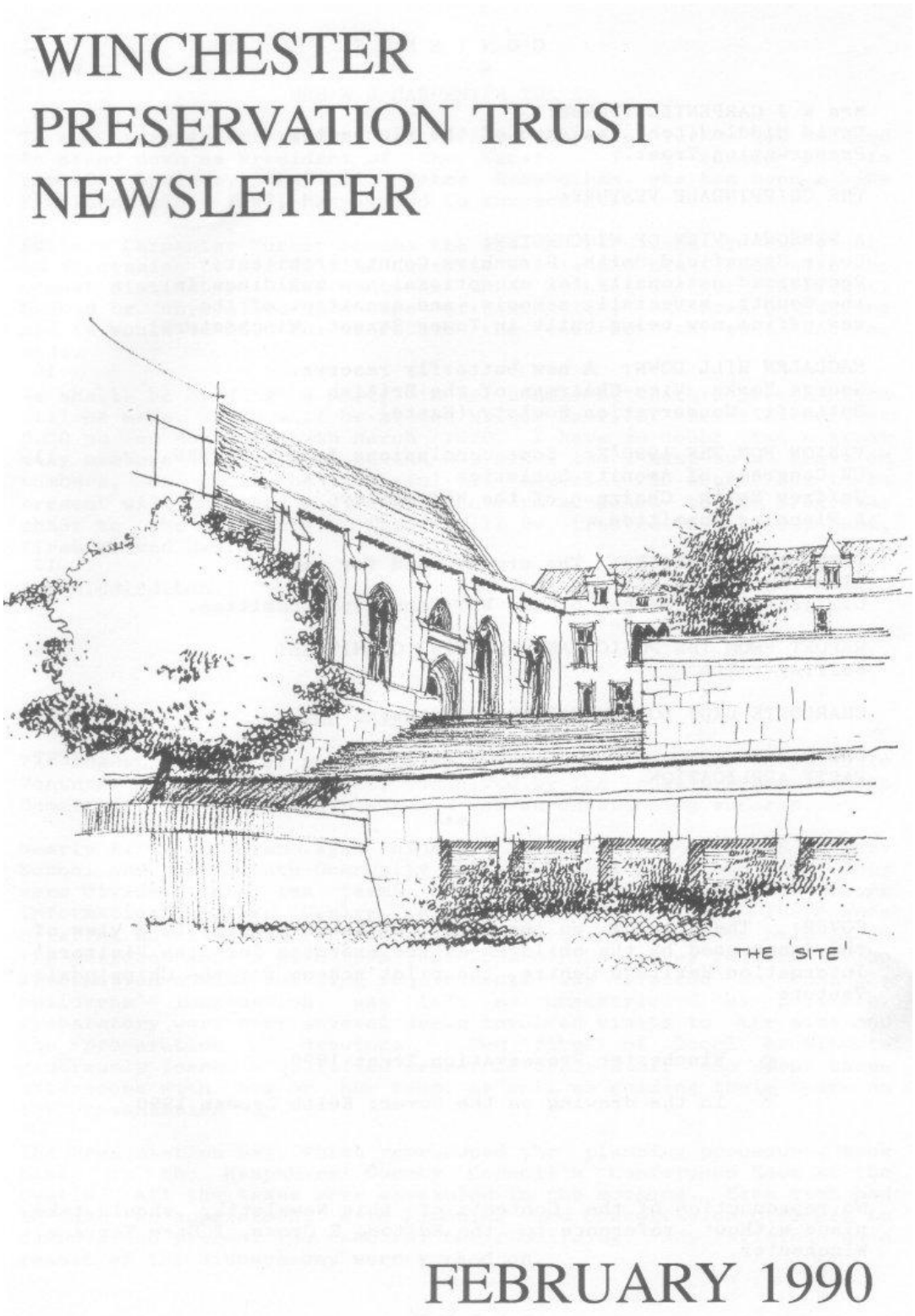
**Title Picture - TrustNews February 1990**




The drawing by Keith Leaman is a view of the space used by the children as the exercise for the Visitors' Information/Heritage Centre, the pilot scheme for the Chippindale Venture.

## Mrs W J Carpenter Turner - TrustNews February 1990

To our very great regret, Mrs Barbara Carpenter Turner has decided to stand down as President of the Trust. I am indeed glad to report, however, that Sir Peter Ramsbotham, who has been a Vice President since 1982, has agreed to succeed her.

