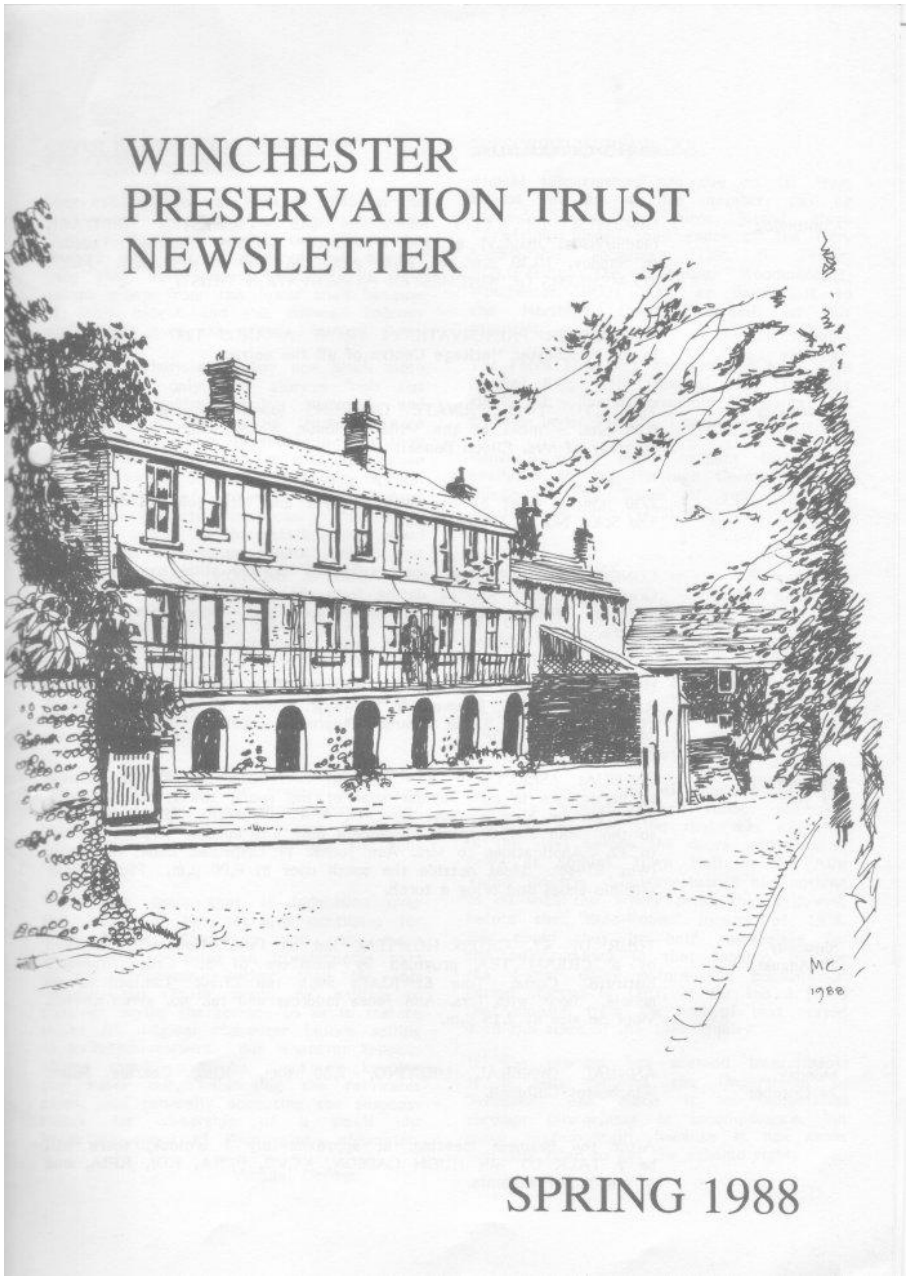
Title Picture - TrustNews Spring 1988



Drawing of Bankside Cottages High cliffe by Michael Carden

This tall terrace was built in 1891 on the very edge of Highcliffe, overlooking the Quarry Road entrance to winchester. Despite their increasingly run-down appearance they have always seemed a slightly exotic group from the lower road because of their height and the covered balcony which runs over the arcaded ground floor.

On the southern side they are much more conventional, only two storeys high but with stone quoins, window surrounds and string courses still giving them an aura something rather special. In fact they are only one room deep, so that each house is quite small, but with that very special characteristic of rooms with windows facing in opposite directions. This, along with the quality of the detailing and proud stone date

and name panels, shows that they were not built cheaply and that they were meant to last.

