Title Picture - TrustNews May 1989



Drawing by Peter Jones ARIBA of Date Plate from Palace built for King Charles II

The drawing by Peter Jones ARIBA is from the - to quote the inscription on the lead plaque - "Date Plate From Palace Built For King Charles II, Later Winchester Barracks Destroyed by Fire In 1894". King Charles laid the foundation stone on March 23rd 1683 and Sir Christopher Wren's building progressed rapidly until the King's death in 1685 when all work was stopped. The designer of the date plate is not known nor is the significance of the year 1684.

The date plate was, until recently, attached to the north wall of Long Block in Peninsula Barracks. It is hoped that it will be moved to the entrance of the refurbished Army Museum building, formerly known as Short Block, which stands on part of the site of the Palace, so that the date plate is clearly visible.

Conserving and Enhancing a Cathedral - TrustNews May 1989

A Cathedral Dean is in the nature of things up to his eyes in the business of conservation. Although his training is in theology and his primary concern is with people, he and his colleagues on the Chapter inevitably find that much of their time is taken up with the care, protection and development of a very large ancient building.

The chances are that, as at Winchester, this building will be one of the nation's architectural treasures, and numbered among the most important edifices in Western Europe. Surrounding the Cathedral itself is the Close - a collection of fine houses, dating from the 13th to the 18th century, with spacious rooms and delightful gardens. Here again there is responsibility for something precious in the local, regional and national heritage, and something costly in its maintenance.

In seeking to discharge his responsibilities in these spheres, a Dean is well aware that his role is very different from that of the curator of an ancient castle or a ruined fort. The Cathedral and the Close are in constant use - one attended by some hundreds of thousands of worshippers and visitors every year, the other providing homes for a community committed to maintaining a particular religious tradition. It will not be surprising if the needs and perceptions of the worshippers and the community change from age to age.

No Legal Constraints

Strange as it may at first seem, Deans and Chapters are not subject to any constraints as far as the interiors of their Cathedrals are concerned. If they wish to demolish the central tower or add a refectory to the east end they must first obtain the consent of the local planning authority, but they are quite free to do what they wish with the interior and its furnishings.

The origin of this exemption from planning consent goes back to 1913 when the government of the day decided that if the Church itself established some system of control over the care of its buildings there would be no need for these buildings to be brought under the jurisaiction of the Local Authority. There were two reasons for this: the first sprang from a recognition that buildings used for worship require special consideration and expertise not always available in the councils of secular government; the other arose from the fear that the new planning machinery would be incapable of dealing with some 12,000 important and sensitive buildings, 8,000 of them built before the year 1600.

Faculties and Inspections

As far as the parish churches are concerned the arrangement has worked well. Before anything can be added to or taken from a building, advice must be sought from a specialist committee and if the verdict of this committtee is favourable the parish must advertise its proposal to the local community, then petition for a faculty from the Bishop. Major restoration projects also require a faculty, minor repairs are authorised by an Archdeacon's certificate. Every parish church has to be inspected by an officially approved architect at five-yearly intervals, and his recommendations carried out as the money for them becomes available. These procedures have not, of course, prevented some doubtful actions and a few disasters, but generally speaking England's parish churches are now in a better state of repair than for several centuries past and in some places there has been exciting artistic embellishment. The system is admired in many other parts of the world and the results certainly compare favourably with those to be seen in France, where state control and state finance have combined to produce much deplorable neglect.

Here in Britain, however, the Cathedrals have not so far been required to submit to any form of control, sacred or secular, and Deans and Chapters have been trusted to care for their buildings and to seek the advice of bodies such as the Cathedrals Advisory Commission before embarking on innovations. Every Cathedral has its own architect,usually with considerable conservation experience, to keep a watchful eye on the building and supervise its continuous restoration. Once again the system - or lack of it - has worked reasonably well. There has been no irreparable disasters and, although some new furnishings are incongruous or second-rate, these could not have been prevented by any of the existing planning regulations. Over the last forty years well over £100 million has been raised by voluntary gifts and spent on Cathedral restoration.

