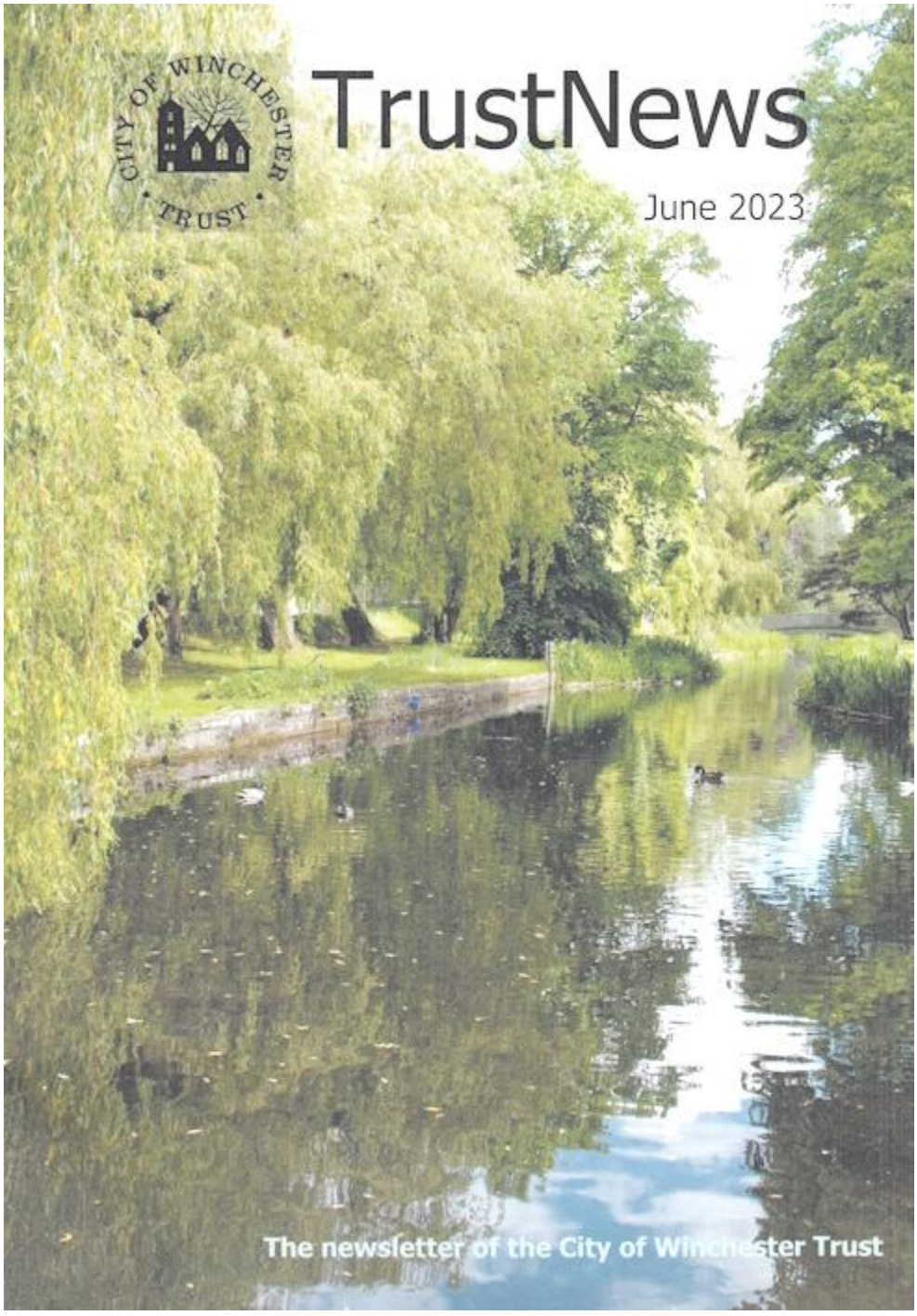
River Itchen at North Walls - TrustNews Jun 23



River Itchen at North Walls

Chairman's Jottings - TrustNews Jun 23


Tornagrain, Inverness - a model new settlement that others should follow

Bushfield

We are monitoring the progress on bushfield Camp, which is currently being considered for development in line with the local plan. We are still very concerned about the design and scale of the outline proposals we have seen so far. We think that the introduction of 2,000 plus people to be employed, together with their transport requirements, plus the current use, plus possible bicycle routes, will lead to human saturation of the whole area. This we think could easily destroy what is currently part of Winchester's setting. With all this in mind we are waiting for the next stage, which we understand is being evolved ready for a September planning application.