It would be a sad reflection on our time and on the present owners if they were allowed to deteriorate any further. The last couple of years has seen a rapid decline, with the cottages becoming vacant, windows boarded-up, and the collapse of the balcony roof.

We are worried because this sort of thing has so often been the prelude to claims prom owners that the buildings are beyond repair and would be much better demolished and replaced with something new and nondescript.

The Trust fears that if indecision over the future of the cottages continues for much longer, Winchester will once more be at risk of losing an irreplaceable part of its character. Rather than let this happen, the Trust would be willing to consider buying the terrace so as to restore it to its original character before selling to individual owners. Rut whatever happens money should soon be spent on keeping the water out, unblocking the rainwater pipes, and generally accepting the responsibility for ownership of a small but important piece of Winchester's character.

Michael Carden

Subscription Reminder - TrustNews Spring 1988

Annual subscriptions are due on 1st may. Unless you are a life member, pay by banker's order or have joined since Christmas, please send yours to the Hon. membership Secretary, Cdr. B. Tower, R.N.(Ret'd), The Cottage, Woodmancott, Winchester, 5021 3BL, or deliver it to the Heritage Centre marked for his attention.

The rates have not changed and are: Life (single) £40; Life (double) £55; Ordinary single £3; Family/household (2 adults plus children under 21) £4; Corporate £8.

Banker's order and Covenant forms are available at the Heritage Centre. Please telephone Cdr. Tower if you have any queries - Dummer (9475) 429.

The M3 Inquiry - TrustNews Spring 1988

The latest episode in the 17-year saga of the M3 Motorway came to a close recently with the completion of the resurrected 1985 Inquiry. Those who bemoan the apparently interminable progress of these statutory proceedings and are inclined to blame conservationists for their obstructionism, would do well to ponder where those 17 years have gone.

The 1971 Inquiry scarcely merited the term, being a straightforward rubber stamping operation of the kind that was expected in the days before the doors were broken down at Shipley Town Hall in the Aire Valley Inquiry. Conservationists had nothing to

do with the 5-year delay that followed, before the "Side-Roads" Inquiry of 1976. Nor could they be held responsible for the adjournments in that Inquiry, or for the 4-year delay before the consultation period started in 1981, or for the 3 years that elapsed from the end of that period until the start of the 1985 Inquiry.

If the process has seemed interminable it is only because the Department of Transport has made it so, sometimes through dilatoriness or incompetence, but more fundamentally because it has never seriously tried to get the scheme right.

At this latest Inquiry the Trust pointed out that, when road builders are blocked by major topographical barriers such as mountains or estuaries, major civil engineering constructions are often used to cross them. These are not always economically justified (e.g. the Humber Bridge), and political decisions are taken to bring them about.

The Trust has argued that there are environmental imperatives as real to any civilised society, as topographical ones. The 17 years of saga of Winchester's M3 testifies to the inescapable fact that there is a barrier at Winchester which will not be surmounted until its existence and scale are acknowledged.

One would naturally suppose that a Public Inquiry into a publicly financed scheme would be set up to determine the balance of public harm and good from the scheme. Yet it is this writer's experience of a number of Inquiries that no serious attempt is ever made to weigh all the costs and benefits in a common scale. This is true even where the Inquiry has not been a rubber stamping exercise (as, for example, the 1976 Inquiry or the Easton Lane Link Road Inquiry).

Certainly there are difficulties in weighing, for example, the benefits of decreased journey times against the costs of ruined landscape. The Leitch Committee in 1978 took a small step in the right direction, but its recommendations are now almost entirely ignored and the Committee's successor body, the Standing Advisory Committee on Trunk Road Assessment (SACTRA) is now seemingly just another part of the rubber stamping machine.

There is no incentive for the Department of Transport to attempt any overall cost/ benefit analysis, because economic factors are easily computable and can be bent in the direction of proving a benefit merely by the arbitrary selection of certain parameters, which nobody is allowed to question.

Environmental factors, on the other hand, are deemed to be impossible to evaluate. This is very convenient for the Department, for it can make the jump from "impossibility of evaluation" to "valueless". With a barrister to make the case, this sophisticated sleight of hand often utterly obscures from Inspectors the equally valid interpretation that what is impossible to evaluate is "invaluable".