Public Accountability

Now things are changing. The increasing and long overdue interest in conservation has lead to a demand that the Cathedrals should no longer be left to the mercy of their Deans and Chapters but brought under an effective form of external control. A debate is now going on as to 410 the kind of control that might prove to be acceptable and helpful to all concerned - and before long a decision will be made.

Significantly none of the Cathedral authorities is resisting the idea of public accountability for the safeguarding of the nation's architectural treasures. We are, however, strongly opposed to any suggestion that Cathedrals should lose their exemption from listed building consent, and this for three main reasons:

1. Cathedrals, as centres of Christian worship and mission, require special skills and sensitivity for determining their appropriate conservation and development.
2. The record of Local Authorities in the conservation of ancient buildings is not impressive, as the devastation of so many towns and cities in recent years bears sad witness.
3. It is undesirable that all matters concerning architecture and art should be subject to centralised control. There is need for a variety of responsible judgement as well as a facility for moving quickly should circumstances so require.

Fabric Committees

The current discussion is therefore centred on the suggestion that every Cathedral should have a Fabric Committee consisting of, say, a consultant architect, an engineer, an artist, an archaeologist and an art historian. Most of these would be nominated by a central Cathedrals Commission, though it is anticipated that good use would be made of local talent, including some non-specialists. Deans would be allowed to attend meetings of their Fabric Committee, but without voting power. In the event of serious disagreement among members of the Committee about a particular proposal, the matter would then be referred to the Cathedrals Commission, and provision made for appeal to an even more exalted body.

All proposals affecting Cathedral fabrics would have to be advertised and opportunity provided for Local Authorities and local conservation groups to make representations. Bodies such as English Heritage, the Royal Fine Arts Commission and the Historic Buildings and Monuments Commission would be represented on the central Cathedrals Commission.

Something along these lines seems certain to emerge within the next 2-3 years and should have the beneficial effect of securing more community involvement in the protection of the Cathedrals and making more expertise readily available to those who are ultimately responsible for them. What needs to be avoided is the heavy, inhibiting hand of bureaucracy that always plays safe, always consumes an inordinate amount of time, and always costs a lot of money.

Dynamic Communities

The Cathedrals are not historic monuments and they are certainly not redundant buildings. They are the homes of dynamic communities that recognise the privilege and responsibility of using a building of great artistic merit and cultural significance, and which is valued by many others who do not often use it for the purpose for which it was originally erected.

How is this privilege and responsibility to be discharged in Winchester? Not very differently from the way it has been in the past, and if this sounds a little complacent it should be noted that our great Cathedral has survived almost 900 years of turbulent history on a site of uncertain stability and in weather conditions of frequent hostility. There have, of course, been times of neglect and also a period of religious fanaticism when many lovely things were destroyed, but the overall care of the building has been sound, and this is something to be grateful for.

It is also worth remembering that the building we know today is significantly different from the Cathedral dedicated in 1093. Over a period of 10 years at the end of the 14th century, Bishop William of Wykeham transformed the original Norman nave into the dazzling Gothic style which never fails to astonish and inspire the 20th century visitor and worshipper. In 1520 Bishop Fox inserted lovely stone screens into early 14th century arches to enclose the presbytery. The Lady Chapel was built in the 13th century but reconstructed a century later and given its fine woodwork towards the end of the 15th century. It may fairly be assumed that none of this would have taken place if the churchmen and builders of those days had been required to obtain

planning permission for their work, and Winchester Cathedral would have been immeasurably poorer had there been such a constraint.

The Cost of Conservation

I hasten to add that the present Dean and Chapter lack the courage and v/ the finance to emulate their illustrious predecessors in the Middle Ages! Our primary architectural task is to conserve our great inheritance, and this is going to require the raising of at least £5 million for restoration work to be carried out during the 1990s. Obviously we are going to need the support of the whole community in this considerable and urgently necessary undertaking.

