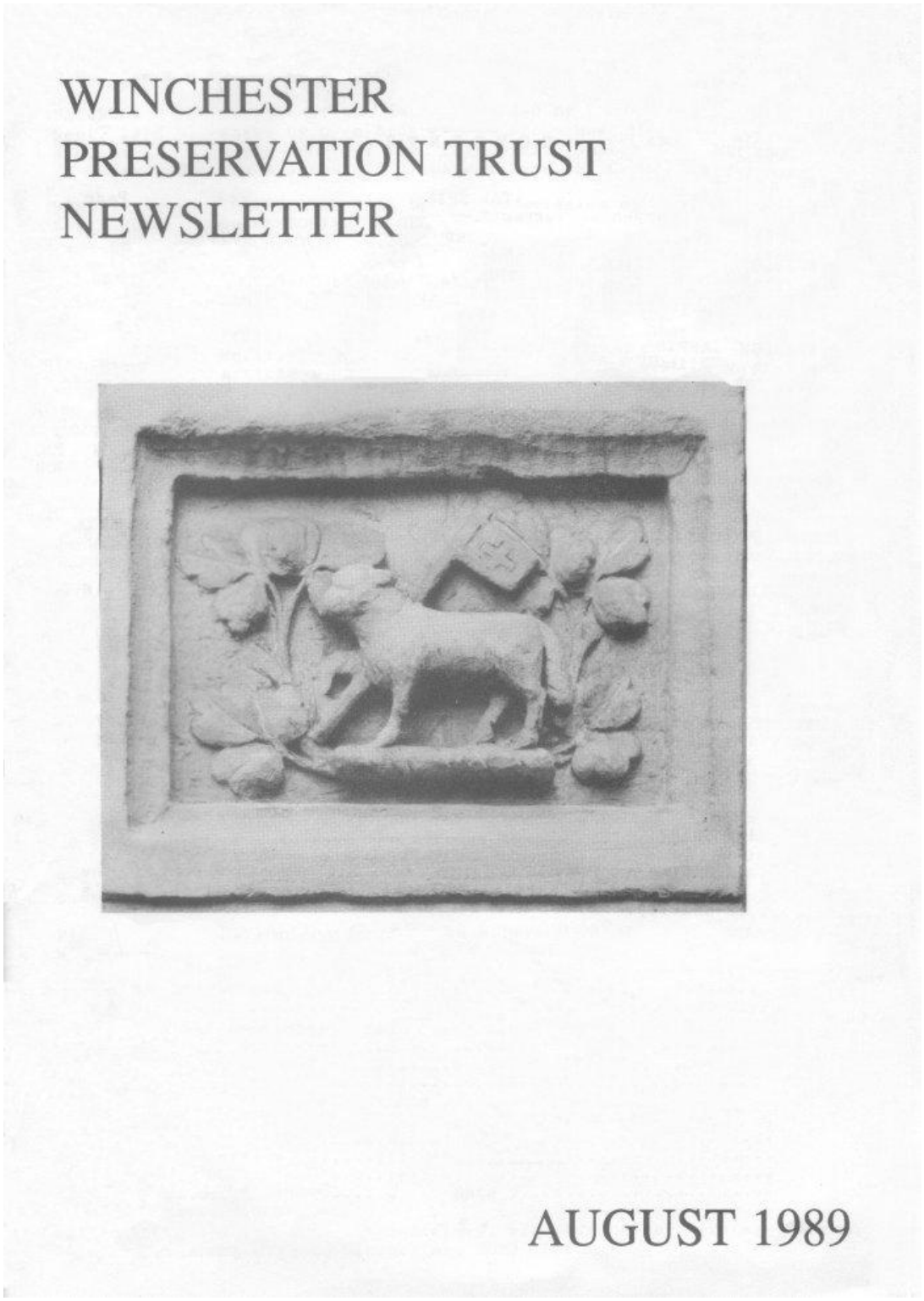
Title Picture - TrustNews August 1989



Photograph of the Lamb and Flag on the old Dolphin Inn

The Lamb and Flag on the old Dolphin Inn, St. Thomas Street; the coat of arms of St. John's Hospital, now part of St. John's Winchester Charity.

St. John’s Charity - TrustNews August 1989

A Brief Note on one of Winchester's Oldest Institutions

There is a famous story of a meeting between Queen Elizabeth I and the then Winchester Mayor. "Yours is a famous city Mr Mayor" to which the answer was "It has a-been, it has a-been". A modern tourist, one of the thousands who come here in a hurry, on the way to something else, may well be satisfied with a quick dash around the Cathedral and an even quicker look at the Round Table. He will have "done" the place, like the tourist who said to my husband who was waiting for a service to begin in the Cathedral: "I'm glad they've found a use for this old building". If that visitor had had time to walk to Winchester's Broadway and stood looking north, by the side of Thornycroft's fine statue of King Alfred, he would have seen the Chapel of St. John, and some significant remains of its Hospital, older in origin than the Norman Cathedral and older than the most famous of its Norman Hospitals, St. Cross in the village of Sparkford.

This brief note is not the place to discuss the origin of St. John's Hospital; read **The Lives of the Bishops** by that greatest of all English historians, the monk William of Malmesbury, who was in Winchester at the time of the terrible Civil War between the Empress Matilda and her cousin Stephen. Malmesbury saw the great confrontations in which Stephen's brother, Henry de Blois - then Bishop of Winchester - took a major part. De Blois, the founder of St. Cross, and his monks at the Cathedral, certainly knew the story of St. John's and must have told Malmesbury of Bishop Brynstan, Bishop of Winchester for a mere four years (931-4), and famous for his piety, who founded the Hospital by the East gate and who appeared as a spirit to Bishop Ethelwold.