The Trust in its evidence, however, set out to demonstrate that certain economic bounds could be put on environmental factors. These would be subjective, it is true, but nonetheless quantifiable for all that. The Trust evidence proposed some thought experiments, with the intention of persuading the Inspector, by the light of his own

sensibilities and values, to price what was being lost in the landscape by the Department's scheme.

The reason for doing this is clear. Whatever may be said about resource con¬sumption (the Friends of the Earth case) or traffic effects (as feared by some St. Cross residents), the landscape superiority of the tunnel proposal over the Department's scheme is not to be doubted (even the Department concedes that). The question arises: is the landscape damage of the Department's scheme comparable in cost with the engineering costs of avoiding it?

As far as this writer is aware no-one else at the Inquiry (or at any other Inquiry that he knows of) asked this question in this direct form. By it not being asked the Department can get away wit' plausible, but quite illogical statements:1ov When, for example, a figure of £100 million is mentioned for the cost of a mile of tunnel, it is easy to nod one's head when one is told that such a sum is being diverted from building 30 miles of motorway elsewhere or from urgently-needed by-pass schemes (note the subtle implication that roads are built for environmental reasons and not to increase the profits of road hauliers). Certainly £100 million could buy a lot of good things -the National Trust's Enterprise Neptune, for example, has secured nearly 500 miles of coastline for a £10 million outlay.

Obviously, therefore, it is preposterous to spend £100 million on a mile of motorway, if we weigh it in the balance of general public good. But if the landscape damage of the Department's scheme is of comparable magnitude, the balance of public good is just as outrageously skewed.

The Trust expressed the view (as argued below) that the landscape damage of the Department's scheme was indeed comparable with or greater than the engineering cost of the JAG alternative. As such it was forced to conclude that there was no case of need that could logically be made for the motorway. (If the Trust was the only organisation that questioned need, it was probably the only objector to pose the overall question of cost/benefit balance).

Of course, no-one representing the Trust is likely to be so naive as to suppose that a road will not be built just because it is unjustified. A political decision has been taken to build the road. The Trust case is that that political decision throws out all pretence at economic logic and should, therefore, take on board all the environmental consequences it entails. If a motorway is inevitable, it must be preferable to incur £100 million of construction costs than to incur £200 million, say, of landscape damage.

But how do we calculate landscape damage? The Trust proposed the following thought experiment, which rests on a foundation of, necessarily subjective, priorities. Members may wish to work through the arguments using their own priorities.

In any microcosm of human society we can imagine some priority of needs - food, shelter, security, medicine. Having secured these, we tend to put a lot of effort into making our surroundings lovelier - we decorate our houses and tend our gardens. If these are our priorities as individuals, they ought to he reflected in our priorities as a society at large.

The landscape of Winchester is part of England's great garden and not an insignificant part. It is pointless to compare great landscape of different kinds - Rydal Water, Golden Cap, the Seven Sisters, all precious parts of England. Rut for beauty of its type - chalk hills, chalk streams, a meeting of man and Nature - it would be hard to find much better. Whereabouts in the league of England's landscape areas should Winchester be placed? This writer's view was somewhere within the first 50, for the sake of argument he proposed the top 500 sites as being unarguably a grouping to include Winchester.

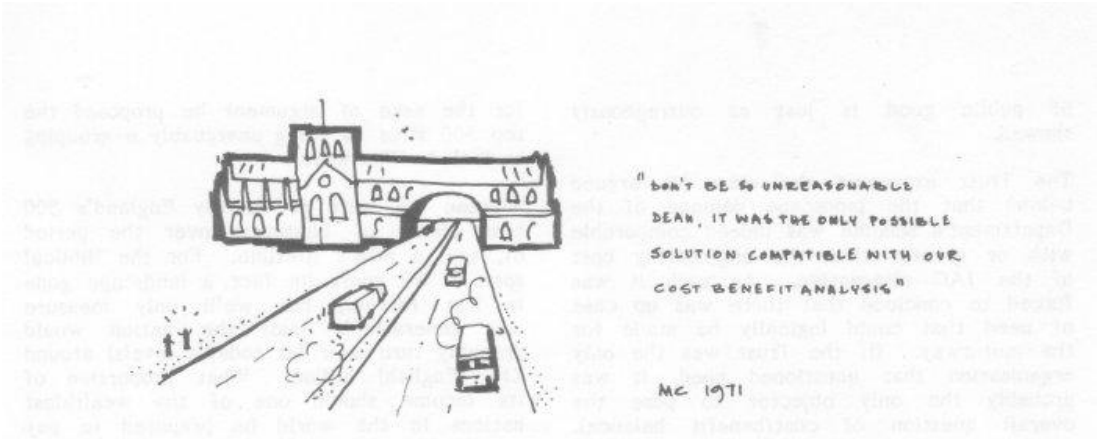
Suppose we were to destroy England's 500 best pieces of landscape over the period of, say, a man's lifetime. For the Biblical span of 70 years (in fact a landscape gone is lost forever, hut we'll only measure one generation's loss) the nation would probably turn over (at today's levels) around £15 (English) billion. What proportion of its income should one of the wealthiest nations in the world be prepared to pay in order that it does not lose its 500 finest landscape sites within a generation? 10%, 5%, 1%? £100 million per site represents a mere one third of one per cent of the nation's income in that time.