New surgery

After many years the new surgery building to replace the St Clements surgery is about to be built on the old car park adjacent to the Trust. The Trust has recently been approached to agree party boundary agreements, and archaeological exploration has been undertaken. We understand that nothing significant was discovered. There have been revisions to the original planning approval, most of which have also been approved. This new surgery will obviously leave the St Clements surgery empty and ready for development along with the rest of the Central Area so watch this space!

Once again the question of housing shortages and the magic figure of 300,000 houses per year is in the news. What should be addressed by politicians is the dysfunctional housing market in general. We go into this in more detail in the article on page 2. At the moment any government relies on volume house builders for the supply of mass housing. These housebuilders deliver very similar estates, none of which show any understanding of design layouts and housing that 'belongs'. We are therefore left with featureless suburbia without any soul, so that most estates are disliked and vigorously resisted by the public.

As well as changing the way mass housing is delivered, the government should also look at how the planning process can be improved and how movement within an estate is addressed because this is also part of the problem. There have been initiatives to try and address the housing problems, such as local design codes, NPPF initiatives and the Building Better Building Beautiful Commission, etc. However, housing estates still march on, unloved. I think this is one of the more important domestic problems we have, and to provide housing that 'belongs', and is affordable to all, is of paramount importance.

Keith Leaman

Placemaking - building communities - TrustNews Jun 23



Volume housing development, Basingstoke Photo T Robertson

A look at placemaking principles and housing development

The country's housing crisis and the urgent need for new homes is one of the biggest issues facing central and local government. And the debate is becoming increasingly polarised, between the city and the countryside, and between existing homeowners and the young who despair f ever owning their own homes.

But the barriers to building the hundreds of thousands of new homes we are told are needed every year are not easily overcome, with the high cost of land being one of the major problems. This high cost means developers have less to spend on good architecture and high-quality buildings, social housing, proper infrastructure, parks and other green spaces, walking and cycling... In other words, all those things that make up a real place, a real community.

The result is the kind of unimaginative, poor quality volume housebuilding so evident on the edges of our towns, where the houses are so similar you could be in Basingstoke or Basildon, Swindon or Shrewsbury. Housing estates such as this do little if anything to enhance the towns on the edges of which they perch; in fact many would argue that they actively detract from them. Green spaces and countryside valued by residents are lost, and the developments often become little more than dormitories where the car is king. Is it any wonder that so many people object strongly to this kind of development in their area?

Proposals to build hundreds of thousands of new homes using this model will surely lead to yet more objections, polarising communities even more.

But a different model is being proposed by many forward-thinking architects and landowners, who understand that housebuilding needs to be part of the development of real communities -placemaking - that people want to be part of.

In 1999, a groundbreaking document called the Charter for New Urbanism was published in the USA. The principles of New Urbanism are based on how towns were built over centuries: walkable blocks and streets, housing and shopping being placed in close proximity, accessible public spaces and a focus on good design. Developments that follow these principles are designed for people and accommodate all forms of transport, not just vehicles. Town squares, walkways and cafes are seen as crucial to allow daily interaction and public life.



Nansledan primary school Photo Duchy of Cornwall

In this country, King Charles was an early proponent of this ethos and has encouraged discussion and debate. In 2019, the Prince's Foundation published Housing Britain: a call to action, which contains a series of thought-provoking articles addressing issues around housing in the UK. In the foreword, the then Prince of Wales writes, "I have long believed that for communities to prosper they require a built environment that provides good quality homes that are planned as walkable, mixed-use and mixed-income neighbourhoods, with integrated affordable housing that is as well-designed as the rest. They also need a range of local services accessible by public transport, green routes and natural places that are enjoyable and safe for cycling and, above all, with a local identity that fosters pride and a sense of belonging, and has character and beauty... [Neighbourhoods with these qualities] unquestionably help in improving the quality of people's lives, social cohesion and well-being."



Cycleway in new development, Eastleigh Photo Eastleigh Borough Council

Poundbury is of course the best-known example of where the King has tried to put these principles into practice, but other examples of his involvement include Nansledan, a 4,000 home development on Duchy of Cornwall land near Newquay in Cornwall. This follows the same principles as Poundbury (walkable mixed-use neighbourhoods, with a greater emphasis on walking and cycling than the car), but in a far less affluent area with a very different demographic make-up. The masterplan was developed by Winchester-based Adam Architecture after lengthy consultation with local people. Affordable housing was a priority: thirty percent of the Nansledan development is affordable, and low-cost rented homes are dotted among more expensive, owner-occupied ones, with no visible difference between the two types of housing.


A traffic free back lane providing safe walks at Chapelton Photo Chapelton

Other landowners around the country are building developments based on similar principles. Chapelton, just south of Aberdeen, and Tornagrain near Inverness, are two highlighted by the Housing Britain report. They are based on a completely different model than that followed by the volume housebuilders, with the landowner involved in the development on a long-term basis, giving them the power to ensure the principles are complied with. Costs are considerably higher in the short term with a long payback period, but in the long term such developments are as profitable as conventional housebuilding. What is needed is incentives for landowners to go down this route, rather than selling to the highest bidder for short term gain.