Barbara Carpenter Turner became the second President of the Trust, in succession to Sir William Andrews, a role she has filled with the utmost distinction. Her interest and enthusiasm for the Trust, backed by unrivalled knowledge of Winchester, has been unflagging and it would be hard to overstate the contribution that she has made.

We shall be holding a Party in her honour at which a presentation will be made. This will be at the Milner Hall, St Peter Street, at 6.30 pm on Monday, 19th March 1990. I have no doubt that a great many members will wish to attend but since there must be a limit on numbers, we shall be grateful if members who would like to be present will complete and return the form attached to the Programme sheet to the Secretary. These will be treated on a first come, first served basis.

D S Middleditch

## The Chippindale Venture - TrustNews February 1990

The August Newsletter reported on preparations for the Chippindale Venture. This pilot project, conceived by the Trust's Urban Studies Committee, has now taken place and was an outstanding success.

Nearly fifty children aged nine to eleven from Western Primary School and All Saints Community Primary School were involved. They were divided into ten teams and invited to design a Visitors Information/Heritage Centre in the Law Courts Yard. There were briefing notes and an exhibition of the area concerned to help guide the children and to give them some idea of the spaces required. The information on the building requirements was limited so that the childrens' imagination was left as unrestricted as possible. Preparatory work over several weeks involved visits to the site and the preparation of drawings. Ten firms of local architects generously loaned a qualified member of their staff who spent three afternoons with his or her team, as well as guiding their teams on the Presentation Day.

The Presentation Day, which reproduced the planning procedure, took place in the Hampshire County Council's Conference Room at the Castle. All the teams were assembled in the morning. Each team had to make an appointment with Planning and Conservation Officers to discuss and present the case for their building. Any revisions as a result of the discussions were worked on.

In the afternoon, the Planning Officers presented plans to a Planning Committee, chaired by Councillor Mrs Pat Edwards, Chairman of Winchester City Planning Committee, and composed of both Hampshire and City Councillors, who commented on each scheme.

The plans were varied and highly imaginative. Pyramids featured in one, another was mushroom-shaped and built in glass, designed to reflect the buildings around it. A castle design represented a more conventional approach and although the Planning Committee were impressed by an octagonal building with lifts to all four floors, the Chairman feared that Winchester Preservation Trust might object to the planning application!

After the Presentation, certificates were presented to all the children by the Mayor of Winchester.

It is generally felt that the Chippindale Venture was a great success and a worthy memorial to Frank, whose son and daughter were able to attend the Presentation Day. Everyone was impressed by the high standard achieved by the children and by their innovative and imaginative approach. The whole occasion managed to combine a refreshingly light-hearted spirit with a high degree of professionalism; architects, teachers, officers and Councillors from both Hampshire County Council and Winchester City Council contributed time and enthusiasm to the project.

The Venture was sponsored by Ladbrokes, Laing Construction and Arundell House Securities Ltd, the balance of the costs being met by the Trust. It received unstinting support from Hampshire County Council and Winchester City Council, as well as from the two schools involved.

The Exhibition of the Law Courts area was supplemented by the children's work after the event. This has been shown at the Heritage Centre and the Teacher Training College. We understand that the Civic Trust in London is keen to display the results as well as schools in Hampshire.

How can all this enthusiasm and success be turned to account for the future? This year's Chippindale Venture was conceived as a pilot project but it has always been the hope that, if successful, it would be repeated in one form or another in future years.

**THE FUTURE**

The Chippindale Venture (much to the Urban Studies Groups surprise) seems to have generated interest with educationalists from both local and national level. The study has even gone to Australia where we understand the idea is likely to be used in the same form in Sydney.

We understand from the teachers that it will be difficult to run such a scheme in 1990 due to the pressures from the introductions of the new curriculum. The Urban Studies Group is therefore proposing a Chippindale Venture in April 1991, the subject for which is under discussion at present.