With arguments such as these it is clearly possible to show that construction costs of rather more than £100 million are not an inordinate price to pay to avoid the irretrievable loss of a major piece of landscape.

Of course there were many other matters at issue in the Inquiry besides landscape and money. most of these the Trust had no competence to tackle, but two matters seem to have concerned some members - accidents and traffic.

The accident record of the existing Win¬chester By-pass appears to be a potent and enduring mythology. There is nothing especially dangerous about the Bar End to Compton section of the A33. A driver who took any other possible route between those two points would be taking a greater risk. An average road of the same length would be riskier. For what the BBC call the "worst road in Britain", what sort of carnage are we all imagining? Recent statistics show no fatalities for the last 2 years for Bar End to Hockley and three serious injuries. For Bar End to Compton there has been one fatality in that time.

The JAG scheme is a better quality road (straighter and more level) than the Department's scheme and may well be safer. But although the accident rate per mile travelled on motorways is lower than that on other roads, there has actually never been any serious study to show whether building motorways reduces accidents. If, for example, the accident rate decreases by 10% but the number of trips increases by 15°A (motorways generate traffic) more people will be killed.



The traffic consequences of the JAG solution have caused some concern in St. Cross, largely on the basis of a Department of Transport traffic model which shows a 15% increase on St. Cross Road between the Department's scheme and the JAG scheme.

Actually the model is rather poor at assigning traffic and makes errors in existing traffic greater than 15% elsewhere on the road network. More importantly, however, the figures that have caused alarm are based on an assumption of an 81% increase in Winchester's radial traffic by the year 2007. This implies an 81% increase in central area car parking. This is totally contrary to the City Council's declared policy of retaining car parking at its present level. Indeed, a stated objective of its Town Plan is to reduce traffic in the centre.

It is not just St. Cross Road, but the whole of Winchester that would be ruined if the Department's absurd predictions were ever realised. The traffic in St. Cross has much more to do with the City Council's parking policy than with the detailed arrangement of motorway junctions.

Of more direct concern to St. Cross residents should be the City's allocation of parking on the Peninsula Barracks site. The City is also supposed to be investigating Park and Ride schemes for winchester. Since one of the prime potential locations for a Park and Ride site must be Bushfield Camp, residents of St. Cross stand to be beneficiaries of such schemes and might do well to lobby accordingly.

Chris Gillham

West Hill Cemetry - TrustNews Spring 1988

The Landscape Committee of the Trust is very pleased to report that there will be no further clearances of gravestones from West Hill Cemetery in 1988. The gravestone clearance programme, which has been proceeding inexorably since 1957, has now been temporarily halted. The City's Landscape Architect, Julian Davies, has been instructed to prepare a full report which will eventually incorporate the cemetery into a long term landscape strategy for the City.

The Trust is delighted to find that many of its observations about the cemetery and its importance as an open, hillside space within the City, have been heeded. The City Council is to reconsider its previous policy of tidying-up and slope-levelling in favour of a more creative and professionally-based strategy.

Of course, the Trust accepts that some gravestones will disappear. In this connexion we wish to make an appeal to any members who have the time, however restricted it might be, to undertake a limited survey of those gravestones which they feel would be worth preserving. We know that the City of Winchester will be most receptive and very grateful for any information or opinions gathered from Trust members.