I should also like to believe that during the same decade it might be possible to make a few additions of high artistic merit to the building and its furnishings. We best show our regard for a building that contains so many treasures from the past by contributing to it something of the best from our own age. Such contributions will now have to win the approval of the new Committees, soon to be established, and it is therefore of the greatest importance that these Committees include members who can discern the creative movements of the present as well as the glories of the past. Only so will they be able to serve a living Cathedral.

Trevor Beeson - Dean of Winchester

City Road - The Need for An Aesthetic Evaluation - TrustNews May 1989

Keith Leaman - Chairman of the Urban Studies Committee

City Road is one of the "gateways" into Winchester and for the visitor approaching from the Stockbridge Road, Andover Road or from the railway station, it is their first introduction to the city. For the ancient capital of England with all its historic connections, City Road makes a most disappointing approach leaving a feeling of lingering doubt, comparable perhaps to being offered an indifferent hors d'oeuvre which ruins the anticipation of a good meal.

Much of the character of the road was destroyed in the 1960s by the demolition of much of the north side and the creation of a new building line for a road-widening scheme that was never implemented. One can trace the line of the original buildings by the position of the Baptist Church, and imagine the original houses on the north side, which if similar in form and scale to those surviving on the south side, would once have been like the fine tall houses of Southgate Street where the road is contained by buildings of quality on either side.

The visual impact of City Road is further damaged by the strong horizontal form and the poor quality of the office buildings built twenty to thirty years ago to replace these town houses. Consider how much more satisfactory the vertical grain of the central and High Street end of Southgate Street looks. So we have lost both the quality of the original buildings and the compact scale of the original urban street scene.

It seems likely that these thin horizontal modern buildings are reaching the end of their useful life and there may well be an opportunity to improve the scale and form of City Road as these sites are considered for redevelopment.

One would have thought that, for such an important main entrance to our city, some form of aesthetic evaluation should have taken place so that firm guidance could be given to potential developers and their architects, but sadly I am not aware of any overall planning strategy for the area.

Even the use of the buildings presents a problem as with the density of noise, traffic and fumes City Road is not a suitable place to build homes, although Swan Lane is a quieter oasis behind which residential development is more appropriate.

It is only a secondary shopping area which will continue to decline as the retail demand concentrates closer to the Brooks development, and the increase in traffic makes it still harder for shoppers to cross City Road. It is therefore almost inevitable that most of the redevelopment will comprise offices and showrooms, perhaps interspersed by the occasional shop or restaurant if the need exists; so let's learn from the mistakes of the 1960s and put back some quality buildings with the hope that they are not dealt with in a piecemeal fashion without the overall planning strategy that is needed.

One cannot blame the Planning Department which is already under siege from inside and outside the system. With the current excessive workload, planning is close to becoming a negative influence, whereas Winchester would be much better served if the Department could adopt a positive and more creative role, with encouragement from the elected members for better architecture. Winchester may then be in a position to realise the opportunities as they arise and create a vastly improved urban environment.

Going back to my original analogy, at the end of the meal in our fine restaurant when we are presented with the bill, let us believe that it was worth every penny!

Keith Leaman

Whiteshute Lane - TrustNews May 1989

Michael Morris - Chairman of the Landscape Committee

Whiteshute Lane is an ancient highway which originally linked the southern outskirts of the city and St Cross with the medieval settlement at Silkstead, five miles to the southwest between the villages of Hursley and Otterbourne. Leading off the bottom of Stanmore Lane it is obstructed within a quarter of a mile by a level-crossing on the main railway line which, for safety reasons, has been kept permanently closed for many years, although rights of way for all vehicles across it still exist. The railway has to be crossed by a footbridge beyond and the Lane rises as a sunken track overhung by trees to scale a tongue of chalk projecting from the northern slope of Compton Down.

When the high ground is reached, the Lane emerges from the tunnel of trees onto open downland from which can be enjoyed one of the finest panoramas of the city obtainable from any viewpoint. The track continues to climb, skirting the new housing area at Badger Farm to pass by Olivers Battery and reach its highest point at Yew Tree Hill (121 metres), from were it descends in a fold in the chalk to Silkstead Farm.