This very early, and undoubtedly very small Hospital, had developed by the early Middle Ages into a large group of very well known buildings, used for various purposes and including a Chapel at the east end, with an adjoining Domus, Hospicium, House. The Chapel, dedicated to St. John, lay on the north side of what is now called the Broadway. The House was a separate building lying along the same line; both were built of flint with only a very little stone, and behind lay a large garden where the citizens might walk on holidays. This House had been substantially improved in the later Middle Ages under the direction of a famous Mayor, Mark le Fayre. There appear to have been dormitories for men and women, with quasi cubicles where the sick and the old could be cared for in a fair measure of comfort. A large number of yearly account rolls have survived and show that the almspeople were well cared for and properly fed. There were nurses, cooks and, above all, a Master, who was almost always in Orders, and cared for the spiritual life of the almsfolk, was responsible for the administration of the Hospital and undertook the saying of regular services in the Chapel.

In the 16th century a wealthy London citizen, Ralph Lamb, was responsible through his own generosity for the building of six small late medieval almshouses which were to replace the long dormitories; these alsmhouses were built in part of the large garden which later became the site of others. The custom therefore began of giving

local almspeople an individual house. By the time of the Commonwealth, the little houses were almost always used for widows. After the exeuction of Charles I, the "widows" garb, carefully described in a contemporary account roll, were black cloth gowns with silver buttons. Each widow had her small house, with a separate fireplace, though at the beginning of the eighteenth century, there was a communal cooking range.

Within the Chapel there were two Chantry Chapels, the result of private charity, one endowed by Sir Simon de Winton, a very wealthy Winchester draper and landowner who eventually became a country gentleman, a Judge of Assize and a New Forest Justice. He owned many manors, lived to a great age and was succeeded by his grandson in 1316. At a later date, a second Chantry was built by a wealthy West-country Mayor, John Devenish, sometimes incorrectly described as the Founder of the Hospital. A third Chantry, built by another Devenish in Winchester Cathedral, completes the picture of the Devenishes as founders of the Hospital, a legend embroidered by the famous 17th century historian, John Trussell, whose other inventions included the "first" Mayor of Winchester, Florence de Lunn, depicted on the facade of the present Guildhall and shown receiving a mythical Charter from Henry I, and also commemorated in the De Lunn buildings at the north end of Jewry Street. Trussell was studied by Winchester's later historian, John Milner, who corrected some of his mistakes and knew that the real Founder was Bishop Brynstan.

The yearly account rolls of the Hospital, most of them in excellent condition, show St. John's to be the largest landowner in the city, as it probably is today. The Cathedral and Hyde Abbey both owned much land in Hampshire and in other counties, but St. John's had property in the City where the financial return was good and could be regulated, a fact which remains the source of its present strength; this has enabled the Hospital to improve its care for the sick almsfolk instead of sending them to other Hospitals. In the Middle Ages, men and women came to the Hospital if they were ill or if they were poor, but it was not a Hospital for patients with infectious diseases; sufferers from that particular malaise, leprosy, were left to die in Winchester's leper hospital, St. Mary Magdalene on the Eastern Hill. Nor was St. John's a maternity Hospital, that very recent development in nursing care.

Yet from its early days, St. John's was not just a Hospital. It was a Hospice, in the medieval sense. Here the treasures and the documents of the Corporation were kept under the care of the Warden or Custos. Here there were regular feasts, especially on St. John's Day, and the important Winchester processions assembled and walked through the city. The most important of all these was that of Corpus Christi, when torches had to be carried and the citizens and their families were allowed to walk in St. John's great garden; all this came to an end with the Reformation when Chantries were made illegal and the Chapel was left empty, stripped of its furnishing.

It could be said that eventually St. John's was saved by lawyers. The Catholic revival of Queen Mary's reign was implemented in Winchester by William Laurens, a lawyer of much talent, not Winchester born, able and tactful. One of his most wealthy clients was the young Londoner, Ralph Lamb, who gave St. John's new life not only by endowing the six small almshouses, already described, but also by providing a new source of income from property in Winchester High Street (the Dolphin corner of St.

Thomas' Street amongst them), and land outside the city which were all valuable pieces of real estate.

In 1588, Winchester gained a new Charter from the Queen, the result of careful negotiations in London between some members of Parliament and another powerful Winchester lawyer, Edward Cole. By this Charter, St. John's was handed over to the City Corporation, with all its problems. Not the least of the problems was the empty Chapel, stripped of it treasures, and the derelict Chantries. The solution was soon to come. A wealthy Winchester doctor, William Over, had left his estate for the foundation of a school for boys. As usual, the will was contested, and lawyers had to be paid, but eventually a small legacy came to the city; the only problem remaining was where the school children might be taught, and eventually the Corporation agreed that the Chapel might be used. This was a highly successful decision which lasted for over a hundred years and effectively bridged the gap until Winchester's Central Schools were built; the Chapel was then emptied and made ready for its restoration by G. W. Street, a pupil of Owen Browne Carter, and for its continued use by the residents of St. John's.