The Landscape Committee is extremely encouraged by this new awareness of the City Council and by the desire of the Council to see this unique place within the City as a positive landscape feature. This is a particularly precious spot within the heart of Winchester yet giving exceptional views outwards towards the magnificent chalk downland landscape of the Itchen Valley. We are therefore strongly behind the strategy now being adopted, even this late in the day, by the City Council.

Nick McPherson

Listing of Historic Buildings - TrustNews Spring 1988

An interesting Seminar was held at King Alfred's College on 27th February under the auspices of the Hampshire Field Club, where all aspects of the Listing of Buildings of Special Architectural or Historic Interest were discussed.

As a general rule, all buildings built before 1700 which survive in anything like their original condition qualify for Listing, as do most buildings of 1700 to 1840. 3etween 1840 and 1914 only buildings of finite quality and character qualify and the selection is designed to include the principal works of the major architects. Selected buildings constructed after 1914 are also considered.

These Listings are dealt with by the Department of the Environment and there is a separate Schedule of Ancient Monuments which, broadly speaking, relates to uninhabited historic buildings. It was brought out at the Seminar, however, that there is some overlap.

The DoE has no plans at present to update the Winchester List (compiled in 1974) because financial resources are being directed to parts of the country which have not yet been surveyed. Furthermore, there is now a two-year nationwide delay in dealing with proposed additions to the Schedule of Ancient Monuments. Fortunately, however, the DoE is prepared to consider applications for Spot-listing.

The Trust is currently co-operating with the Winchester City Conservation Officer in the submission of proposals for Spot-listing - a recent success being the Listing of the White Swan in Hyde Street, which dates from the 17th century. We are also anxious that consideration should be given to "The Pagoda" in St. James Lane, the Rising Sun in Bridge Street and our own Heritage Centre.



A candidate for Listing?
(cartoon courtesy of the Civic Trust)

Another structure in which the Trust is particularly interested is the mediaeval bridge beyond the site of the North Gate. This was mentioned at the Seminar, and although protection is now urgent, (as talks are being held about the redevelopment of the Brewery site) no solution was put forward. Undoubtedly, this bridge, which carried the road over the City moat, should be Scheduled as an Ancient Monument as there can be very few such bridges still in existence. The loss of the adjacent Roman vallum would also be a disaster. In neither case does Listing seem to be appropriate, but with the current backlog in Scheduling, it appears to be the only answer.

The writer will be glad to receive suggestions for Spot-listing (Tel.Winchester 54552). In choosing buildings the DoE pays particular attention to the following:

1. Special value within certain types, either for architectural or planning reasons or as illustrating social and economic history (for instance, industrial buildings, railway stations, schools, hospitals, theatres, town halls, markets, exchanges, almshouses, prisons, lock-ups, mills).
2. Technological innovation or virtuosity (for instance cast iron, prefabrication, or the early use of concrete).
3. Association with well-known characters or events.
4. Group value, especially as examples of town planning (for instance, squares, terraces or model villages).

Jeffrey Smith

Winchester Preservation Trust Awards 1987 - TrustNews Spring 1988

The Awards were presented by the Mayor of Winchester, Major Douglas Covill, MBE, DCM, on 11th April 1988, at a reception in the Heritage Centre.

Twenty-three entries had been received (a record) and these were judged by a Panel chaired by the County Architect, Colin Stansfield-Smith, with Huw Thomas and David Thomas representing the design professions and Mrs. Jennie Bland and Mrs. Denise Willows as lay members. The Trust is grateful to them and to Kate Key, who dealt with administration.

The following awards were made:

New housing in Culver Road for Masters at Winchester College (Plincke, Leaman Re Browning - project architect John waldron).

Guildhall Extension, Phase 3 (Winchester City Council, Directorate of Housing RE Architecture - project architect G. Bain).

30/31 The Square - Cadogan's (Plincke, Leaman Rz Browning - project architect John Browning).

Queen Eleanor's Garden, Great Hall (Dr. Sylvia Landsberg and Dr. John Harvey, Co-designers, assisted by Brian Grayling).

Winchester Heritage Centre - TrustNews Spring 1988

In view of our experience during the winter of 1986/87 when attendances at the Centre were low, the difficulty of getting sufficient volunteer stewards during inclement weather, and the departure for Australia of our Hon. Manager Alan Cooke, the Management Committee decided to close the Centre for the three months to March 1988.

Loss of revenue was more than offset by savings in expenses, and although the exhibitions were closed, talks and meetings continued as usual.