The Lane, which deserves to be better known, ought to be a wonderful amenity to be enjoyed on foot. For it to become what it ought to be, two things need to be done. The City and County Councils must shoulder the responsibilities they have to maintain it; the tree tunnel at its northern end is dreadfully neglected, overgrown with ivy, full of dead wood and littered with rubbish. Secondly, its designation as a BOAT must be changed.

A BOAT is a byeway open to all traffic. As it stands, motorcyclists and the drivers of cross-country vehicles can and do use the Lane for "sport", causing considerable damage and putting pedestrians at _ risk. Although the need to prevent the unrestricted access of motor vehicles to tracks such as Whiteshute Lane might appear obvious, organisations have sprung up such as the Motoring Organisations Land Rights Association, to defend the rights of vehicle owners to be as much of a nuisance as they like to all enjoyers of the countryside.

At the present time the Landscape Sub-Committee is exploring (while in correspondence with the City and County Councils) the possibility of mobilising a volunteer force to begin tidying up the northern end of the Lane, and is looking at the same time at procedures to be adopted in seeking the redesignation by a magistrates court of the Lane as a footpath and bridleway.

Planning Trends in Winchester - TrustNews May 1989

Jeffrey Smith - Chairman of Development Control

The Trust monitors every important planning application within the City boundaries, and sometimes a little beyond. Many applicationa are straightforward and call for no comment but others, particularly in Conservation Areas, have to be opposed, and in these cases the Trust will register an objection. As a general rule where an objection is made, the application can no longer be dealt with under delegate powers. We like to think that the Trust is instrumental in raising the standard of architecture in Winchester, and this may very well be so. Certainly the Trust is able from its members to call on very considerable expertise, which must be of value to the Planning Authority. The Director of Planning no doubt also welcomes the support given by the Trust when planning refusals go to Appeal. However, not all such Appeals can be supported and, where we disagree with the City's planning decision, we do not hesitate to say so.

The Trust has not been so successful in protecting the dwindling stock of older Georgian and Regency town houses in Winchester, towards which the City Council does not seem to be particularly sympathetic. Recent planning applications to demolish in Colebrook Street and Eastgate Street have been approved in spite of

strong objections by the Trust. There are intense financial pressures for redevelopment within the city walls, and there is a current policy to put car-parking underground which places old houses with basements and cellars at risk. These underground car-parks are now perhaps the greatest threat to preservation and archaeology in the centre of historic towns.

The major on-going planning development is Peninsula Barracks, and this will have a lasting effect on the character of the city. The Trust here has been participating at a very early stage, and has already had an opportunity of inspecting plans and models, and making preliminary comments, as will be seen from Michael Carden's article.

A civic society such as ours must be prepared to face both success and failure in its planning policies. We strive to preserve,and enhance the charm and importance of Winchester, which is very much tied up with its ancient buildings. Strangely it is in this field that we seem to have the least influence on planning. A listed building in Staple Gardens has recently been lost, but on the other hand we have secured the listing Grade II of our Heritage Centre, which is of more than superficial importance.

STOP PRESS: The note I have just received from Pamela Peskett, City Councillor, seems relevant to the above article: "We understand that the City Council is considering extending the boundary of its conservation area in the vicinity of Hyde Close and Swan Lane. It would be a welcome extension ensuring a degree of preservation to some of the more noteworthy of Winchester Victorian terraces. Perhaps at the same time consideration could be given to including more of Hyde in the conservation area, possibly from King Alfred Terrace to Arthur Road." Ed.