By that time, great changes had taken place in the Broadway, and in the social life of Winchester. The Hampshire County Hospital had begun to solve some of the problems since its foundation by Canon Alured Clarke in 1737, in Colebrook Street. Lamb's almshouses were much beloved and always in use, and there were additional legacies to St. John's. The House, however, had become a problem as it was no longer used as an infirmary, but it was solved by a major legacy from one of the two Members of Parliament, George Bridges of Avington. The money was left to the Corporation when he died in 1741, specifically to redecorate St. John's and provide a magnificent meeting place for the local gentry and their friends, modelled on the Assembly Rooms at Bath. "St. John's Rooms" came to fill a particular place in Winchester's life for nearly two hundred years.

Yet by the beginning of the 19th century there was a general feeling in Winchester that all was not right at St. John's, and that the place needed reforming, very largely because the Corporation was mis-managing the Hospital's funds. There were only five widows and two of these were persuaded to give evidence in Chancery; there had to be a substantial inquiry into the Corporation's income, much of which was derived from Hospital real estate. There were long inquiries, and in the end the Hospital's property was separated from that of the Corporation, and an Act of 1829 required the Hospital to be governed by Trustees who were eventually allowed to manage the Hospital and who were truly representative of Winchester society, including the Bishop of Winchester and local professional men, lawyers, doctors and influential shop-keepers. The new Trustees were headed by Samuel Deverell, in whose house in Colebrook Street the Trustees met until they built St. John's South, with its Trustees' Board Room over its gate, to the design of William Garbett, the Cathedral's first permanent architect, and finished after his death by Owen Browne Carter. From 1829 onwards, St.John's has been governed by Trustees.

Balls, concerts, private parties and lectures at St. John's Rooms became a regular feature of Winchester life, succeeded by later activities which included a museum of stuffed birds, elections, meetings and lectures in aid of good causes. The glittering decor of the 18th century, with the city's pictures splendidly hung in their great

surrounds; Charles II by Lely, with the two Members of Parliament, Bridges on one side and his contemporary, Paulet, on the other, all of which were moved from St. John's with the construction of the new Guildhall and, at a slightly later date, it's Banqueting Room. St. John's great "Room" again became a problem.

Very recently indeed St. John's Hospital has become St. John's Winchester Charity, absorbing other charities, and is renovating its important Southgate Street property, also the architectural work of Owen Browne Carter - a few people have long recognized the value of his contribution to the Winchester scene. Change has come to St. John's, and it has survived two World Wars and endless political and social problems, not least the major changes of the early 19th century, when it passed from the Corporation to independent Trustees. There are bound to be future changes, although change for its own sake is not necessarily good for Winchester. The careful work going on in Southgate Street, which will no longer make it necessary for almspeople to leave the loving care of St. John's if they are seriously ill, is in the best traditions of an institution which has served Winchester residents for a thousand years.

Barbara Carpenter Turner

Later this year, Barbara Carpenter Turner's book on St. John's will be published by Phillimore under the title of St. John's Winchester Charity. Ed.

Traffic in Winchester - TrustNews August 1989

A Personal View C J Gillham

This article will attempt to demonstrate that Winchester's future environmental well-being and economic prosperity depends on a radical change in the Council's transport policy and actions.

The Nature of Traffic in Central Winchester

The least known fact about this traffic (established by County Council research) is that very little of it is through traffic, for the following reasons:

1. The city is very well by-passed by major roads, which are now better sign-posted than before.
2. Most trips from one part of Winchester to another do not need to use the centre. The relatively small number of east/west trips currently forced on to the central system by the College Street closure will have adequate alternative routeing when the M3 side roads are completed.

The great majority of the traffic in central Winchester, therefore, arises from journeys to or from the centre itself.

Traffic is a Problem

The Trust has contended for some time that traffic in central Winchester is already well beyond the acceptable level. This is also, apparently, the view of the City Council who, more than 10 years ago, set environmentally acceptable limits for traffic in many of Winchester's streets; these are now well exceeded. Traffic is now **seriously affecting residents** of the streets it invades, filling their houses with exhaust fumes and noise, and devaluing the properties themselves. Motor traffic is also seriously **detracting from the quality of shopping streets** (Jewry Street, for example, is a dirty, unpleasant and sometimes frightening place for pedestrians) and trade in these streets must suffer.

It is also worth saying that for motorists themselves the level of traffic is a problem. Forty years ago the mobility offered to those fortunate enough to possess a motor car was a remarkable boon. And those without cars at least had the mobility of an extensive public transport system. Today, when nearly half the population has cars, mobility for those with cars is reduced by traffic levels, and for those without cars, by the competitive, destructive effect cars have had on public transport. With traffic growth there is a point beyond which residents, shoppers, commuters and tourists are all worse off. The Trust holds that, for Winchester, that point has already been passed.

Change of Land Use in and around Winchester is not the Answer

If traffic is a problem and most central traffic is associated with central land use, such as shops or offices, in theory it could be argued that those major traffic attractors should be sited elsewhere. To some extent the market is already pushing us in this direction. Out-of-town superstores are springing up everywhere and the tendency is for them to get bigger, and provide a wider range of shopping services which could, in theory, cater for most shopping needs. Many offices, too, are moving out of towns, to science parks, country houses or redundant rural buildings. .Indeed, this tendency is encouraged by Government relaxation of regulations on agricultural use of land and buildings.

However, this blurring of town and country is definitely not a solution for Winchester, whose magnificent environs are one of the most attractive features of the City; indeed such encroachment on the countryside outside Winchester would go directly counter to the Local Area Plan and the County Structure Plan which the City Council is now resolutely defending. There must also be a presumption in favour of continuity of historical function. Winchester's center has always been a place for shops and administrative and professional offices and it does not seem right arbitrarily to change this, especially since these functions are not intrinsically damaging, except sometimes in scale! My conclusion is that substantial changes in land use in and around Winchester of this kind seem neither necessary nor desirable and should certainly not be engineered as a means of tackling the traffic problem.