Once the land had been allocated form housing by the local authority, the thing that all these developments had in common was the high level of early consultation and collaboration with local people that was carried out with the aim of finding out exactly what was wanted and needed. This included discussions on infrastructure, types and locations of green spaces and community facilities, the construction materials used and the designs of the homes and other buildings. The results of the consultations were used in the preparation of the masterplans for the developments, giving local people the kind of input and personal investment that simply does not exist with the conventional housebuilding model.

Could this kind of consultation with local people, long term landowner involvement, the kinds of principles that underpin Poundbury and Nansledan and an emphasis on beautiful, well-designed development that enhances an area rather than detracts from it help avoid the kind of confrontation that so often occurs when an area is allocated for development?

Planning Appraisal Group - TrustNews Jun 23



We report on the group's work over the last quarter.

It has been a relatively quiet quarter this month, with Panel members reviewing the usual extensions and dormers.

However, one application has required more attention from Panel members, linked as it is with the Trust's work on the regeneration of central Winchester, and that is the application for the old Friarsgate Medical Centre.

In the December issue of TrustNews we reported on this application, which proposed demolishing the "derelict" building and for the site to be made a 'meanwhile pocket park.'

The Trust compiled a number of concerns in its objection to the application. Consent is required to demolish an unlisted building in a conservation area. The Trust argued that this application is premature and should be supported by a detailed proposal for replacement development, as required by Local Plan Policy DM 28.

The application to demolish the Medical Centre was approved by Planning Committee on 24 May. Members were concerned about how long demolition, archaeological investigation and construction of the public area would take, but wanted to see something happen on the Central Area, as does the Trust in the long term.

High Street Pedestrianisation: lessons for Winchester? - TrustNews Jun 23

Judith Martin reports on city centre pedestrianisation in Norwich.

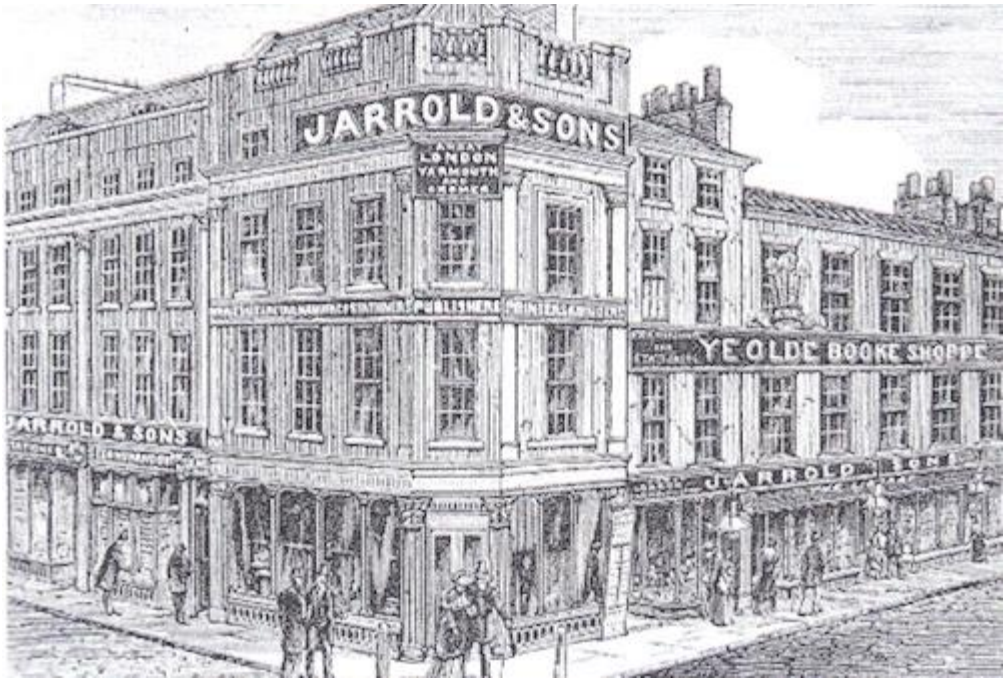


London Street, Norwich Photo Antony Kelly (Archant Norfolk 2017)

Norwich, as it says on the signs as you enter, is a fine city. The statement is generally said to come from George Borrow's Lavengro, of 1851, but Borrow himself was possibly influenced by Cobbett's Rural Rides, where he says 'Norwich is a very fine city, and the castle, which stands in the middle of it, on a hill, is truly majestic.' Writing from Winchester, I'd be inclined to go with Borrow, as Cobbett is unflattering about Winchester, saying it "is at present a mere nothing to what it once was".