## A Personal View of Winchester - TrustNews February 1990

"It would be a good thing if cities could develop an artistic pride leading them to mutual rivalry". Although Bertrand Russell seems so unfashionable today, this aspiration of his would be so apposite now. I remember reading this quote in the mid-1960's and I thought he had in mind cities like Winchester, Salisbury and Chichester. The statement had little relevance to the North of England where I was reading it. Many towns and cities there seem to have been absorbed into one vast monolithic conurbation. It was not only difficult to distinguish the boundaries of a town, but many were already losing an identifiable centre. As for having a pride, most of them seemed intent on tearing out the richest part of their heritage, because to them the 19th century was anathema standing for the worst institutional or exploitive associations. Concurrent with all this, that wonderful humanist, Lewis Mumford, in his City in History was forecasting the all consuming spread of what he called megalopolis, of which the conurbations either side of the Pennines were a prime example.

### Winchester is Part of an International Heritage

None of this seems desperately relevant to a city like Winchester. This city remained sacrosanct, immune from the threat of the goings-on of the late 20th century; so rich is it in historic heritage, it is bound to remain a single entity, to retain its integrity and individuality surrounded by downland and green belt. Surely Winchester is not just a part of a national heritage but could with assurance claim an international status?

It came as a shock to me, therefore, when Martin Pawley, that well respected journalist (until recently architectural critic of The Guardian) and modernist, argued that Winchester was merely part of the South Hampshire conurbation. This seemed to turn the clock back to the 1960's when planners, architects and engineers were obsessed with the overriding importance of strategic infrastructure and nothing, not even Winchester, could avoid its simplications.

### Functionalism; the Main Criteria for Design in the 1950's & 1960's

In the 1950's and 1960's the traditional values of city life, its hierarchy of spaces and buildings, its scale and texture, the distinction and subtlety between the private and public realms were either ignored or seen as secondary to the problems of making a city's infrastructure work. Functionalism was all, and there was a belief in absolute functional solutions. Objective assessments of traffic or of the factors affecting a city's accessibility were based on measured criteria and no one doubted the 'modernist' conviction that science and technology would solve all.

That was all very convincing at the time but because of the complexity of the problems, there was not one single professional who had a sufficiently large enough overview to encompass all the issues. Engineers had one perception, architects another, and planners another. Design method fragmented the constituent parts of a problem for separate analysis and this generated the growth of specialist advisers. Each part of the analysis assumed an importance in accordance with the success of

the advocacy behind it. Distortions were inevitable. There was a genuine search for integrated, well balanced solutions that would respect traditional values and historical continuity, but so frequently the answers provided were weighted in favour of the most recent fashionable cause, of which Colin Buchanan's was much the most overwhelming, as expressed in his book, **Traffic in Towns**, published in 1963.

His use of cost benefit analysis, a technique for finding the preferred option amongst several, was discredited because of its dependence on questionable value judgements. The lay politician was quite right to distrust the blinkered perception of professionals and specialists who seemed incapable of seeing the wider qualitative environmental subtleties. To him, it was a technique daft enough to find a route for the M3 through the Cathedral Close.

During all these attempts to reconcile the competing and conflicting issues of city life, there has been the continuing assumption that the basic values and attractions of city and urban life would remain permanent and unimpaired. So, 30 years on, it is just dawning on the collective consciousness that this might not be the case.

**Exceptional Quality of Life can be found in Winchester ...**

Winchester is one of the few cities in this country that has almost continuously retained all the traditional values of city living. Of course, one can ask which community in Winchester has been most favoured - the residential community, the Chamber of Commerce, the County, the City, the Army, the Cathedral, the College, or the more transient - the commuter or the tourist. Each has been served. The good fortune of Winchester has to be appreciated in the late 1980's by an occasional visit to London, or a flight from Heathrow at rush hour via the M25. The trench warfare analogy of Martin Pawley, in his recent article in Blueprint, about the deterioration of urban life in London seems all too accurate. So those of us who live and work in Winchester have a very special gratitude and a vested interest in an exceptional quality of life.

**... but Environmental Quality is at Risk**

Winchester itself would be complacent if it did not recognise that its environmental quality is also in the balance. Having protected itself from the worst iniquities of the 1950's and 1960's, and after years of fending off the infidel, there must be some trepidation for Winchester citizens as they enter the 1990's with more building activity going on in the city in strategic places than has happened in the last three decades. And great changes are to come. The Army, having abandoned the Barracks for Flowerdown, leaves a site so rich in heritage and opportunity that no matter what is proposed, it will fall far short of people's expectations. The Brooks, also, is bound to be seen as an unnecessary aberration. Did we really need the mandatory arcade of the 1980's? Winchester was surely deserving of something more exceptional than a fashionable cliche. What was needed in this city was an urban space that would be a compositional foil to the High Street, not a second-hand, downgraded idea that will merely add to the problems of congestion.