Increasing Road Space is no Answer

At the time of the three-quarter ring road debate, there was a view that the historic core of the city could be preserved and the expanding demands of traffic met by a comprehensive road-building scheme. It probably would be possible to devise a scheme which served a shopping center adequately for any likely traffic predictions.

What is clear now, however, is that the three-quarter ring road would not have had sufficient capacity to perform this function; and yet the ring road was an immensely damaging scheme, which nowadays people would find hard to believe was ever contemplated.

The Trust has always argued that road building in a historic city never solves a traffic problem, but merely defers it. The City Council came to accept this view by the time of the Town Plan of 1985 and have recently reiterated it.

Car-Parking - the Essence of the Problem

We do not want to deter people from coming into Winchester, but we do want to deter motor traffic. And here we are forced to make a distinction which many (and in particular the City Council) have ever brought themselves to make; what attracts people to make trips into Winchester are the activities (shopping, offices, entertainment) and its heritage and townscape - on the other hand, what attracts motor traffic are car-parks.

Policy and Actions of the City Council

Written into the Town Plan Inquiry documents is a commitment of the City Council "to reduce traffic" in Winchester. So let us consider what actions the Council have taken to honour their commitments. The Brooks Development increases the parking provision over what was on the site previously. Further car-parks have been built at St. Peter's School, Park Avenue and at Durngate. **Massive extra parking is being forced on the Peninsula Barracks development by the Council**. In a recent residents' consultation document, the City is undertaking to look for more parking provision for shoppers.

However, a recent leaflet, "A City for People", produced by the City Council, contains a strong gleam of hope and enlightenment. It states that the Local Authority is examining the possibility of a Park and Ride Scheme for their employees. This very positive idea heralds the solution advocated by the Trust later in this article. We also welcome its encouragement to bus companies to introduce smaller buses because the present use of large buses, often half empty and exhaling diesel smoke fumes, and constantly traversing the city, is neither good for the environment nor for the older buildings. It is a pity that in the same leaflet they mention the introduction of a completely contradictory measure of reducing the maximum stay of cars in central car-parks to "increase turnover" - ie: to increase traffic! No mention of any measure to reduce car-parking provision is made.

As long as car ownership, the local economy and the population of Hampshire continue to grow, so traffic in Winchester will grow, until one of two things stops it:

- Car parking provision becomes saturated.
- Road space becomes saturated.

Since neither of these conditions has yet come about, **it is an inescapable conclusion that traffic in Winchester is set to increase significantly**, even if the City Council were now to honour its commitment (given at the Town Plan Inquiry

1985) not to increase central car-parking provision. If car-parking places which are currently used by commuters were released for short-term use, the commuter traffic would be replaced manyfold by shopping traffic.

Solving the Problem

Thus, while the City Council is committed in words to the reduction of traffic in Winchester, it is committed by its actions to a massive increase in traffic. If it is to keep its word, the Council has no choice but to bite the bullet very soon. It should immediately abandon its requirement of large-scale parking provision at Peninsula Barracks (the consequences for traffic in St. Cross Road and Southgate Street of this requirement alone will be very severe). It is essential in my view that the opening of the Brooks Development be preceded or accompanied by compensating reduction of car-parking in the centre. Certainly the supposedly temporary sites at St. Peter's School and Park Avenue should be closed, but this must be accompanied by the shutting down of some of the most central car-parking, such as Cossack Lane and/or Friarsgate.

However inescapable the logic of this, the Council will undoubtedly be fearful of the consequences of the action they must take. Many motorists will deplore the loss of central parking and many tradesmen will regard the reduction of car trips as threatening their livelihoods. This latter fear, however, is to confuse the means with the end for, in reality, **traffic congestion impedes access to the centre for all and consequently limits the growth of trade**.

There is, however, an alternative to traffic congestion that allows improved accessibility to the town centre and growth in trade. A Park and Ride scheme, linked to a comprehensive public transport system that frequently and reliably inter-connects peripheral parking, rail services and residential areas with principal city centres of activity, would be the efficient means of serving Winchester's economy. The provision of such a system will almost certainly require some degree of public subsidy, at least in the short-term, but the Council would not need to raise extra money, since it merely has to redeploy some of the massive subsidy required by the present car-parking policy. The closure of car-parks, such as Cossack Lane would, in fact, release very valuable assets which would be needed for equivalent parking provision on the City's periphery. The difference would almost certainly pay for a comprehensive public transport system.

There are many examples of successful Park and Ride systems in the UK and elsewhere. Oxford, for example, has increased its office and shopping floorspace very considerably in the last twenty years and yet its central traffic levels are no higher than they were twenty years ago. Winchester, being much smaller than Oxford, will need to evolve its own system but it is certainly not too small – Cornish towns, such as Mevagissey, little larger than villages, run quite successful Park and Ride services.

Winchester has to do something. It can no longer buy time with the destructive measures that once were contemplated. The right choice (in my view, the only choice) of Park and Ride is no more risky politically and economically, than was the

pedestrianisation of the High Street. The latter was the subject of considerable resistance by traders. Which of them today would want to retrace that step?