So back to Norwich. The Norwich Society, a civic society like the City of Winchester Trust, was established in 1923, making it respectably older than the Trust. In its centenary year it seems relevant to look at one particular triumph it has had, and continues to have, and from which Winchester could learn a great deal. That is pedestrianisation. Much of the following information is taken from a booklet the Trust published in 2017, called the "Foot Street" Revolution.

Norwich doesn't have a High Street, but London Street, described as the Bond Street of Norwich, was pedestrianised - in what seems now to be a fairly standard combination of accident and design - on 17th July 1967. Ever since the late Medieval period, Norwich has had a population about two and a half times that of Winchester, and it draws on an agricultural hinterland that is in parts extremely rich. Its wealth can be seen not just in the cathedral but in buildings from the Castle (about contemporary with Wolvesey) to the flint Guildhall of the early 15th century, through to the gorgeous tiled late Victorian Royal Arcade.



Jarrold's department store c.1890 Photo taken from Colonel Unthank's Norwich where it is courtesy of Caroline Jarrold

London Street is less of a set piece than any of these, but was and still is home to numerous independent shops and restaurants, mostly small but with a department store, Jarrolds, on one corner, proudly family-run since 1823.

Norwich appears to have been blessed by a series of good planning officers and engineers. In the early 1960s, Chief Engineer Horace Rowley was influenced by the Ministry of Transport report written by Sir Colin Buchanan, who said of traffic in towns, "We are nourishing at immense cost a monster of great potential destructiveness." Rowley proposed an inner ring road, with only buses, cycles and commercial vehicles allowed in the central pedestrian zone. However, the Corporation was having none of it.

Fate intervened, in the glamorous form of a broken sewer. London Street was obliged to be closed to traffic for six weeks at the end of 1964 - peak Christmas shopping time. Traders feared the worst, but in February the following year the Eastern Daily Press was able to report that "shoppers and strollers have been very much happier". The next month it reported that London Street traders had voted 2:1 to have sections of the road closed between 9am and 6pm.

Newly appointed Chief Planning Officer Alfred Wood - who later became chief architect planner to English Heritage - proposed to seize the opportunity to extend the experiment to a permanent scheme, but again the City Fathers were resistant. Wood's proposed four sections of London Street were reduced to two, but Wood persevered. He researched best practice in Europe, and continued to build support from the traders. Finally, in July 1967, the Lord Mayor tied a ribbon across the end of the street, and pedestrianisation was fully underway. A month later the Eastern Daily Press reported a three-fold increase in people walking down London Street.

When adjacent roads suffered an increase in traffic, traders there demanded that they should be pedestrianised too.

The AA surveyed its Norwich members, and found only 4% viewed the changes negatively. Nearly three quarters said they had not been inconvenienced.

Alfred Wood wrote that "Even if unlimited money were available [for] a massive programme of roadbuilding, this would not provide a solution. It will merely create an unending spiral of more cars seeking to use the increased road space.. Historic cities such as Norwich are particularly vulnerable ..."This will be familiar to anyone who heard the recent CWT talk from the Canterbury Trust about development in cathedral cities, especially those low-lying ones at risk of flooding.

However, as Wood predicted, trafic continued to grow. Fifty years after his first success, another senior officer in Norwich - this time with the 21 St century title of Executive Director of Community - said "We have got to acknowledge that this is a medieval city. The transport systems are at or near capacity and doing nothing is not an option."

Looking at a map of Norwich now, the number of streets with no or restricted traffic is striking. The area around the cathedral and down to the river, the hugely picturesque Elm Hill and its adjacent streets, and much more besides, have joined London Street. Most recently a further two streets to the south have been included, in 2016 and 2017.

It seems extraordinary that the case for taming traffic should still have to be argued.



Anna Sewell, author of Black Beauty, was born just outside Norwich

and Jarrolds, who were originally printers, printed Black Beauty in 1877.
This magnificent panel is from the first floor of the building.
Even London Street is not immune from pigeon netting

Apart from the booklet from the Norwich Society, anyone who would like to read more about the fine city is recommended to consult the splendid Captain Unthank, who writes a fascinating blog:
https://colonelunthanksnorvvich.com/2023/O1/31/plans-for-a-fine-city/
The photos are taken from him.

Summer walks 2023 - TrustNews Jun 23

Due to the lack of an organiser, we have only been able to arrange a limited Summer Walks programme, but we hope that what we lack in number we make up for in quality!

Please see the individual descriptions for walk times and meeting places. Donations to the Trust of £5 per person are requested.

Decorative architecture in the High Street

15 June at 6pm

Richard Baker will guide a walk looking at the many interesting architectural features in Winchester's High Street.

Meeting place: outside the Tourist Office, Guildhall.