Winchester, from a number of viewpoints, has been damaged by successive generations, Cromwell not the least. From other viewpoints it has also been

improved. Winchester can claim that it works as a viable 20th century city and in consequence it has been prepared to accept that its historic environment has been and will be compromised. But surely Winchester can be more positive about its environment in its demand for quality? This is a city where Leon Krier, the Prince's architect, would no doubt have something to say and contribute. If we make a comparison with another medieval continental city, Siena, there would quite rightly be sighs of nostalgic regret. choose Siena because it is the model environment to which the two major protagonists in the architectural debate refer. Prince Charles and Richard Rogers unhesitatingly agree to use Siena as their prime reference and amazingly for the same reasons. I daresay they would also agree about parts of Winchester - the Cathedral Close, the College environs, St. Cross, the High Street, etc., are life enhancing environments. Winchester would be seen as this country's Siena but there is one major difference. The city walls of Winchester were breached and not only in reality but symbolically, psychologically. Vehicular traffic with all its infrastructure and 20th century demands enters this medieval city. Siena remains all one piece, some might say fossilised at a historic date in time. Winchester retains its heritage only in part but then claims the viability of the 20th century. Both cities have made their choice and there is no going back - except perhaps in one respect.

**Alternative Solutions for Traffic and Cars must be Tried and Tested**

There must be a point when the pressures and intensity of traffic, of remaining a traffic confluence and providing parking for several thousands of motor cars, will damage irreparably the environment of a city of the quality of Winchester. The point must already have been passed when alternatives such as 'Park and Ride' have to be tried and tested. The County Council's responsibility for solving its own traffic and parking has already been acknowledged, but this would only be part of the solution. What has never been tested are the positive environmental improvements that could be made if traffic entry and accessibility were more severely restricted. These improvements should not be stated in a generalised way but in detail, and designed to demonstrate the holistic environmental opportunities.

In the past three decades we have always respected the design sequence of solving the civil engineering first before considering what we want in detailed design terms from our cities as environments; the latter is only seen as a residual problem rather than a primary. Whatever the merits or demerits of widening North Walls were in the mid-1980's, it was ludicrous to expect the City to be convinced without a detailed demonstration of environmental improvements in its centre, rather than just offering vague promises.

**Public Space in Winchester**

In the late 1970's, I set a programme for architectural students with the help of the City planners to design a public space in front of Barclays Bank. This would be an extension of the High Street and would be a wonderful exercise for historical research, but it was only a student exercise. The students were asked to assume that the traffic would be diverted right at the top of St George's Street and left from Southgate Street as it joins the High Street. The space would respond to the existing buildings that form the enclosure, and would be designed formally with a terrace as a neo-classical space relating to the Bank, or it could be considered as an informal,

almost Gothic extension to the pedestrianised High Street, taking advantage of the difference in levels from one end of the space to the other. The restaurants would be permitted to use this space in a typically European manner, and it would form an event on the tourist route from the Cathedral to the Great Hall and be a major pedestrian confluence for the City.

The students at first were very disparaging of the programme because they felt that they should consider the implications of the traffic problems first. I have set this programme subsequently, and students in the mid-1980's were prepared to take it much more seriously and began to understand the reversal of the design sequence - to consider the urban spaces first and the traffic consequences second. Let us hope that consideration of this space will be given a priority in the 1990's.

**Public Spaces in a City are like Living-Rooms in a House**

I have invariably used the simple analogy of how one designs a house - do we design the engineering first and then fit the living spaces to the engineering, or do we consider the aspects and prospect of the major rooms and then relate the engineering services? The public spaces in a city are like the rooms of a house - they are where the events and life of a city are celebrated - rather than treat them as residual, they are the major design ingredients demanding primary design focus.

**Exceptional Cities**

With these thoughts in mind, we decided as an office to visit Barcelona - a city where its leaders, both professional and political, seem to be putting the theories of the 1950's and 1960's in reverse. Here is a city that has demoted traffic engineers and has concentrated on improving spaces and enclosures. It has carefully listed all the built treasures and public artefacts, and is determined to create a setting for each. But more than that, it has been prepared to recreate new squares and enclosures and to redefine some of the hierarchies of public and private spaces.