C J Gillham

The Westgate - TrustNews August 1989

Probably the most important of Winchester's five gateways into the city, the Westgate was built circa 1250, mainly of stone from Tisbury in Wiltshire. In its time, the Westgate has been painted by many famous artists, including Constable. It now stands somewhat forlorn and isolated, everything on the north side having been demolished, including the ancient Plume of Feathers. To make matters worse, the whole area was paved, including the way through the arch, with new concrete paving slabs, laid on a bed of concrete.

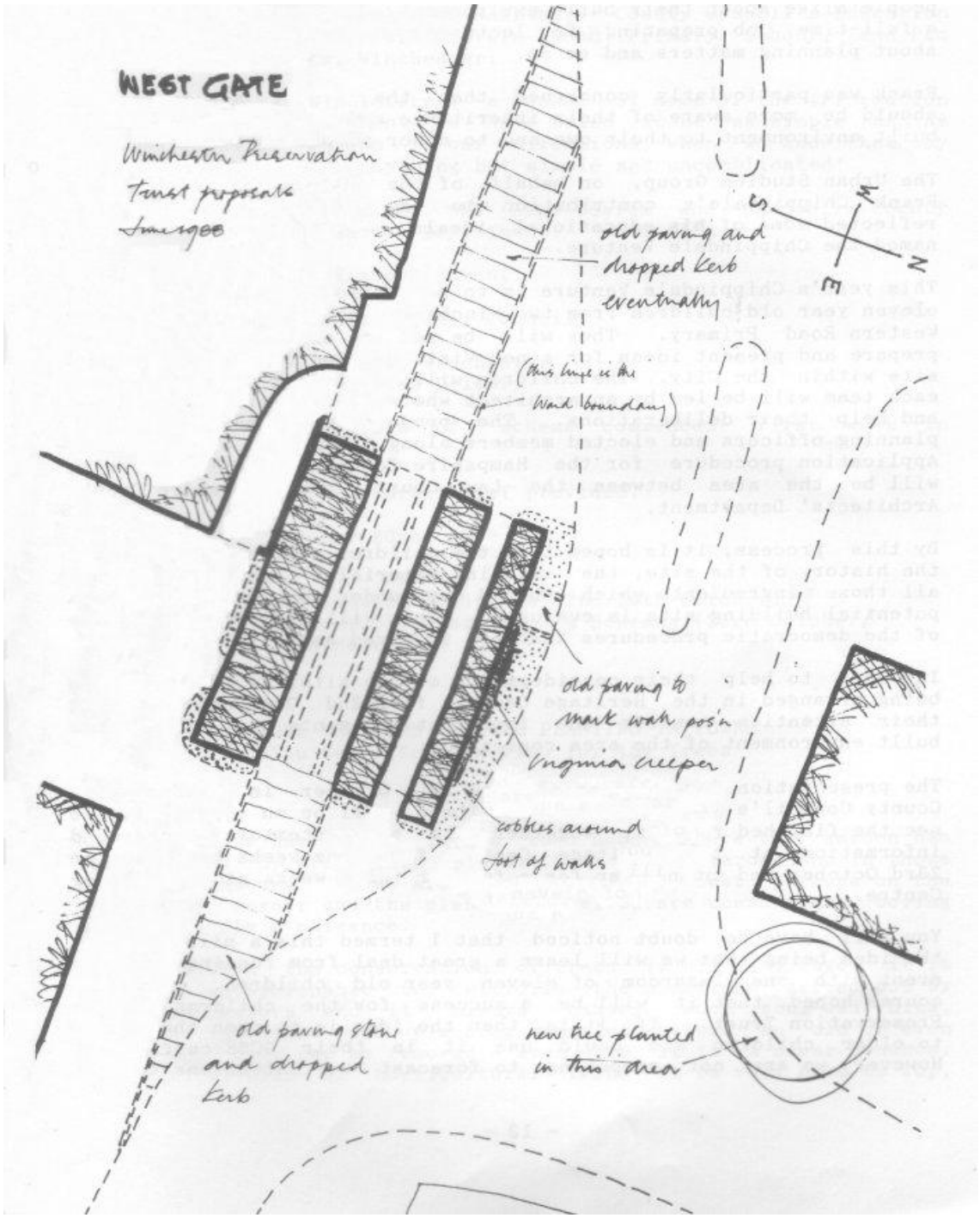
It was left to the Preservation Trust in 1983 to apply for a grant to relay the underside of the arch with old granite slabs from the disused entrance to the Guildhall, and this was much in line with the original plan prepared by Donald Insoll. This fact is recorded on a notice erected inside the arch.

The Trust continues to take an active interest in the Westgate, and last year produced a plan for landscaping and other improvements, as published in the Newsletter. This, it was hoped, might be implemented by the City in conjunction with urgent repairs to the west face of the gate, where loose masonry is liable to fall periodically. These repairs have not yet been done, nor have any of the Trust's proposals, but the City Engineer has now intimated that the continuation of the "way through" on the lower side of the gate is to be carried out shortly. This is good news. The Trust's concern over the isolated appearance of the gate, stems from the fact that it never was intended to be free standing. When originally constructed, the City Wall abutted on the north side, and since that time, other structures have been built against the gate, including a Chapel and an Inn. These, or what remained, were removed to accommodate the by-pass road. The solution to this problem has been difficult to find. The Trust's first suggestion was to build a small portion of the City Wall onto the side of the Gate, but this was not acceptable. The present proposals, as indicated on the plan, are to plant Virginia Creeper, which we are assured would not harm the masonry, and to mark out the site of the City Wall at pavement level. The writer considers that the ultimate solution might be the construction of a pedestrian bridge over the road on the line of the City Wall, as has recently been done in Southampton. Any readers who have other suggestions are invited to communicate with the Trust.