Winchester College

22 June at 4.30pm

Adam Rattray, Head of Art History at Winchester College, will guide a walk around the College, including Warden's Gardens and Bethesda Gardens, School, Hall, Chapel and Chantry, Musa Picture Gallery, Treasury, War Cloister and Library.

Meeting place: Porter's Lodge, College Street

Wolvesey Castle

29 June at 5pm

Please note there is an additional £5 donation to English Heritage for this walk.

Blue Badge Guide Karen Dagwell will guide a walk exploring the medieval building, including why it was built and then extended, its historical significance in the 1100s during The Anarchy and Mary I and Philip of Spain's wedding banquet.

Meeting place just outside the entrance to the Castle.

Middle Brook Street and the Brooks area

20 July at 6pm

Starting in Roman times, guide Sara Gangai will discuss the 2000 year history of Middle Brook Street. The walk includes a peek at a 15th century wall painting hidden away in one of the properties.

Meeting place: the car park at Holy Trinity Church, Upper Brook Street

The Itchen in Winchester

10 August at 6pm

Terry Gould is our guide for a walk and talk along the River Itchen in Winchester.

Meeting place: the entrance to St Johns Street just off Magdalen Hill.

Please email Tessa at secretary@cityofwinchestertrust.co.uk to book your place

---

Bastides - TrustNews Jun 23

Keith Leaman on an example of medieval town planning with relevance for residential development today.



Monpazier, France Painting by Keith Leaman

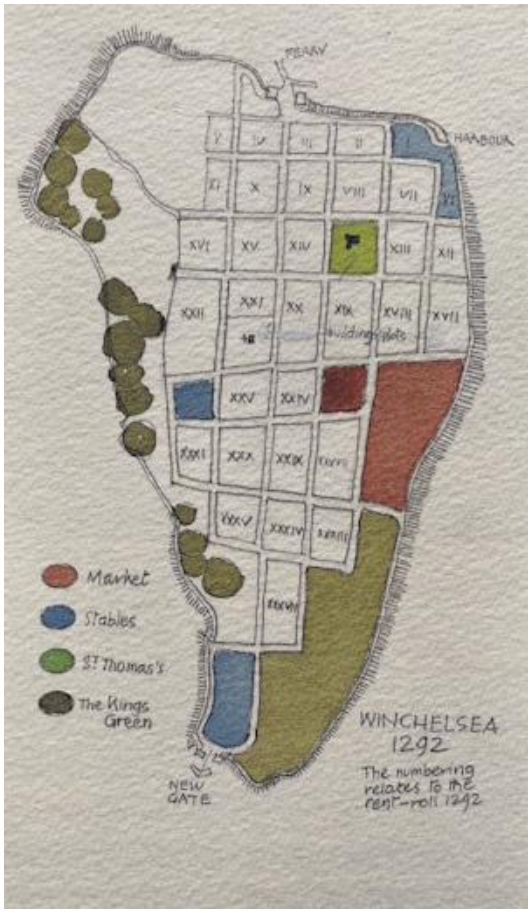
I have for a long time been intrigued by the new towns constructed at the instigation of Edward 1, towns known as bastides.

Even though such towns were founded centuries ago, they could still possibly offer lessons today when considering the planning of large housing developments, an example of which locally is of course the 2,000 houses at Kings Barton.

Bastides were new towns constructed in open country, many of them founded by Edward 1, who was Duke of Aquitaine as well as King of England. Fifteen new towns were built in Aquitaine and many more were built in England and Wales. Two examples where one does not have to use too much imagination to understand bastide planning when visiting today are Winchelsea and Caernarfon.



Bastide housing, Monpazier Painting by Keith Leaman



Winchelsea, East Sussex Painting by Keith Leaman

Most of the bastide towns built in the 13th century are still in existence, but have evolved to the extent that it is difficult today to understand the planning arrangements. Bastides were designed to be strategic as well as defensive, and influential as well as economic centres. Most were very successful.

The best preserved town of all of the bastides is Edward's Monpazier in Aquitaine. Monpazier is a town where you can be plunged back into the 13th century: very little has been altered over time. This town enables one to understand exactly how Edward's planners worked their layouts, and how precisely considered they were, with strict rules applied. The town is divided into squares and roundabouts separated by a hierarchy of roads and passages. The houses are similar in size, and although facades vary, materials are the same. There are points of interest as one tours around, so enabling easy navigation.

Whatever the reasons for the thinking behind 13th century planning, such towns could offer inspiration for today's housing estates. For example, they promote a community spirit, whereas estates being built today do not. They were built to a high density, but still remain full of character with spatial and architectural interest. Even after hundreds of years Monpazier still feels fresh and timeless. Today's 'greenfield' housing schemes do not reflect any of these characteristics. In fact most appear soulless and monotonous ribbon developments. Features were added to bastides to help navigation around the town, which also added interest and character. This consideration seldom happens on a large modern estate, with the result that one can easily become lost! In addition, housing built to high densities is much easier to make energy self-sufficient, as well as releasing land take up that can be used for recreation.