Peninsula Barracks - TrustNews May 1989

The Trust's Considered Opinion of the Development Proposals

Michael Carden - Deputy Chairman of the Trust

Introduction

Earlier in the year a small group of members from the Winchester Preservation Trust and the Hampshire Buildings Preservation Trust were invited to visit the Crown Commissioners offices in order to see the schemes of the two developers, who had been selected by them as finalists for the development of the Lower Barracks. The whole Barracks site is to be developed, but the Commissioners had previously decided to deal first with the Lower Barracks as a separate entity. At this meeting we all preferred the Arundell House scheme which has now been selected. However, we did have a number of concerns and reservations about some aspects of the scheme, and these were submitted in detail to the Commissioners in our preliminary written comments last February.

At that time our concerns were cautiously expressed because the opportunity to study the drawings and model and been unavoidably brief. During the exhibition in

Serles House at the end of April we were able to spend a little more time looking at the drawings, and had the opportunity of discussing a number of points with the developer's architect. The result has been to reinforce some of our concerns and to modify others. In general we remain favourably impressed by the overall concept and planning approach, but we still feel that it is very important indeed that certain matters are reconsidered and that changes are made before the scheme is put forward for planning approval.

Public Participation

Before describing these concerns, we must say that we consider a four day exhibition to be a hopelessly short time for the public display of a development of national importance and of intimate concern to the people of Winchester. We were assured by the Crown Commissioners that there would be ample time for public involvement and comment, and we shall call upon them to require a further exhibition with at least one weekend included. A comment from a representative of Arundell House that most people who are interested can visit in four working days, casts some doubt on their understanding of public participation. Apart from those who happened to be away for the week in question, there are many who would have been too busy, and probably a large number who missed the announcements that the exhibition was taking place. We understand that the City Council has offered space in the Guildhall, so that accommodation should not be a problem.

It is of the utmost importance that public involvement is at this stage, when changes can still be made. Once detailed drawings have been prepared and applications made, we know from recent experience that it is too late to make adjustments - even those considered desirable by the planners.

The Scheme

In order to avoid lengthy description for those who are not yet familiar with the scheme, we have included a simple plan with a key to the buildings and their uses. The developer's own drawings are attractively produced and cover other matters such as landscaping and the appearance of the buildings.

Planning

We consider it appropriate that the site should be fairly tightly packed with buildings provided that the spaces between them are pleasant, and there is every reason to suppose that this will be the case, as there is excellent potential and a good Landscape Architect has been appointed. We are concerned, however, that Charles House (3) and St Thomas Square (4) appear to be pushed hard against the castle mound. This embankment is the most important historical and landscape feature of the site, separating the high density, small scale development of the town from the larger scale buildings and open areas of the old castle. It should therefore be treated with care and have a landscaped path at its foot from which the bank and trees may be fully appreciated. Siting the back of the new buildings up the bank has resulted in extra height at the front, and we feel this may produce an unsatisfactory relationship with Serles House and St Thomas' Church. We are also doubtful about the siting of the single house between blocks (4) and (5) for similar reasons. Castle Square (8) is

also high above ground level on its eastern side, so that it will tower above the old Garrison Church (which is to be retained and converted into houses and offices - not perhaps the best use for it). It is significant that the major buildings which gain this extra height (3, 4 and 8) all have underground parking beneath them, and we would like to be sure that the height is not excessive because of the parking requirements.

Pedestrian and Traffic Routes

The historical structure of Winchester suggests that the basic arrangement for this area should be a north/south road and east/west lanes or alleys. We are pleased that this pattern and been adopted with the reintroduction of the original Gar Street beyond Serles House, and we are further pleased to have learnt that the Architect sees this as a road (in terms of its scale) though not intended for traffic. In our earlier comments we urged that Gar Street should once more continue north to meet the High Street along what is now Trafalgar Street, as it would both enliven this road which sadly deteriorates into Law Court parking, and make a valuable route for pedestrians. The way is presently blocked by back-land belonging to the Southgate Hotel, but we are pleased to hear that our comments appear to have lead to negotiations which could benefit the Hotel as well as the development.

