold signage and graphics as well as planting, all of which have a significant and positive impact. At the same time, Jigsaw, the developers appointed to lead the regeneration (see article by Richard Baker in the June issue of TrustNews) have been holding workshops and meeting people before beginning to formulate plans.

In July I attended one of these workshops on the theme of 'Movement'. It was a useful and encouraging event attended by many members of the Jigsaw team, including representatives from architects Henley Halebrown who are preparing the masterplan; East Architecture, Landscape and Urban Design; a mix of HCC and WCC officers; and a WCC councillor, as well as representatives of different organisations including the new owners of the Brooks Shopping Centre; Stagecoach; WinACC; the Winchester Walking Strategy Group; Cycle Winchester and Andy von Bradsky (acting as a 'critical friend' for WCC and a member of the CWR Reference Group).

The workshop provided an opportunity for those attending to listen to each other, to hear different approaches to the same issue and to discuss; it was enjoyable, civilised and constructive, with the sense at the end that there was general satisfaction and consensus.

There was general discussion stimulated by photographs supplied by those attending. These were varied, and included examples from other places that could inspire and influence work in this area of Winchester. Smaller groups were specifically asked to consider key issues as well as short term interventions that could be implemented almost immediately to demonstrate positive change; opportunities which, like work being carried out in Kings Walk, will have an immediate impact but not be permanent. Provision of more benches and trees in planters was one such simple suggestion.

When considering movement it was recognised the CWR had to connect to the wider Winchester area.. The implementation of many of the objectives of the Winchester Movement Strategy is an essential prerequisite for the successful regeneration of the area and needs to progress as quickly as possible. Although there are few signs of this at the moment it was useful that representatives of HCC were present at the workshop. There was also a focus on the Broadway, recognition of its potential to be a stunning public space enjoyed by many, highlighting the Grade 1 listed buildings facing it and the presence of water (currently all somewhat hidden with space being dominated by black top and allocated to vehicles, but substantially empty much of the time). This was also identified as one of the areas that could demonstrate change by simple short-term interventions, albeit ones requiring modest changes in movement of cars and buses and the removal of a small number of parking spaces.



Artist's impression of a regenerated King's Walk, from www.winchesterregeneration.co.uk

The main aim of the workshop was to listen, to hear what people wanted. Consensus developed with a focus on active travel, the need to restrict the dominance of vehicles and minimise the need for parking by ensuring there was accessible provision away from the town centre. Buses were recognised as being important although not necessarily requiring a bus station in the area, but ensuring good information and facilities. The potential for 'free' buses was raised and discussed, recognising that it might take years to realise but at least its merits can now be considered, along with smaller, more frequent and less polluting buses. The workshop ended with a positive feel.

Liz Leask, Head of Communications at HCT, outlines the diverse work of this important body



Live music in the Performance Hall at the Arc
Photo Hampshire Cultural Trust

From living history to live performance, education to internationally important artefacts, Hampshire Cultural Trust promotes Hampshire as a county that offers arts and heritage experiences of national and international quality to its residents and visitors. Established as an independent charity in 2014, the trust manages and supports visitor attractions art galleries and arts centres across the county, with a diverse programme of exhibitions, re-enactments, comedy, music, theatre, workshops and classes. Trust venues are in all four corners of the county, from Aldershot Military Museum to New Milton's Forest Arts Centre and Milestones Museum in Basingstoke, with four venues in Winchester: The Arc, 878AD, City Museum and Westgate Museum.



Conservation work on the Little Giant Steam Wagon at the trust's workshop in Winchester

The trust also cares for 2.5 million objects that tell the story of Hampshire's rich and diverse history, with objects of national and international significance. Amongst these is the county's industrial collection, which is cared for at the trust's Winchester headquarters where the traditional skills needed to maintain and repair these significant objects are kept alive. Included in this highly specialist collection is a Little Giant Steam Wagon, which was made in Andover by Tasker and Sons In 1924 and is the only surviving working example of its type in the world.

Held both at its stores in Winchester and on display at Alton's Allen Gallery, the ceramics collection is also widely recognised for its vast scope and exceptional quality. With objects from the 17th, 18th and 19th centuries, including exquisite Chinese and European pieces, the collection includes a 1649 Ignis statue which is considered to be among the top 20 pieces of English ceramics. The ceramic collection is currently undergoing a major inventory to reveal some of its untold stories as part of a National Lottery Heritage Fund project to refurbish the Allen Gallery and showcase the gems held in the collection.



Children playing the Anglo-Saxon game taefl during a school visit to 878AD in Winchester

The trust's charitable purpose is to change lives through culture, engaging with individuals, families, groups and communities to improve wellbeing, health and happiness. More than 600,000 people visit Hampshire Cultural Trust venues every year and over 15,000 schoolchildren take part in its immersive education programme. In addition, Hampshire Cultural Trust delivers outreach projects cross the county, reaching vulnerable groups in local communities, including those living with dementia, people suffering from mental health challenges and young people who are not in mainstream education.

With a team of passionate staff and a dedicated cohort of over 400 volunteers, the trust works closely with local and national partners, placing Hampshire communities, the collections and their stories at the centre of everything it does across the county.

Station Approach development - TrustNews Dec 23

John Hearn has an update



Congestion within the Station Approach quarter Photo J Hearn

Everyone agrees that townscape improvements to the Station Approach quarter are necessary. When pedestrians arrive and pass through the area, they are confronted with vast areas of tarmac often clogged up with traffic, unsightly car parks and unattractive, difficult to negotiate and confusing pedestrian routes.

There are significant opportunities to improve the public realm which will favour pedestrians, cyclists and public transport. There are great opportunities for attractive and sympathetic new development on the carparks and other sites.