Members' visit to West Horsley - TrustNews Jun 23

Thursday 27th July



West Horsley

We still have some spaces left on the members' visit to West Horsley and the Theatre in the Woods.

West Horsley Place is a dilapidated medieval mansion which the late Bamber Gascoigne unexpectedly inherited from his aunt, the Duchess of Roxburghe, in 2014. He donated the estate and the proceeds of the sale of its contents to a

charitable trust which is undertaking its restoration. We will have a private tour of the house and gardens followed by a sandwich lunch.

Members will know that Grange Park Opera upped sticks and left Grange Park a few years ago and built a new opera house in the woods at West Horsley Place. We will have a tour of the new opera house which is modelled on La Scala Milan.

The cost of the visit, including coach travel, guides and lunch, is £70 per person.

If you would like to go on this visit, please email Tessa at secretary@cityofwinchestertrust.co.uk

---

Winchester Movement Strategy - TrustNews Jun 23

Phil Gagg, WinACC Trustee, assesses recent proposals impacting movement in Winchester.



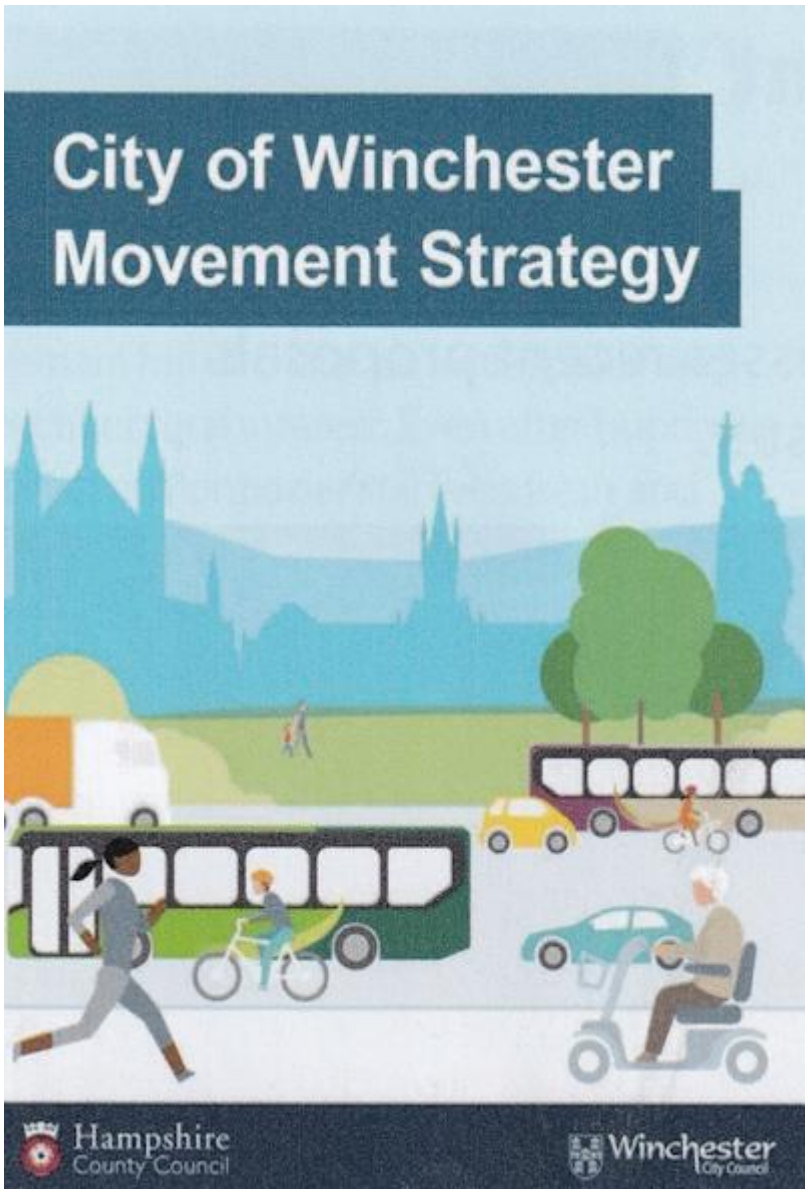
Winchester Traffic

Over the last few years there has been considerable discussion about how we should manage movement in Winchester town and the surrounding area. It is frequently suggested that there is an agreed Winchester Movement Strategy and that all the subsequent more detailed proposals align with this strategy. This is not necessarily the case and there are some serious contradictions. This article looks at some of the recent proposals and how well they are aligned. In some cases major changes are needed to ensure that there is seamless integration, that the priorities reflect the results of the public consultations and that they tie in to policies on climate change. A major review of the Winchester Movement Strategy is long overdue.