The repairs at present needed to the Gate itself are another matter of concern. These were to be put in hand twelve months ago, but have not yet been done. It does seem, however, from enquiries made of both City Officials and the masons concerned, that the reason for the delay lies with English Heritage, who have to approve any work done to an ancient monument. More worrying still is that a similar delay is occurring with the repair of the Butter Cross, whose condition is worse than the Westgate, and falling masonry could very well be a danger to those who climb on

it. Whilst the advice of English Heritage is of course welcome, they should not have the power to hold up urgent repairs, if this is indeed the case.

Jeffrey Smith



The Chippindale Venture - TrustNews August 1989

As many of you will know Frank Chippindale died at the beginning of last year after a long retirement. At least Frank called it retirement but he spent much time vigorously educating young and old people alike about their built environment. It appeared to me to be a full-time job preparing for lectures, articles, being concerned about planning matters and so on.

Frank was particularly concerned that the school age generation should be more aware of their inheritance and the importance of the built environment to their own and to other people's well-being.

The Urban Studies Group, on behalf of the Trust, decided to mark Frank Chippindale's contribution to education by a project that reflected some of his educational ideals. The project has been named the Chippindale Venture.

This year's Chippindale Venture is to be a pilot scheme involving 40 eleven year old children from two Winchester schools, All Saints and Western Road Primary. They will be set an exercise to consider, prepare and present ideas for a new Visitors' Centre on an important site within the City. The children will be divided into ten teams, each team will be led by an architect who will be available to guide and help their deliberations. The projects will be presented to planning officers and elected members along the lines of a Planning Application procedure for the Hampshire County Council. The site will be the area between the Law Courts and Hampshire County Architects' Department.

By this process, it is hoped that the children will become aware of the history of the site, the existing materials, spaces, forms and all those ingredients which should come under consideration when a potential building site is evaluated. They will also be made aware of the democratic procedures that are involved as well.

In order to help their consideration of the site, an exhibition is being arranged in the Heritage Centre from 2nd October, directing their attention towards the important elements that make up the built environment of the area concerned.

The presentation day is to be held on 20th October in the Hampshire County Council's Committee Room. There will be an opportunity to see the finished results, together with the contextural background information at the Heritage Centre for three weeks beginning on 23rd October and thereafter for a further three weeks at the Teacher Centre.

You will have no doubt noticed that I termed this a pilot scheme, the idea being that we will learn a great deal from running such an event with one classroom of eleven year old children. It is of course hoped that it will be a success for the children and the Preservation Trust. If it is, then the idea is to open the scheme to older children who could use it in their GCSE curriculum. However, we are not proposing to forecast our intentions too far ahead until we know the full amount of work involved and the help and finance we are likely to attract.

Finally, I should like to thank all those who have so far both given their encouragement and time to this project; members of the Urban Studies Committee and particularly Dot Browning who has been a tower of strength, Geof Dinkele of Hampshire County Council's Education Department, Debbie Kerr of Western Road Primary School, and Pam Turner of All Saints, Winchester.

We set out for your interest a resume of some of the information prepared for the children. We have tried to be as simple and as uncomplicated as we can in our directions, when we know that any site in Winchester is anything but simple and uncomplicated!

Site:	Area between the Law Courts and Hampshire County Architects' Department.
	Site History given.
Client:	Hampshire County Council
Schools	All Saints, Winchester
taking part:	Western Road Primary
Brief:	Preparation of scheme commences first week in October.
	Architectural brief provided.
Presentation of scheme:	October 20th, 1989
Exhibition:	Contextural Exhibtion (2nd/20th October) Contextural Exhibition & Schemes (23rd October/ 10th November)

Keith Leaman

Some Problems of Tree Planting in Towns - TrustNews August 1989

You Can't See the View for the Trees

How many of us have moved into a town house where the garden has been spoiled by trees and shrubs, both in the garden and in those of the neighbours? Views are blocked, shade is cast perhaps on the only sunny corner and the plants themselves are commonplace, boring and positively a nuisance.

In an era when the conservation of trees is all the rage, it is probably unfashionable to criticise the plantings carried out by our predecessors and it always causes much soul-searching, neighbour problems and planning worries before an old or even middle-aged tree can be removed - even when it is a clear menance. In silvicultural or horticultural terms it is very hard to lop, thin, decapitate and re-tailor the various trees and shrubs in a way that does not spoil the existing garden. One is justifiably cautious yet a bold approach may, in the end, be the best answer for everyone.

Most of our gardens are small, often thin linear strips, and are quite unsuited to many of the quick-growing screening trees and shrubs planted perhaps only a decade or two ago to give instant privacy. Often they have been allowed to grow beyond the point at which they can easily be clipped and pruned; they have got right out of hand. Principal culprits are the Leyland cypress, Thuja and Lawson cypress, sycamores (probably accidental seedlings anyway), yew, holm oak, cherry laurel, holly and beech. Few realise how big most of these will grow: a hundred feet is not unusual for beech around Winchester - probably twice the length of many a garden. Many do not realise how quickly even some of the slower growing of these will grow; even yew can put on eight inches in a year and yet, properly controlled, this can be one of the best screening trees. We may try to plant trees for posterity yet how often have we heard the statement that a particular tree "will not be a problem in my lifetime".

