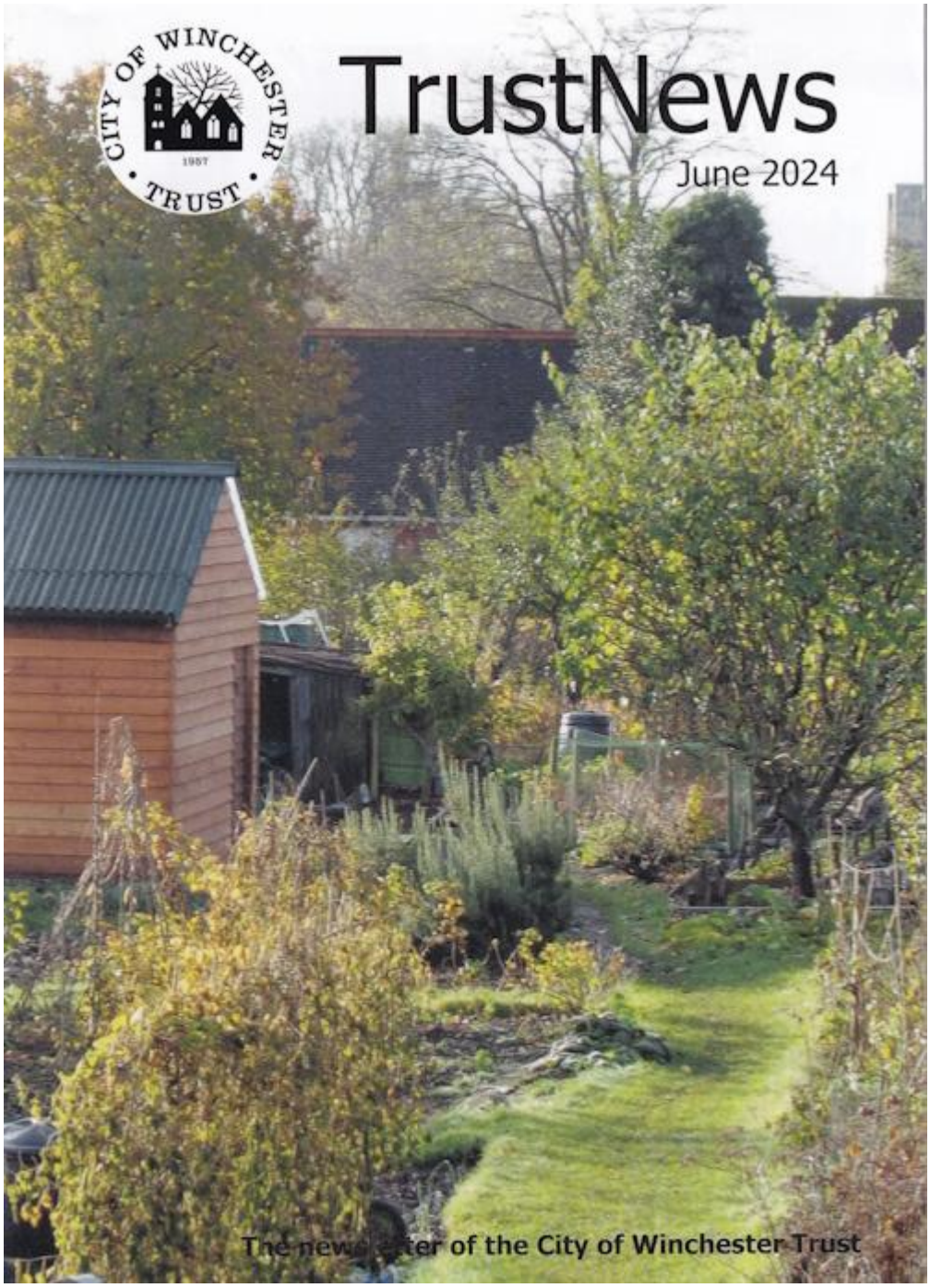
St Cross Allotments - TrustNews Jun 24



St Cross Allotments showing the new shed Photo A Scott

Chairman's Jottings - TrustNews Jun 24



St Cross Allotments with the old shed (Photo A Scott)

Andrew Rutter

Ever since his retirement as conservation officer at Winchester City Council, Andrew Rutter has been painting and drawing views of Winchester. These are views with a difference, in that many of them are taken from the upper rooms of private premises around central Winchester which Andrew has managed to charm his way into. The results are therefore refreshing as they place a different emphasis on many well-known views.