Background

The Winchester Movement Strategy (WMS) Phase 1 was consulted on in the autumn of 2018 and published in spring 2019. initially it was a document with "high-level" aims with three priorities:

1. Reduce city centre traffic
2. Support healthier lifestyle choices
3. Invest in infrastructure to support sustainable growth



The WMS followed closely on from the Central Winchester Regeneration Supplementary Planning Document adopted in June 2018. The documents were broadly in sympathy with each other, but it is intended the relationship will need to be revisited now that Jigsaw Consortium trading as Partnerships & Places have been appointed as developers.

The Climate Emergency

Only two months after the WMS, in June 2019, WCC declared a climate emergency in which it committed to becoming a carbon neutral local authority by 2024, and aimed for the wider district to be carbon neutral by 2030. Details of what this would involve were published in a Carbon Neutrality Action Plan (CNAP) in early 2020. In

that more than half of Winchester District emissions were transport-related it seemed important to review the Winchester Movement Strategy to see whether it was ambitious and speedy enough to deliver what the CNAP required. In particular, the priority given in the WMS to Park-and-Ride construction could have been seen to increase car use and emissions throughout the district and undermine the proposed bus partnership.

Cycling

In July 2020 the government issued new policy guidelines and infrastructure guidance on provision for cycling that rendered most cycling infrastructure in Winchester obsolete, including a link to the new leisure centre that had not yet been completed.

On 15 December 2020 detailed plans were produced for cycle routes along roads in Winchester Town, and other plans have been produced for elsewhere in the district. However no reports have yet appeared on the HCC website. It is not clear what will happen next on this.

Buses

On 15 March 2021 the government published Bus Back Better, a new bus strategy for England urging local authorities to step up their support for bus services, and requiring a more coherent approach to bus service provision.

In July 2021 HCC published a report on a consultation on four active travel schemes at Upper High Street, High Street, North Walls and City Centre North-South. The majority of the responses to most of the schemes was favourable, especially the scheme for High Street/Upper High Street.



Local Transport Plan (LTP)4

In April 2022 HCC published their Draft LTP4. This changed the assumptions within the WMS. Not least it proposed that 'predict and provide' should no longer be the basis for transport planning and should be replaced by 'plan and provide'. The predicted 46% increase in Winchester trafï¬c would have to be replaced with a planned 10% reduction. This was a fundamental change, and alone would cause major changes in the WMS. The final plan has not yet been published.

In June 2022 the government developed a programme for mini-Holland schemes, where walking and cycling routes would be funded to pass through low-traffic neighbourhoods with safe crossings of the main roads that separated the neighbourhoods. HCC employed consultants to construct a bid for mini-Holland schemes in Winchester. Subsequently the government cut funding for the programme, so funding is unlikely. It was an approach with potential whose ideas were very different from those behind the WMS.

Conclusion

A considerable amount of work has been done on transport schemes in the last five years. However the work has been done in response to the different priorities of different funding schemes. It is time for a review of how the schemes all fit together. In particular:

1. How the traffic circulation in the WMS facilitates the bus routing that will allow all routes to serve both the railway station transport interchange and the town centre
2. Whether there is adequate pedestrian and cycling access to the Central Winchester Regeneration Area
3. How the cycling and pedestrian routes in the LCWIP relate to the cycling and pedestrian routes in the mini-Holland proposals
4. Whether there is sufficient capacity for the expanded bus services promoted in Bus Back Better to terminate in Winchester Town
5. Whether the plan will encourage the level of mode transfer necessary for reducing transport energy demand to a level that can be supplied by green electricity, once road transport has been electrified
6. Whether the proposed pedestrian cycling and bus routes are sufficiently attractive to increase the level of walking and cycling sufficiently
7. How good public transport connectivity can be created through good timetabling and route planning
8. How far the schemes proposed reflect the weight of the responses to consultations.

Central Winchester Regeneration - TrustNews Jun 23

Richard Baker reports on the next stage.


Aerial view of Winchester

On 20 March, at a well attended meeting in the Nutshell Theatre, the Council announced their Development Partner to regenerate the Central Area. The successful bidder is the Jigsaw Consortium, comprising two members, Genr8 Kajima Regeneration Ltd., and PIP Capita.

The consortium has a team of nine professionals consisting of three architects (Turner Works, Henley-Halebrown and Peter Barber), plus East Architecture, Landscape, Urban Design Ltd.

The other five members are Pre Construct Archaeology, Barton Willmore (planning consultants), Expedition Engineering (structural engineering services), Useful Projects for sustainability and Momentum Transport Consultancy. The Council will Now be working with the Jigsaw Consortium on an agreed programme of engagement for implementation.