This has involved major public intervention - derelict industrial land around the railway station has been totally refurbished into a public garden, and an outside auditorium which is spectacular in the way it now contributes to the well-being of the city. Like several European cities, it has been presented with the development opportunity of redundant docklands and has discovered the potential of a new found coastline by creating a maritime museum with linkages and glimpses of the sea through new axes and from places previously bereft of any aspect.

Here is a city that is making new traditions in the context of the old, and is demonstrating a pride in its urban environments by celebrating its treasures, artefacts and buildings by providing a setting for each. Gaudi, Picasso and Miro are an everyday experience in that city and they are shown off to the advantage of resident and tourist alike. This city creates a pride for itself without a conceit but with convincing self-confidence. Its public transport system has been improved and perhaps the only casualty is the private car owner but not overwhelmingly.

The priorities here are European in a very acceptable sense, and of course its impetus hus been prompted by the Olympics in 1992 and the Celebration of

Columbus' voyage. Barcelona, of course, is not the only city demonstrating a pride in itself - there are other obvious examples of which Paris, under Chirac, must claim a place, but Glasgow, Nimes, Stuttgart and, surprisingly, Liverpool, all show an amazing transformation from the 1970's.

**Long-term Vision - not just Commercial Investment**

I would like also to make a case for including Hampshire. Few counties in this country have shown such conviction about its environments and its heritage. In the 1980's there has been the mistaken belief that commercial investment alone can guarantee an acceptable environment and that public interventions are unnecessary.

City environments and the quality of urban life depend on a longterm vision. Cities are too complex to be thought of in terms of a commercial balance sheet. 'Urban regeneration' is now a strategic factor in the County's policies. The public realm in Hampshire has been neglected as in other parts of the country, but is now showing signs of new life. The setting of the Great Hall, Durngate, and I hope an improvement to Tower Street, the concern for the Barracks, are merely indications of a strategy that generates enthusiasm through its various trusts - historic, gardens, sculpture.

The current polarisation of the styles in the great architectural debate are unhelpful. Neoclassicists, modernists, traditionalists, alike have a responsibility to help the public understand the complexity of the issues involved. The next fashionable cause looks as though it is going to be orchestrated by Leon Krier with the Prince in support. Let us be careful that he is heard within the wider context of real understanding.

NB: The Editor would welcome correspondence from Members on the above article, with a view to publishing a selection of letters in the next Newsletter.

Colin Stansfield Smith

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**Magdalen Hill Down - TrustNews February 1990**

It is strange that Winchester, on its very doorstep, neglects a potentially superb open space, complete with Bronze Age barrows and the spectral outline of the ancient Petersfield/Winchester road. I refer to Magdalen Hill Down, the 23 acres of hillside to the east of the M3 and within easy sauntering distance of a large residential area. Ramparts are - rightly - manned to defend the environs of St Catherine's Hill from M3 desecration. Yet, until now, no one has raised a finger to save its twin, Magdalen Hill Down, from slow death by scrub.

Now, at last, the British Butterfly Conservation Society are coming to the rescue. Fifty years ago, the hillside was open grassland. Grazing by sheep and rabbits favoured fine grasses and flowers, such as orchids and round-headed Rampion. The grazing also maintained an equilibrium between grassland and scrub. When the sheep and rabbits departed, hawthorn and privet gained the upper hand, in places shading the ground flora out of existence. In the surviving pockets of grass, rankness prevails to the detriment of fine grasses and flowers. BBCS plan to turn the clock back 50 years so that all may enjoy the flowers and butterflies again. The Down has never been ploughed or sprayed. Its ancient diversity of specialised plants has, therefore, never been totally destroyed and much will come back once the right conditions have been restored. If nothing is done, the whole hillside will become an impenetrable thicket; and that would be the end of the flowers and butterflies.