View towards Parchment Street Painting by Andrew Rutter

The number of drawings, some of them quite complex, is staggering - there are well over 250. The Trust has agreed to have them digitised, a process we are gradually

moving through and which is being undertaken by Sarson Press and the Record Office. The process is not easy as some of the panoramic views are over a metre long! The two shown are examples of Andrew's unique and intricate style.



View of Winchester City Painting by Andrew Rutter

High Street pedestrianisation

This year is the 50th anniversary (actually the 51st- see Judith Martin's article) of the pedestrianisation of the High Street. I understand that at the time the proposal was promoted, it provoked a fair amount of controversy, with shop owners concerned that they would lose business. I think that the scheme has proved a huge success, and the High Street is now a lively enjoyable space where one does not have to dice with traffic (and traffic fumes).

I would think it must have allowed the footfall to increase, thereby improving the viability of shops in what has been and still is a difficult time for commerce. Perhaps the 50th/51st anniversary is a suitable time to consider the closure of other shopping streets, thereby improving their viability??

Summer talks and walks

We are grateful to Penny Patton for organising three spring talks for members. Two have taken place so far, one by Richard Baker on the upper reaches of the Itchen Valley and the other by Elizabeth Proudman on the St John's Road area. Both have been well attended by appreciative audiences. The final one is on the Fulflood and Weeke areas of Winchester on 26th June.

Our new summer walks volunteer organiser, Jonathan Mardall, has put together a really interesting and varied programme of walks this year, and we are very grateful to him for all his hard work. There are still places available on some of the walks, so do email Tessa if you would like to book a place.

Cards and A3 prints of a selection of Andrew Rutter's drawings and paintings can be purchased from the Trust's online shop cityofwinchestertrust.co.uk/shop

Keith Leaman

St Cross Allotments Gardens - TrustNews Jun 24

Andrew Scott outlines their history



Aerial photography of the Hospital of St Cross and allotment gardens, 1949 Photo courtesy A Scott

St Cross gardens (or allotments as they are now called) occupy an open, sunny, fertile area bounded by a flint wall on the west (Back Street) and north (Cripstead Lane) sides. On the east and south sides they are bounded by the Lockburn Stream. They are the property of The Hospital of St Cross and Almshouse of Noble Poverty. Allotmenters access their plots through the Cripstead Lane gate.

The Lockburn stream arises in the town centre and was a medieval culvert that served as Winchester's only main drain until the 1870s.

Part of the allotments was once gravel pits belonging to the Bishop of Winchester, although since medieval times they have been field or garden land. Pottery collected on one allotment over several years included small shards ranging in date from Roman and Saxon times to the Victorian era - evidence of the spread of mulch from the middens (dung or waste from humans).

In 1904 a schedule and plans of properties compiled for the Hospital of St Cross indicated that the gardens, the area now referred to as the allotments, were in fact

leased to two people. One was an area of two acres and 21 perches in two parts leased to Arthur Andrews of Water Lane (now Cripstead Lane). The second was a strip of 25 perches leased to GH Saint, also of Water Lane, which split the area leased to Arthur Andrews in two; it ran from alongside No 3 Back Street to the Lockburn stream. The total area of these two leases was two acres, one rood and six perches. This tallies with the survey by William Tite of the Hospital properties in 1853, in which Lease 13 for the Farmhouse was described as 'five cottages under one roof and 2 acres, 1 rood, 6 perches of garden ground' *. This is the current allotment area. The land (12 rods) for the parish hall was leased to the Master and Trustees of St Cross in 1904 and the area was extended to include the car park in 1965.


The old shed from Cripstead Lane Photo A Scott

Quite when the area became allotments in their present form is uncertain, although it is likely that this occurred during the second world war. in 1939 the minutes of the meetings of the Trustees of St Cross recorded that Miss Saint wished to give up the strip of garden leased to her. Her plot was re-let to a Mr Young. The aerial photo on the previous page clearly shows the allotments in their current form. If anyone can throw any light on when they took on their present layout, the information would be very welcome.

The allotments, which are in demand from people all over Winchester, contain a large communal shed, trees, storage trunks and seats to mark the individuality of the holders. The original shed had double doors and a vehicle inspection pit. The shed was used, it is believed, by Fred Newman, a builder who carried out much work at the Hospital, and was over 100 years old when it was rebuilt in 2016 by the current allotmenters. Clearing out the inspection pit prior to reconstruction turned up an interesting array of items including old boots, seeds and a number of half size bottles of Teachers whisky which still had a faint whiff of their contents.