During the winter the opportunity was taken, in conjunction with the Trust's Executive Committee, to review the longer term future of the Centre and chase progress on recommendations made by local authority representatives at the last Strategy Meeting held in April 1987.

An engineer from the City has now surveyed the building and confirmed that the roof is in need of substantial repair. The City Amenities Committee has been made aware of this and other problems, including the important one of location, and a meeting has been held with the Director of Amenity Services.

Attendances since the Centre re-opened have been encouraging. In March there were 275 visitors (including 157 during the Winchester Open weekend) plus a further 87 in groups.

Alan Cooke has now returned to the U.K. and to our great relief has agreed to resume the post of Hon. Manager. We owe a debt of gratitude to Ray Eaglen who has done such a good job in standing in as manager during Alan's absence. Ray has now reverted to his old job of Deputy.

Lastly, an item of extremely good news. British Airways, having seen our video of "Winchester Heritage", has decided to show it as a regular feature on its aircraft now named "City of Winchester". We are currently in negotiation with the City with regard to some consideration accruing to the Heritage Centre for what amounts to a major item of promotional publicity for Winchester.

Ken Johns

Flint and Lime Centre - TrustNews Spring 1988

Since its foundation in 1957 the Trust has campaigned to save the flint and brick walls of winchester, and has given practical or financial help on several occasions. But our highest priority in recent years has been to try and show how walls should be repaired so that owners can either do the work themselves or see that it is done properly by others.

The remarkable thing is that wall repair is not difficult, but such is the ignorance of the building and DIY industry that repairs often do more harm than good because the wrong materials and techniques are used.

It is mostly a question of using the right mortar mix and finishing the work so that it sheds and allows evaporation of water instead of catching and storing it in the wall where it will freeze and cause damage.

But our efforts have been slow to take effect because of the difficulty in obtaining the right lime and sand, and because there has been no where to go for practical training. We are therefore delighted to learn that a member of the Trust, Rob Bennett, is planning to extend his masonry consultancy business by creating a **Flint and Lime Centre** at his premises, the Long Barn at Morestead.

He can already supply the necessary materials in the small quantities which most owners require, and will give advice on an individual basis. But he soon hopes to be running training sessions and providing a workshop for "hands on" experience. At

the request of English Heritage he has already run a course for a number of architects who came down from London for the day.

If you want to know more about his plans, we suggest you write direct to Mr. R. H. Bennett, Long Barn, Morestead, Winchester, mentioning that you are a member of the Trust.

Michael Carden

House Painting in Conversation Areas - TrustNews Spring 1988

The Trust's attention has been drawn to a recent Court of Appeal decision. This has confirmed that any alteration to the exterior appearance of a house in a Conservation Area, specifically external painting, requires prior planning consent.

Stone Cladding - An Expensive Mistake - TrustNews Spring 1988

This is the title of a leaflet published by the London Borough of Hackney. Although no member of the Trust would dream of applying "sticky stone" to his or her house, the following extracts from the leaflet may be helpful to those who would like to dissuade others from taking this course. There is already a sprinkling of stone clad dwellings in the City.

...The purpose of this leaflet is to warn potential customers about certain things that the stone cladding firms won't tell you.

It is a mistake to think that stone cladding adds to the value of a property. It can in fact devalue a house and make it harder to sell. Potential buyers might think that the artifical stone is hiding structural or other defects.

Not everyone thinks that stone cladding looks nice and this could be a problem. A stone house clad can stick out like a 'sore thumb', and neighbours may be upset by the disregard to the character of their properties and street. Remember, when selling a stone clad property you are trying to appeal to a very small section of the buying market.

Stone cladding is expensive to install, the average cost being between £1,500-£2,000. If you have that amount of money to spend on improving your property why not consider other ways to make it individual and add to its natural character.

If the brickwork and pointing is sound, the best treatment is the simplest - that is, cleaning it down, which is relatively cheap and a lot quicker than the lengthy stone cladding process.

Cladding is not always carried out by reputable contractors. There are many 'Cowboy' firms operating, they can cause damage and their guarantees could be

suspect. Remember, all too often salesmen are only interested in selling and their commission, not the well being or value of a property.

Once installed, stone cladding is very hard to remove and to do so could cause damage to the original fabric of the building. Repairs can be very expensive. In contrast, some firms fix the cladding by using adhesive or mortar only. This is an inadequate method and there have been cases of stone panels falling off without warning.