The aspiration is that Station Approach will become an attractive arrival place and entrance to the city with a public transport interchange; an attractive place to visit and linger, a place to live and work with convenient facilities and services. A city quarter with a unique character, well connected to the city centre.

Since I last reported there has been progress on Station Approach.

Following the public consultation exercise last Autumn, when over 1,000 completed surveys and comments were returned to the Council, including a hefty submission by the Trust, consultants (Howarth Tomkins) have been commissioned by the Council to undertake a Capacity Study, which was preceded by a separate Transport and Parking Demand Study (by City Science).

At the beginning of 2023 the Trust was invited to join the Station Approach Reference Group. The group was set up to act as a sounding board throughout all stages of the project. Although principally a discussion group, participants have been encouraged to make written submissions following the meetings. The discussions at the reference groups are confidential. Membership consists of Councillors, WCC officers, HCC transport planners, city stakeholders and consultants employed by the Council. The first task of the group has been to assist with the development of a 'brief' to procure a Station Approach masterplan.

The findings from the Capacity Study appear to have reassured the Council that it is viable to proceed to the next stage. Both studies, referred to above, have informed the development of the 'brief'.



It is worth noting that the Station Approach Study Area plan has been extended and refined from the earlier one.

1. **The Carfax Site** - Gladstone Street car park, the leased parking adjacent and the former register office and to the south of Hampshire County Council's Records Office (owned by WCC).

2. **The Cattle Market site** - Consisting of the Cattle Market and Worthy Lane car parks (owned by WCC).

3. **Station East** - The decked car park to the East of the Station (owned by NRIL, operated by South Western Railway - SWR)

4. **Station West** - Surface car parking along the western side of the railway line and the decked car park to the West of the Station (owned by NRIL, operated by SWR)

5. **The DIO site** currently used as a base for the Hampshire and isle of Wight Army Cadet Force. WCC is in conversation with the DIO to establish it and when they may release this site for re-development.

Green areas outside redline boundary

This indicates that the project will consider how these areas can integrate and connect better with public realm improvements within the redline as well as considering how connectivity between these areas can be enhanced.

The plan and key above shows the latest version. It now includes land outside the red line (i.e. the green areas) much of which is public realm. It is understood that the treatment and use of these areas will be a key consideration as the master planning exercise develops.

Following feedback from the Reference Group a 'brief' to procure a concept masterplan has been finalised and sent out to tender.

At the Council's Cabinet meeting on the 4th October 2023, it was reported that 16 expressions of interest have been received and that they include both local and national multi-disciplinary design teams.

It is anticipated that a decision on which master planning design team to commission will be made by the Council in November.

The Council and its consultants plan to engage with the community and stakeholders in Spring, Summer and Autumn of next year, during the development of the concept masterplan.

Members' visit to Longford Castle - TrustNews Dec 23

Arthur Morgan reports on the final members' visit of 2023



Longford Castle Photo Longford Estate

A charabanc collected our party from the Radnor Arms to take us across less familiar Wiltshire countryside into the seclusion of the Longford estate, towards the castle that lies beside the river Avon, almost too perfect a setting (which led imagination into playful thoughts of Lord Emsworth, the Empress and Blandings Castle...). However, this delightful pile proved real enough, albeit somewhat unorthodox and idiosyncratic in its fanciful style and layout.

Its original form was that of a manor house before being transformed in the Elizabethan period into a chivalrous architectural essay consisting of a triangular plan castle with castellated corner towers for faux fortification effect, later to be further developed by its new owners, the Huguenot merchant Pleydell - Bouverie family, whose ancestors bought the estate in the early 18th Century. Its present enlarged form, along with revived Elizabethan features, is due mainly to Anthony Salvin's design, commissioned by the fourth Earl of Radnor in the later 19th Century.



A Longford Castle interior Photo Longford Estate

We were welcomed by our two guides into this happy confection, who expertly took us through beautiful rooms, some of quirky proportions, explaining in great detail the significance of the paintings, furniture and artefacts therein. We learned of the ongoing and important connection between the Radnor family and the National Gallery; suffice to say, among the works sold to it by the family are The Ambassadors by Holbein, now one of the most famous paintings in the National Gallery, and Poussin's Adoration of the Golden Calf which hint at the wealth and taste of the Radnor collection.



The Ambassadors by Hans Holbein the Younger,
sold by the Radnor Family to the National Gallery in 1890
Photo Longford Estate

Lively vignettes of family characteristics accompanied the many fine portraits of the Radnor family through the ages, suggesting them to be cultured and conscientious of their stewardship of their possessions and place, and their civic position in society. Some were also creatively eccentric, notably Helen Matilda, countess to the sixth Earl of Radnor, whose interest and love of Venice and music resulted in her bringing back a gondola, complete with gondolier, so she could continue to enjoy the Grand Canal on the Avon!

Though steeped in art and history, Longford Castle is, happily, not a museum piece but continues very much to be a living home for the ninth Earl and his family. This became apparent at the end of our tour when someone remarked we had not yet seen the kitchens or the bedrooms... after all, why should we, since this is still a private house!

Greening and Wilding in Winchester - TrustNews Dec 23









Photos courtesy of Richard Baker

Footer - TrustNews Dec 23

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The City of Winchester Trust Ltd, Winchester Heritage Centre, 32 Upper Brook Street, Winchester, SO23 8DG

Tel: 01962 851664 - e-mail: secretary@cityofwinchestertrust.co.uk -- www.cityofwinchestertrust.co.uk

President: Professor Joy Carter CBE DL

Chairman: Keith Leaman Hon Treasurer: Margaret Lancaster Secretary: Tessa Robertson

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