Currently there are 89 plots which vary in size from 21 sqm to 216 sqm. The waiting list is 75 long and rents, based on the size of each plot, are paid to the Trustees of St Cross. Water for the plots is provided either from the Lockburn Stream or from any

one of three hand pumps which draw ground water from a depth of about three metres.

**For the imperialists, 40 perches make up 1 rood and there are 4 roods to an acre. The square rod has been called a pole or perch (or more properly a square pole or square perch. A rod is 51/2 yards.*

Winchester High Street Pedestrianisation - TrustNews Jun 24

Judith Martin on the anniversary of this important event



The Pedestrianised High Street as imagined in 1971 Photo: Winchester City Council

By some quirk, this year a number of groups in Winchester are marking the 51st anniversary of the pedestrianisation of the High Street. (Google 'winchester high street pedestrianisation' and up comes a very detailed blog called Local Histories, stating confidently that the High Street was pedestrianised in 1974. That must be the source of the confusion. Undaunted, we shall celebrate instead the first birthday of the pedestrianised High Street, which was reported in the Hampshire Chronicle on 2nd February 1974 and which gives the actual date, 4th February 1973, on which the mayor led a civic walkabout in the traffic-free centre.)

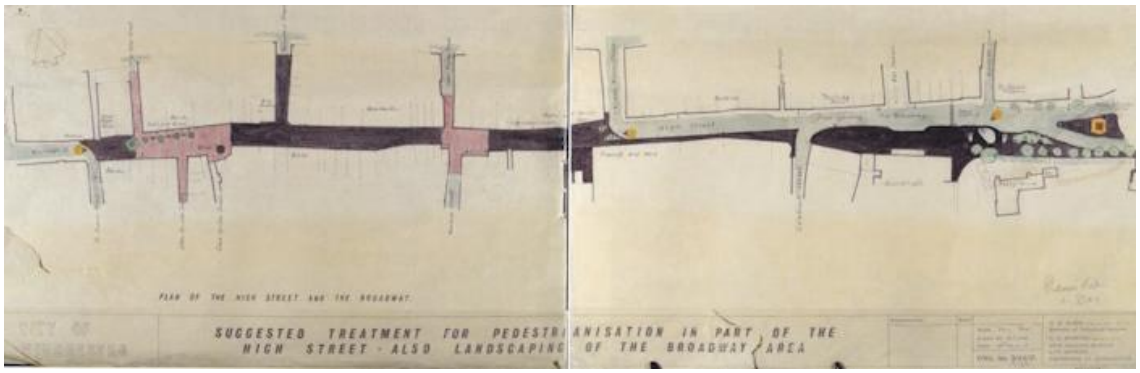
I wrote a year ago about the first pedestrianisation, in Norwich, which had been planned from the early 60s. Presumably the endeavours of Norwich planners were reported in professional journals, and it turns out that Winchester had its ear to the ground, coming up with a first traffic plan in 1964.



The Pedestrianised High Street as imagined in 1971 Photo: Winchester City Council

While the Norwich civic society has written a very good account of the process of pedestrianisation, largely by accident (collapsed drains and emergency closures), sadly there is no obvious equivalent for Winchester. Records of the debates surrounding the decision-making and the eventual design appear to be lost, most likely in the Guildhall fire of April 1969 that destroyed the west wing which had been occupied by the planning team.

What survives in the Hampshire Record Office are two huge drawings, the first dated 18th March 1971, with three watercolour perspectives of how the junctions might look (see above for two of them), and a plan of the High Street and the Broadway (below). Some of the planting is a little optimistic - flower beds would not have lasted long - but it's a shame we never had the large trees or the open water on the Broadway. Despite the endeavours of the IRA, who were active on the mainland from the early 1970s, the High Street plans had seating and low walls enclosing greenery, not anti-terror slabs of concrete and vast bollards.



Plan of Pedestrianised High Street and Broadway Photo: Winchester City Council

A look at Kelly's Guide for 1969/70 in the Hampshire Records Office shows a busy and varied high street between Colebrook Street and Southgate Corner, with ladies' and gentleman's outfitters, furnishers, tobacconists, a delicatessen (very advanced...) - the only names still there apart from a handful of pubs and banks are Boots and Rawlings Opticians. Certainly there were far fewer cafes than now, although there was - above Dunn's Hatters at no. 17 - the British Workman Coffee Tavern, which must be a research subject in its own right.