Damp and condensation often occur when walls are stone clad, because the bricks cannot 'breathe'. water can enter the Joints, seep behind the artificial stone and become trapped. Eventually it will penetrate through the original wall. In winter ice forms and the pressure of expansion forces off the artifical stones. Once again, a very expensive problem to remedy, so, as you can see, stone cladding can cost more than you ever imagined....

Plaques - TrustNews Spring 1988

A sponsor has been found for a plaque to Sherlock Holmes, to be placed on Black Swan Buildings. The owners have given the Trust permission to fix the plaque and the Sherlock Holmes Society of London has advised us on the wording.

An offer of sponsorship has also been received in respect of the proposed Lingard plaque in St. Thomas Street. Ideas for future plaques include one on Queen's Lodge, commemorating Queen Catherine of Braganza, and one in the gardens created by Professor R. Gleadowe, designer of the Stalingrad sword.

Chris Webb

Sonnet Written by Christopher Fry - TrustNews Spring 1988

Sonnet Written by Christopher Fry for the Chichester Society and spoken by Irene Worth at the Town Meeting in Chichester Cathedral on Monday June 17th 1974

What can be said of the spoiler of cities? –
The perpetrator of a thousand pities,
Who, like the drunken surgeon with a knife,
Thinking to cure, cuts out the life
Who banishes, with gesture brief and graphic,
Whatever charm disturbs the flow of traffic –
Whose lips compress, whose cardiac centre hardens
To see a city's heart alight with hidden gardens?
What can be said of him who sees no stature
In the uniqueness of a city's nature?
'Alas' is easily said; but no sigh pays the cost
Of dignity destroyed and beauty lost.

And nothing then can reinstate
A city that we cared about too late.

Programme - TrustNews Spring 1988

Continuing
Discover the City (exhibition) and Winchester Heritage (audio/visual display) at the Winchester Heritage Centre.
Tuesday to Sunday, 10.30 a.m. to 12.30 p.m. and 2.00 to 4.00 p.m.
Free to Members of Winchester Preservation Trust.

Until 15th May
Winchester Preservation Trust Awards 1987 - Exhibition in the Winchester Heritage Centre of all the entries.

Wednesday 25 May 7.30 p.m.
Visit to two Private Gardens (open to members only).
Meet at the Miller's House, Wharf Mill, Wharf Hill, by courtesy of Mrs. Eileen Benda11.

Wednesday 25 May 6.00 p.m.
Visit to two Private Gardens (open to members only).
Meet at the home of Mr. and Mrs. John C. Browning, The Soke, No. 12 Chesil Street.

Tuesday 14 June 12.45 - 1.45 p.m.
Lunchtime Lecture on Abbot’s Barton Farmhouse, a Grade II* Listed Building dating from the 17th century, by a former resident, William Kirby.
Winchester Heritage Centre.

Monday 20 June 6.30 p.m.
Guided Walkabout, Looking at Gables, led by Keith Leaman, RIBA, of Plincke, Leaman & Browning.
Meet at outside PLB's office - No. 5 The Square. (Approx. 1 hour).

Tuesday 12 July 6.00 p.m.
Unusual Aspects of Winchester Cathedral - Another chance to participate in this popular tour of the roofs, tower, stair turrets etc.
Led by Mrs. Corinne Bennett, MBE, BA(Arch), RIBA, Architect to the Dean and Chapter.
Members only and number strictly limited to 12. Applications to Mrs. Ann Jones, 17 Cripstead Lane, St. Cross (Win. 67048).
Meet outside the south door. Please wear sensible shoes and bring a torch.

Saturday 20August
Tour of St. Cross Hospital led by Peter Hopewell, followed by a Cream Tea provided by members of St Cross Women’s Institute.
Costs: Tour £l (OAPs 50p), tea £1.50. Limited to 40 people. Book with Mrs. Ann

Jones (address and tel no. given above).
Meet on site at 2.15 p.m.M

Monday 24 October 7.30 p.m.
Annual General Meeting, King Charles Suite, Winchester Guildhall.
After the business meeting, at approximately 8 o'clock, there will be a Talk by Sir Hugh Casson, KCVO, PPRA, RDI, RIBA, one of our Vice-Presidents.

Contributions to the Newsletter should be sent to the Hon. Secretary, Winchester Preservation Trust, C/o. Winchester Heritage Centre, 52/54 Upper Brook Street, Winchester.