During this and next winter, BBCS, using carefully chosen contractors, will cut and burn most of the scrub while retaining selected shelter-belts, thickets and bushes. Virtually the whole of the Down will then be fenced so as to form two sheep-grazing compartments separated by a mid north/south fence. We hope to have sheep grazing in the eastern compartment during autumn 1990, and in the western compartment during autumn 1991. This grazing cycle will be continued, each compartment being grazed for a month or two every other autumn. Openings will be left in the fences and these will be kept open at all times - so as to facilitate public access - except when sheep are actually grazing. Stiles will be provided for all public footpaths.

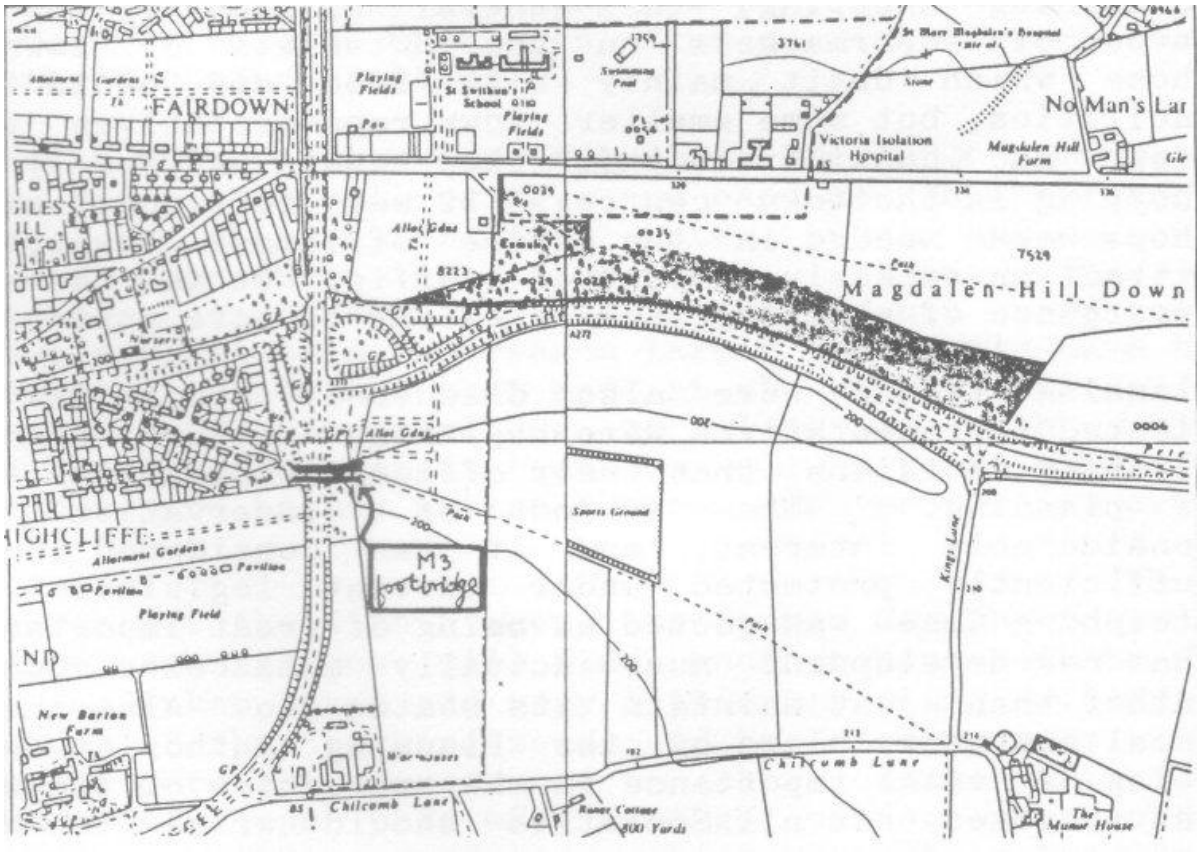
All this will cost quite a few thousand pounds and BBCS gratefully acknowledge grant-aid from the Nature Conservancy Council and the Hampshire County Council. BBCS also express their thanks to the Church Commissioners and Winchester Bulb Growers, by whose kind co¬operation BBCS are being granted a 20 year lease of the Down.

Of the wide range of grasses on the Down, upright brome predominates. Grass, particularly the finer and softer varieties, is important not just as a setting for flowers but as caterpillar food. Of the 27 butterfly species still found on the Down, the caterpillars of one third feed exclusively on grass. To be acceptable to any particular butterfly species, the grass must be not only the right type for that species but also the right height and in the right condition. Grazing the compartments in alternate years ensures that each butterfly species has a supply of grass of the right height. Modern agricultural ryegrasses are, incidentally, useless to all butterflies.