The southern end of Gar Street, on becoming a road for traffic, bends east to link Southgate Street alongside the church. Whether this is the best arrangement is hard to say because any further junction in Southgate Street is bound to cause problems. We can imagine an alternative, making use of the obsolete car-park access by the garage which would result in a cross-roads with a mini-roundabout at the top of St Swithun's Street. This might be preferable to the proposed staggering of the junctions, with traffic lights at the Gar Street turning. It seems to us that this arrangement could result in fearful confusion along this length of Southgate Street, made even worse by the close proximity of the entrance to the church.

The proposed road into the site continues westward through Wellington Square (5) and curves round the southern end of the castle mound with no apparent destination. We believe that this is a requirement in the development brief and could be intended to serve a hotel on the Upper Barracks site; this would mean even more traffic into Southgate Street.

The site is very well provided with pedestrian routes running past and through the buildings, allowing short cuts for outsiders as well as residents. We have some doubts about the main route across the north end of the site which passes between Serles House and the Southgate Hotel under a new building (1), and on up flights of steps between the development and the back of the Law Courts. The Southgate Street entry point seems unnatural and we would have preferred to keep the old Guard House entry at (2), leaving pedestrians with a choice of turning north along Gar Street to reach the narrow stepped path to the Upper Barracks, or south and through Wellington Square to turn right up the more leisurely path which traverses the castle mound. We hope this suggestion will be considered as it would also place the entry point closer to the top of St Thomas' Passage.

Parking Provision

The Trust is very strongly opposed to the provision of any parking on the site in excess of the needs of the residents. The developers were, however, obliged by the brief to include 100 extra spaces to serve visitors to the Museums on the Upper Barracks site, and 200 further spaces for general public parking. We believe this to be a serious over-loading of the development - more parking for outsiders than for the residents themselves - but even worse, evidence of a fatal misunderstanding of Winchester's traffic problems. Analysis has shown that traffic congestion in central Winchester is caused by the number of vehicles with destinations in the city (not those passing through it), and it is therefore irresponsible to provide additional car-parking which can only be reached by already over-crowded central area roads. It is believed that parking and traffic policy for the City is under review, and this out-dated proposal for public carparking must be abandoned before it becomes another regretted commitment.

As for the Museum car-parking spaces, if these are really necessary, they should be located on the Upper Barracks site, alongside the Museums, where amongst other factors they could be more adequately supervised. It is by no means impossible to make surface car-parks attractive places if properly landscaped, and there is plenty of room on the upper site. Anyone who imagines that underground parking at the foot of a steep slope will help attract tourists to the museum complex has really not thought about it properly.

Coordination

In our submission to the Crown Commissioners we urged the appointment of an architect-coordinator for both sites, because we feared that the separation of the two areas into developments taking place at different times could lead to unfortunate anomalies and missed opportunities. We believe that this ridiculous parking proposal and the lack of conviction in the layout of the pedestrian and vehicle links between the two sites prove our point. We are impressed by the skill of the architects for the Lower Barracks site, but they are bound to fail to make the best of these matters if the Upper Barracks planning is not considered at the same time.

Architecture

The evaluation of the buildings as seen at the exhibition are to some extent misleading, because they are enlargements of small scale sketches. The general impression is attractive but closer study reveals some worrying details and a rather toyland atmosphere which is one of the hallmarks of poor classical pastiche, as practised by inexpert followers of fashion. The Architect is well aware of this problem of presentation and, with his several years of experience in classical design, he promises that there is no need to worry. We understand that he has a good track record and await with interest the next stage of the design.