If screening is urgently needed then there are quite a number of relatively fast-growing and useful evergreens that could be considered; Photinias are all the rage at the moment. Photinia "Red Robin" is frequently planted and has brilliant red young leaves, but the **Photinia serrata**, with its almost tropical crinkled foliage is more exciting and the related **Stranvinia** "Redstart" is excellent. The more humdrum privets could be replaced by **Ligustrum japonicum** and **Ligustrum lucidum**, both of which are easily available in variegate forms which may lighten an otherwise rather gloomy screen. The flowers of these privets are scented and much loved by bees, though some people find the scent almost too heavy. No one would think of the deciduous elder as a good plant for the garden but the variegated form of the common elder (**Sambucus nigra**) is effective, quick-growing and can be decapitated easily if it gets out of hand. **Sambucus plumosa aurea** is more graceful with its finely cut golden leaves and is very useful in front of a darker screen.

Cherries and magnolias are very popular in the Winchester area and rightly so; though the larger and rather vulgar pink-flowered Japanese cherries are not to everyone's taste and can again get too big. The yedo cherry (which looks so superb on the lawns of Washington) is a lighter, very pale pink, medium-sized tree that looks magnificent in spring. Others, like **Prunus** "Pandora", may have a more upright mode of growth which could suit a small garden better. Of the magnolias the **M. soulangiana** group is undoubtedly slow-growing but if there is sufficient space then I would strongly recommend **M. loebneri**, which does very well indeed in our chalky soils. **M. loebneri** "Oliver Messel" has lovely pink flowers, but I prefer the pure white **M. loebneri** "Merrill"; beware, though, as it may easily go to twenty feet in as many years. Many trees do exist in erect growing, columnar or fastigiate form which can be particularly useful where space is limited, or where it is desirable to break the line of a wall or hide a particular feature.

Finally, how often do we stop and think what our garden looks like from the neighbours' point of view? I doubt if many of us give a moment's thought as to how our trees could help their gardens. How about some co-operative planting schemes with less emphasis on not seeing your neighbour and more on enjoying what each garden has to offer?

Trees should be used to enhance the environment and not restrict it. They are often best seen from a distance and are helped by having space around them. Few of us have the space for extensive plantings but it does seem a tragedy that the city has

allowed so many of its spaces - that could have been put down to grass and trees - to have been filled up with buildings. "Don't be naive" you will say with land prices the way they are, but if the "green" of our towns and cities is mis-managed, or lost, then living in such places may become a less attractive idea.

Michael Baron

Heritage Centre - TrustNews August 1989

Since the Centre reopened in March, the number of ordinary visitors has more or less held its own compared with last year, despite the massive redevelopment going on nearby and the extreme heat. Visits by groups such as schools have declined considerably, despite contact having been made with 160 schools.

The grand total of visitors is just under 900, but when this is compared with "The Crusades Experience", who have already had 20,000 visitors, it is obvious that the Centre is not on the "Tourist Trail".

The Centre is manned by a gallant team of 30 or so volunteer stewards, some of whom are not even members of the Trust. Some of them come with friends to give them company. If you can afford to spare two or four hours a month, please contact the Manager, Alan Cooke on Winchester 64292.

The date of the next Book Sale has now been provisionally fixed for **Saturday, 14th October** - we still need more second-hand books but it is difficult to sell magazines, catalogues or manuals. If you have any books for the Sale, please bring them into the Centre during opening hours (Tuesday to Saturday, 10.30 to 12.30 and 2.00 to 4.00 - Sundays, 2.00 to 4.00).

Recently we were privileged to welcome Lord and Lady Coggan, who wrote in the Visitors' Book "A fine job, well done". The following day they joined the Trust.

Alan Cooke

The Regimental Museums in Peninsula Barracks - TrustNews August 1989

It seems very appropriate that three Regiments whose refurbished Museums are now situated in the Peninsula Barracks should each have strong royal connections and distinguished records of fighting for their country. Their Museums now stand in an area which, for over 1000 years, has been associated with the defence of the Monarchy, and part of which contained the Palace of Charles II.

The Royal Green Jackets has had 200 years of royal patronage, culminating in 1966 when HM the Queen became their Colonel in Chief: the Royal Hussars in the shape of the 10th and 11th Hussars have had Royal Colonels since 1769 and since 1969, HRH Princess Alice, Duchess of Gloucester, has been Colonel in Chief: and the Gurkha Regiments have an enthusiastic Colonel in Chief in HRH Prince Charles. We should not forget too the Royal Hampshire Museum in Serle's House whose Colonel in Chief is HRH Princess Diana.