Even in decline, Magdalen Hill Down is still a magnificent butterfly site. Butterflies love the warmth provided by the steep, concave, south-facing slope, with its massive shelter-belts. Rockrose (foodplant of the brown argus and green hairstreak) and horseshoe vetch (foodplant of the chalkhill blue) are still abundant and support good colonies of all three species. There are vast numbers of the common species: for example, in July, every hardhead seems to sport its marbled white, and sheltered bays are alive with ringlets. Hopefully, BBCS' management will boost existing colonies and even bring back the marsh fritillary and the glorious Adonis blue. Although the foodplants of both these butterflies are still common on the Down, the butterflies themselves departed decades ago. Other sites harbouring these species

are too distant to permit natural re-colonisation of the Down, but carefully controlled reintroductions may be possible in the future.

If you want to know more about BBCS, or our plans for Magdalen Hill Down, or our new reserve at Yew Hill, Compton Down (even richer botanically and lepidopterally!) do please contact me, George Yorke, Vice-Chairman, BBCS (Hants Branch), Hughenden, Shawford, Winchester; Tel: 712243.




George Yorke

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**Vision for the 1990's - TrustNews February 1990**

The UK Congress of Amenity Societies organised by the Civic Trust, was held at Christchurch, Oxford on the weekend of 15th/17th September 1989, attended by a representative of Winchester Preservation Trust. Speakers dealt particularly with the three themes of Housing, Transport and Shopping, with predictions covering the next ten years.

It was generally felt that there would be considerable increase in house building during this period, and in the South East alone, something like 250,000 new houses would be needed. This was not because of any possible increase in population, but by reason of the increase in single families and the fact that we are all living longer. It was considered that this additional housing could best be accommodated in new villages or small towns where community facilities could also be provided.

A considerable increase in the volume of traffic was also forecast. This might be dealt with by an increase in road making, particularly new motorways, and by utilising the railways to better advantage, although it was pointed out that railways could never cope with more than about 10% of overall traffic. The contention that new motorways would generate more traffic was discounted by speakers who maintained that they would take existing traffic off less suitable roads. Concerning parking, it was felt that some town centre parking was needed to preserve the existing shopping, but that the main parking should be on the perimeters of towns. Park and Ride was discussed briefly, and it was pointed out that this was working well in Oxford, but may not be the solution to the traffic problems in every town. Circumstances varied from town to town, and in certain seaside towns, for example, where there were seasonal variations in traffic, it was only needed during the summer months.

Concerning shopping, the general opinion of the Congress was in favour of supermarkets on the outskirts of towns, particularly those which dealt mainly with food and could provide parking facilities, but some smaller town representatives took an opposite view, and considered that they could adversely affect existing shopping in the town centre. It was felt that small specialised shops were needed in the centre of larger towns, which would not attract an excessive amount of traffic; but in the smaller towns a divergence of shopping facilities may be more appropriate.

Planning trends were also discussed, and it was considered that elected representatives were beginning to have more influence over planning decisions than their officers, not always to the advantage of planning. The considerable interest, and it was considered that they were not sufficiently protected under current legislation. The recent Steinburg Case was quoted as being of great importance, which ruled that new development must actually enhance a Conservation Area, rather than just maintain its status quo. Also the preparation of local statutory plans by the Planning Authority was stressed as being of vital importance in the protection of the environment. It was proposed that all Societies should write to Mr Chris Patten asking for strong measures to protect Conservation Areas, and this is a matter which very much concerns the Winchester Preservation Trust. Perhaps the same protection could be afforded to key buildings in a Conservation Area as is given to Listed Buildings.

One of the most important functions of the Civic Trust is to assist and further the influence of Amenity Societies throughout the British Isles. There are about 1,000 of these Societies representing some 300,000 members, and all areas of the country are now represented, from small villages to large towns.

Jeffrey Smith

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**Trees in Winchester - TrustNews February 1990**

Traffic and development topics in Winchester with car parking and related matters are being extensively talked about, but the effects of these changes on the trees in the City are less apparent to many. Winchester is very fortunate in having had

enlightened plantsmen in the past, and Hilliers Nurseries, with the widest range of trees and plants anywhere, was established in the City over 125 years ago. These factors have given us the benefit of fine trees, many of which are lesser known species and varieties.