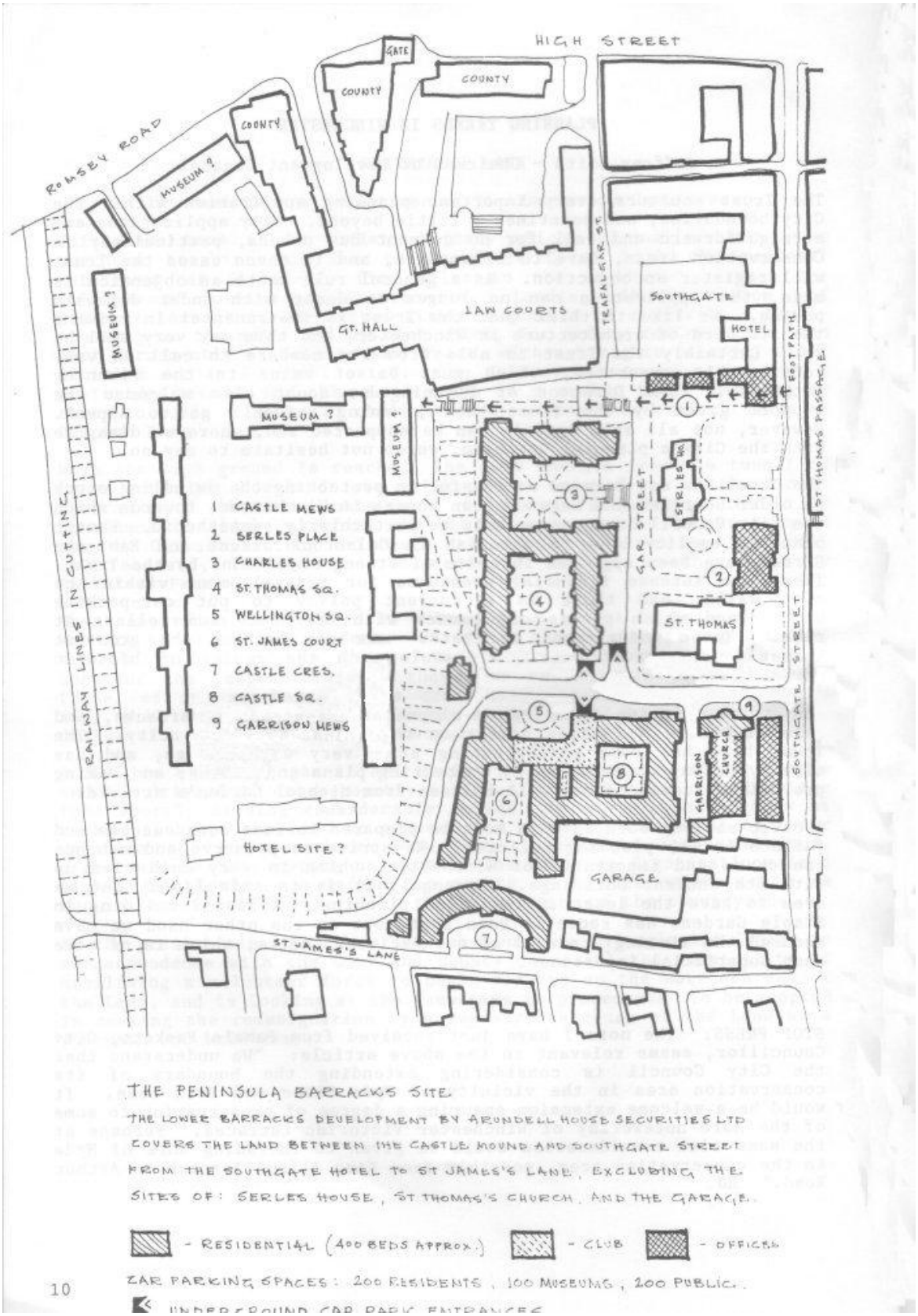
Only one of the buildings, Castle Mews (1), seems to be wrongly conceived; its Southgate Street elevation sits uncomfortably beside the hotel, upsetting and over-dominating its well balanced facade. This could have something to do with the awkwardness imposed by a pedestrian entrance at this point. It was agreed that there was a strong case for reconsidering this building, especially in the light of the negotiations with the hotel owners.

Building Uses

We find the basic allocation of uses acceptable, except for our earlier comments about the use of the Garrison Church for offices and housing when its open volume might be better used for something else, and our opposition to multi-storey underground parking. We also share the concern with others about the likely house values and the lack of provision for the less expensive homes which are so badly needed in Winchester.