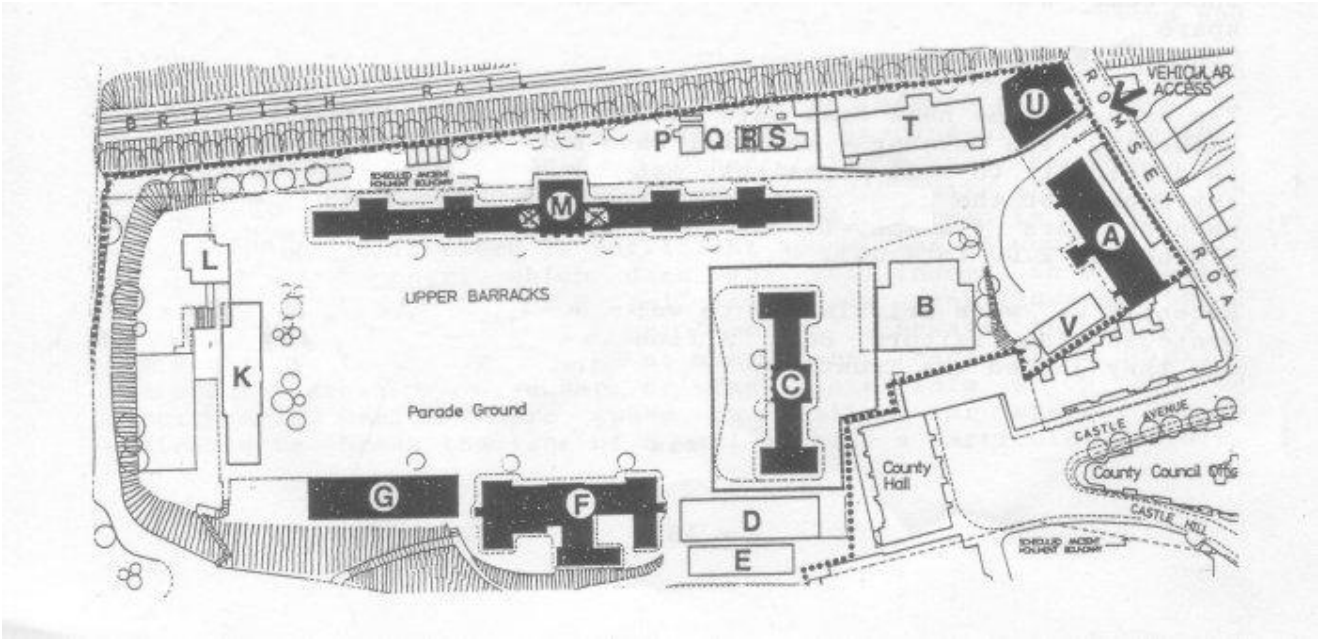
The plan below shows where the Museums will be. Starting with "T" Block, this will house the Museum of the Royal Green Jackets, except that half the ground floor will contain the Museum of the Light Infantry Division which, formed in 1968, is made up of four former Light Infantry regiments, namely the Somerset & Cornwall, the King's Own Yorkshire, the King's Shropshire and the Durham Light Infantry, all of which have their own Museums elsewhere.

In Block "C" the Royal Hussars Museum will be on the Ground Floor, left, with their offices and archives on the first floor above. The Ghurka Muesum will be on the Ground Floor, right, and on the first floor above, and also the whole of the second floor which will include their own offices and archives. The top floor will be occupied by the archives and offices of the Royal Green Jackets and the Light Infantry Museum.

The latest news on the opening of these Museums is, as follows:

The Light Infantry	October/November 1989
Royal Green Jackets	Late November 1989
Royal Hussars	Easter 1990
Gurkhas	May 1990

Robert Cross



Peninsula Barracks map

Programme- 1989/90 - TrustNews August 1989

Saturday 23rd September 4.00 pm
Part II of the Walkabout, led by Robin Freeman, looking at works by Owen Browne Carter.
Meet at 4.00 pm at south aisle door of the Cathedral.
Numbers limited. Names to Mrs A Jones, 17 Cripstead Lane, St Cross (Win 67048).

Monday 25th September 7.30 pm
Illustrated Talk by Hugh Parissien of the Georgian Group on Restoring a Georgian Townhouse, and the Relevance to Winchester.
7.30 pm, Milner Hall, St Peter Street.

Saturday 14th October
Book Sale at Winchester Heritage Centre, 52-54 Upper Brook Street.

October/November
"Chippindale Venture". An Exhibition will run at the Heritage Centre during October until 10th November (see article in Newsletter).

Monday 23rd October 7.30 pm
Annual General Meeting, 7.30 pm, King Charles Suite, Winchester Guildhall.
After the business meeting, at approximately 8.00 pm, there will be a talk by Maldwin Drummond, Chairman of the Hampshire Buildings Preservation Trust.

Friday 12th January 7.30 pm
Illustrated Talk by Michael Jackson, Secretary to St John's, who visited the USA on a Churchill Fellowship,
on The Role of St John’s Winchester Charity and some American Counterparts.

Winchester Heritage Centre, 52-54 Upper Brook Street.
Coffee from 7.00 pm.

Friday 16th February 7.30 pm
Illustrated Talk Mrs E Proudman, City Guide, on Winchester in the Civil War.
Winchester Heritage Centre, 52-54 Upper Brook Street. Coffee from 7.00 pm.

Friday 16th March 7.30 pm
Illustrated Talk by Mrs Lesley Benson, of the Department of Architecture and Civic Design, Portsmouth
Victorians at Leisure, Including some Aspects of Winchester Pleasures.
Winchester Heritage Centre, 52-54 Upper Brook Street.
Coffee from 7.00 pm.

Mrs Ann Jones would be most grateful for offers to take the chair at any of these talks, and to give the vote of thanks. It would also be helpful to have the names of people willing to help organising on the day, should Mrs Jones be unavailable. If you are able to help in any way, please contact her on Winchester 67048.

Membership Application - TrustNews August 1989

Please give this application form to a friend who is not a member of the Winchester Preservation Trust and encourage them to join.

Life Member Single £40
Life Member Double £55
Ordinary Member Single £3
Family/Household £4
(2 adults + 2 children under 21)
Corporate member (for firms, societies, colleges etc) £ 8

Note: High rate subscriptions are always welcome.

Name(s).....

Address.....

Signature.....Date.....

Please send cheque to the Secretary, c/o Winchester Heritage Centre, 52/54 Upper Brook, Street, Winchester, 5023 8DG.