High streets up and down the country are in trouble just now, with a combination of rents, business rates, out-of-town shopping, various financial crises and the ease of online shopping. No-one is in any doubt what makes an attractive high street: plenty of variety, small independent shops (plus enough of the big names), decent architecture and a sense of place. The great Jane Jacobs identified this in the 1960s, in The Death and Life of the Great American City.

There is a counter-argument that pedestrianisation can be destructive, by in effect raising rental values as the street becomes so popular. The small independent shops get pushed out to the side streets, if they survive at all. But even in 1970 the bookshops, toy shops, ironmongers and so on that must have existed were not on the High Street. That isn't so much an argument to reintroduce cars as to introduce other measures to help small businesses survive.

Promoting high density city centre development - TrustNews Jun 24

John Hearn makes the case for joined up sustainable development and movement



Thomas Street mews housing previously a private office carpark Photo: J. Hearn

When I worked as a planner at the City Council, in line with government policy, housing and commercial development was still allocated at the edge of Winchester on green land (Barton Farm, Bushfield Camp). Also, development had been allowed on unallocated green land when the Council's projected housing figures were successfully challenged at appeal (Winchester Village). In suburban locations there were numerous proposals for housing in sub-divided gardens, known as 'windfall sites'.

These types of development were considered by many to be unsustainable, despite the prevailing government policy. Sites were invariably distant from facilities and services which people needed to access on a day-to-day basis, they would often

negatively affect the setting of the city, they usually compromised the character of neighbourhoods and they were poorly designed using the ubiquitous low density cul-de-sac model, where road space and parking space took precedence over an otherwise attractive public realm.



Dense street enclosure within the city core. - St Thomas Street Photo: J. Hearn



Dense street enclosure within the city core. - Tower Street Photo: J. Hearn

Government policy has now changed, which will be reflected in the emerging local

plan. For Winchester this means most residential development will be within the urban area or, if in suburban locations, it will need to be at a higher density and accessible to local services. The new policy also states that all involved in the development process should strive to ‘achieve high quality, beautiful and sustain able buildings and places’ (National Planning Framework Dec 2023, chapter 12).

Introducing higher density development into our city should be supported, provided it is preceded by a thorough contextual analysis. Respecting context (not copying it) should be a key consideration. Historically, high density built-form is in abundance within the city core. It defines and encloses a network of attractive streets. We celebrate this and have awarded it conservation area status. This much-loved city grain (ie its mass, height, street enclosure, active fronts) should be used as a model for new modern city development but with one important difference. It should be car free. This may sound shocking to developers and outsiders but look no further than the Winchester Movement Strategy which was adopted by Hampshire County Council and Winchester City Council in 2019, following extensive consultation. The strategy sets out and explains three priorities: 'Reduce city centre traffic', 'Support healthier lifestyle choices', 'Invest in infrastructure to support sustainable growth'.


Higher density mixed development at Gordon Road Photo: J. Hearn

When you're next exploring the historic city streets, have a peep around the backs of buildings. You may be astonished by the amount of hard surfacing that is laid out as car parking, mainly for office workers. The Movement Strategy states that there are 16,000 daily city car trips, most of which use private car parking spaces. Many of these parking areas are extensive. They could be redeveloped with mews type housing, as has been achieved in St Thomas Street.

Much of the city's public realm is devalued by vehicle movements and street parking and devalued too by unsightly traffic paraphernalia designed to keep pedestrians and vehicles apart. Not only is there air pollution, but the public realm is often congested with vehicles, creating an environment which is noisy, unpleasant and difficult for pedestrians to negotiate. The space allocated for vehicles far exceeds the

space allocated for pedestrians. Vehicles are given the highest priority! This needs to be reversed!

There are key major redevelopment areas in the city in the initial stages of master planning (Station Approach and Central Winchester Regeneration). These will provide some of the emerging local plan's allocations and hopefully will become models for sustainable development. There are, however, other city centre opportunity sites which should be considered. For example, inner-city public car parks. Some of these once accommodated high density peripheral and integral built form. Redeveloping these would reduce city centre traffic and at the same time repair the townscape by reinstating street frontages and street enclosure. There are great opportunities for a mix of city centre uses on central carparks, including affordable housing, which would bring in revenue and support local businesses.