It is not economically viable for a developer to purchase a site of this kind and fill it with cheap houses, but there is a case for some element of planning gain to the City. We would argue that instead of lumbering the developer with an excessive and undesirable parking requirement, the City Council should require a proportion of low cost homes administered by a Housing Association, thus ensuring a permanent mix of house values on the site.

Michael Carden



Peninsula Barracks site

Sarum Farm - TrustNews May 1989

An Informal Hearing into the Appeal against the refusal of planning permission to develop two dwellings at Sarum Farm was heard on 12th April in the Saxon Suite. The turnout of the general public, which numbered over 40, was very encouraging, and indeed taxed the resources of the Guildhall to seat them all.

The Inspector made it plain that he would encourage contributions from the floor and he certainly received them. More than 10 people spoke against the Appeal, and their comments were marked by their clarity and strength; one person read from what might be described as the gospel according to Ridley, which reminded the Inspector that his Minister had promised to leave key matters of conservation to local citizens and their Councils; it is to be hoped that the Inspector made a note of it. Only one person spoke in favour of the Appeal although his jerky delivery disguised the direction of his sympathies.

Mr Paul Rowley, the City Council Planning Officer, gave an excellent case against the Appeal: the high standard of presentation was what we have come to expect from him. Before the meeting was adjourned to the site itself, the appellant's planning consultant produced a letter from the District Councillor of Sparsholt, Mr Jock MacDonald, about which he spoke in denigratory tones and dismissed as irrelevant. However, he underestimated us on the floor and after some mauling the consultant must have wished that he had not referred to it. In fact after we had read the letter on site, it turned out in our view to be highly relevant, as it described earlier dealings which the appellant had had with planning bodies. It was encouraging to see the number of people who reappeared at the site, despite it being by then lunchtime. The appellant personally was questioned by those present and some of what was said to him proved not to his liking.

Before reopening the meeting on site, the Inspector had been encouraged to pay a quick visit to the Country Park so that he could see the type of countryside beyond Sarum Farm; the existence of this Park seemed to be of significance to him and suggests that more could be made of it in future Inquiries. The fact that he bothered to visit the Park was an indication of the fair way in which the Inspector conducted the Hearing.

Whatever the verdict will be - it is expected in 6/8 weeks - the growing strength of public opinion and their concerted support for the City Council's defence of the existing City boundaries is a matter of encouragement and hope for the future.

Stop Press 11th May

I've just heard that the Appeal has been dismissed by the Inspector.

Robert Cross

Programme - TrustNews May 1989

Saturday 13th May 10.30a.m.
Walkabout lead by Dr Frank Akerman of the Romsey and District Building

Preservation Trust, visiting some of the projects with which they have been involved. Coffee at St John's House. Meet Romsey Abbey.

Tuesday 20th June 6.00p.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 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. Cost £3, for Cathedral funds.

Monday 23rd October 7.30 p.m.
Annual General Meeting, 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.

Winchester Heritage Centre
The Winchester Heritage Centre in Upper Brook Street is now open at the following times:

Tuesday to Saturday - 10.30 am to 12.30 pm.
Tuesday to Saturday - 2.00 pm to 4.00 pm
Sunday - 2.00 pm to 4.00 pm

Volunteer Stewards are still urgently required to help at the Heritage Centre. The Hon Manger, Alan Cooke (Winchester 64292) would be pleased to hear from anyone who would be prepared to help for one, two or three sessions per month.

Future Newsletter contributions should be sent to the Editor, Mr Robert Cross, c/o The Heritage Centre, 52/54 Upper Brook Street, Winchester, S023 8DG, not later than the 15th of the month preceding that of publication.

Application for Membership - TrustNews May 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 or Household £4
(2 adults + children under 21)

Corporate Member £8
(for firms, societies,colleges etc)

Note: Higher rate subscriptions are always welcome

Name(s).....

Address.....

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

Please send cheque or banker's order to the Secretary, c/o Winchester Heritage Centre, 52/54 Upper Brook Street, Winchester, S023 8DG