A budget of £385,000 to carry out short term improvements for Kings Walk has been agreed. A budget of £50,000 has been allocated for archaeological investigations for four trenches in the bus station area. A dig is proposed between the western end of Friarsgate Medical Centre and Friarsgate.

On the planning front, determination of two current applications, one for the development of the RAOB site in Cross Keys Passage and another in Silver Hill, have been put on hold whilst the issue of phosphate mitigation measures is resolved. The Council has submitted an amended planning application for the demolition of the Friarsgate Medical Centre and proposals for an interim public realm on this site (see article on page 5). The Trust has objected to this application on the grounds that it does not comply with policies for demolishing unlisted buildings in a conservation area, and questions the value and need for short term investment in this location.

Development Brief

When the Council invited bids to develop the Central Area, they produced a Development Brief for the site in March 2022 as one of the procurement documents.

The Brief states that the objectives and core requirements for the regeneration of the Central Area are set out in the Supplementary Planning Document (SPD) 2018.

The Brief sets out a mix and quantum of uses:

1. c. 25,000 sq.ft. of retail and food and beverage space
2. c. 180,000 sq.ft. of residential with a minimum of 40% affordable
3. c. 80,000 sq.ft. mixed use of leisure, culture, hotel and commercial/office

The Development Partner will be required to provide infrastructure and public realm improvements within the SPD boundary and deliver a bus solution. To facilitate development of the bus station, new on-street bus stops are proposed, which would appear to supersede the provision of a bus hub on the Middle Brook Street car park, proposed in the SPD.

The Brief states that the Winchester Movement Strategy includes improvements to the City Centre through changes to the one-way system. Details and consultation on these improvements are awaited.

The Council is committed to a robust programme for the identification of significant archaeological remains, their conservation in situ and, if appropriate, their recording by excavation.

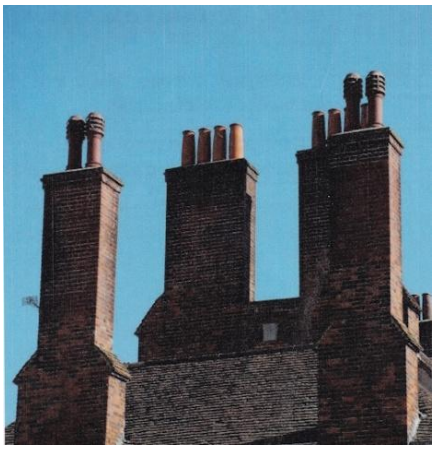
The Brief sets out Investment and Sustainability Objectives.

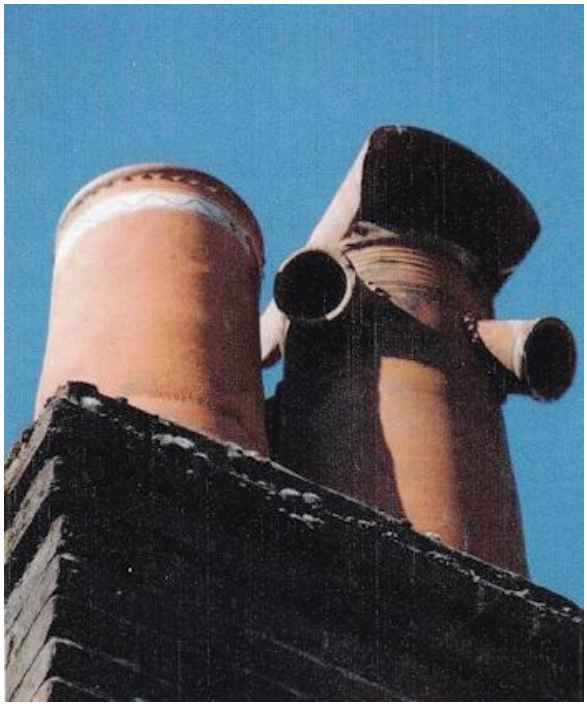
The Development Partner will lead community engagement on archaeology and design.

A hybrid approach is being considered for the submission of planning applications: an outline application to be made for the whole site and a full application for the first phase of development.

---

himneys and Chimneypots in Winchester - TrustNews Jun 23









Footer - TrustNews Jun 23

The content of TrustNews is copyright City of Winchester Trust Ltd unless otherwise noted. However, views expressed in articles are not necessarily the views of City of Winchester Trust Ltd. The Editor welcomes letters or other contributions: please contact editor@cityofwinchestertrust.co.uk

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, Vice-Chancellor, University of Winchester

Chairman: Keith Leaman: Hon Treasurer: Nick Gibbins Secretary: Tessa Robertson

Company registered in England No 609812 Registered Charity No 251798

TrustNews is printed by ADH Printing: www.adhprinting.co.uk