We have reached an important milestone in city centre planning. We need to embrace the opportunities afforded by a change in national planning policy. To do this sensibly and intelligently, the emerging local plan, as it applies to Winchester city, needs to be supported by a citywide framework of proposals which takes the Movement Strategy to a new level. A framework which identifies the many city centre redevelopment and public realm opportunities. Once we do this there will be no need and little demand for unsustainable peripheral suburban development.

Design Awards 2024 - TrustNews Jun 24

The Trust has launched its 14th Design Awards



The development at St Valentines Close

The Trust has launched its 14th Design Awards - the first since 2015. The Awards celebrate the best new or restored buildings in the city as well as landscape and public realm projects.

The Trust is inviting applications from architects, landscape architects, designers and building owners, and is looking for schemes that display a high standard of design, make a lasting contribution to the city of Winchester and demonstrate a positive understanding of the character of the surroundings.

There are five categories: new buildings of any size, use or type; restoration, repair or alteration of existing buildings; public art, signs & shop fronts; landscape works including hard and soft, street furniture and lighting; and finally, schemes that satisfy the criteria above, but also make a significant contribution to sustainability in terms of energy conservation and/or reduced carbon footprint.

This year's judging panel is chaired by Sasha Bhavan, founding partner of Knox Bhavan Architects, responsible for many beautiful and award-winning projects.

The Awards are not held every year because we want to make sure we recognise only the projects that best fulfil our criteria on design and contribution to Winchester. In 2015 there was only one award - for the development at St Valentines Close.

The deadline for applications is 28th June 2024. Further information is available at cityofwinchestertrust.co.uk/design-awards

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The Stanmore Estate - TrustNews Jun 24

Patrick Davies on how it began



Cromwell Road, Lower Stanmore Photo taken from John Boughton's blog "Municipal Dreams"

It is now over a century since the City Council first started to build Council houses at Stanmore, and the story of that development is a remarkable one.

It was a privilege, and a challenge, to be elected a City Councillor to represent the people of Stanmore on eight occasions from 1973 onwards. My colleague John Boughton, a social historian and sometime History teacher at Peter Symonds College, joined me for one term as a Labour City Councillor and has since produced a marvellous blog "Municipal Dreams", in which he has written two accounts of Council Housing in Winchester. I have used some of his material about Stanmore as I did contribute to his research on this five years ago.

At the end of the first world war all local councils were required to survey their housing needs. In October 1919 construction work started on land at Airlie Road for some 250 houses. By 1920 the plans expanded to build some 556 houses and eight shops in what is now Cromwell Road, Stuart Crescent and King's Avenue. The contractors, Messrs Holloway Brothers, astonishingly built a railway siding on the adjacent mainline to bring materials to the site (horse and cart served to transfer it up the hill) but were hampered by the post-war shortage of skilled labour - it was said 20 bricklayers were working on the scheme which could have employed some 150.



'Stanmore Housing Scheme' from an article by W Curtis Green in The Architect, 1923
Photo taken from John Boughton's blog "Municipal Dreams"

The new estate occupied 110 acres, of which just 53 acres were set aside for housing at 10 houses per acre. The houses, 'built of brick and roofed in tiles in keeping with the city', ranged from a single cottage to blocks of six, from two-bed to four-bed. All had gardens and there were 'convenient allotments adjoining each group of houses'.

The Council had appointed the notable architect William Curtis Green, who designed the houses, and a landscape architect William Dunn responsible for their layout.

Plans of this 'model estate' were shown at the Wembley Exhibition in 1922. The Prince of Wales (the future Edward VIII) visited the Stanmore Estate in November 1923, and the commemorative tree he planted to mark the formal opening of the estate remains in Cromwell Road.

Drinking Fountains in Winchester - TrustNews Jun 24



St Thomas Church, Southgate Street



Abbey Gardens, Broadway ancient fountain



Abbey Gardens, Broadway modern fountain



Horse trough, Jewry Street. Erected in 1902 in memory of the horses killed in the Boer War. There's a human-height bowl on the left hand end



The Westgate, High Street. The spout is coming out of the top of the angel's head. Erected in 1859 during the mayoralty of William Hutchinson



Oram's Arbour. Erected in 1880 in memory of Ann Littlehales, by her son Lancelot

Footer - TrustNews Jun 24

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