Now losses are not only from old age, disease, storms or other natural causes but from developments where the value of land makes tree space a low priority, and change of use of houses to offices and turning the gardens into car parking, has taken available ground that could have been planted. The speed with which these changes are happening is alarming.

Many older houses in the central part of the City are now in office use and as a pedestrian, one is not aware of what is going on behind garden walls. For instance, a look from higher windows in houses on the east side of Southgate Street shows the vast majority of what were gardens are now car parking with tarmac or paving with very few trees left. This is not only denuding the immediate area of green but creates a void of foliage when seen from a distance, which was one of Winchester's characteristics.

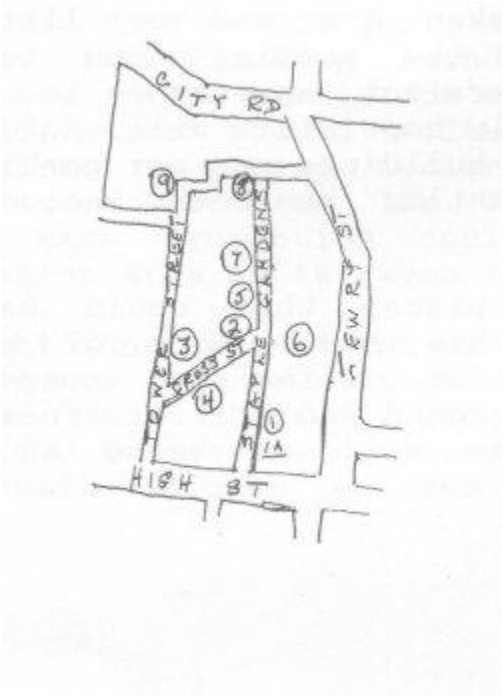
In some instances where trees are retained, greater consideration should be made for their well-being, and hard surfaces kept away from the base, as this alters the water supply and can cause deterioration with consequent loss of the tree. All too often, new planting has to be accommodated in spaces which are not large enough for anything but a small tree, whereas a larger tree could have been planted if proper allowance had been made at the planning stage. If Winchester's policy is to continue to allow so much parking, provision must be made for larger trees as well by forfeiting a few car parking spaces, and having suitable curbs and protection around the trees.

If you walk north off the High Street into Staple Gardens (near the Prudential estate agents) you will find another part of the City where parking has taken over and very little new planting has been carried out. Much of the parking seems to be on temporary sites, giving a somewhat derelict appearance to this central part of the City, and one can only hope this will not go on for much longer. But even where new buildings and car parking have been completed, very little tree planting has been included, and few climbers on walls for greenery.

There are several places that could have trees planted and the following study of this small area of Winchester indicates the extent of the problem, with some suggested remedies. Staple Gardens is on high ground and taller trees would be visible from across the town, as well as being an asset in the particular vicinity.

1. Charlcote Mews. GA Property Services. Car parking for 15 cars at rear, has 1 Silver Birch. A larger tree could be accommodated (5 further parking spaces in the front).
   1a) Car parking for 10 cars with no greenery.
2. Bilbury Court. Plant a tree (eg: Gingko biloba) in the paving at the front of the building.

3. Large car parking in BCC ground with one mature Sycamore which needs the base protected from cars. Investigate the future use of this area and more trees could be planted.
4. St Paul's Place. At least one large tree to be included on the East side in grass (eg: Tilia cordata (Lime) or Juglans regia (Walnut)). Tree planting has been included for this area in the Walcote Chambers plans but Sorbus Vilmorinii (Mountain Ash) and Crataegus prunifolia (Thorn), are both small trees.
5. Staple Chambers, Dreweatt Neate. Plant two Liriodendron tulipifera (Tulip Tree) in the grass.
6. Car parking for Age Concern, Elizabethian Restaurant etc. Needs radical look at this 'derelict' area and several trees planted.
7. SCATS Head Office. Plant three trees in grass (eg: Fagus sylvatica (Beech)). Consideration also to tree planting in car park at rear of building (eg: Alnus cordata (Alder), Fraxinus 'Raywood' (Willow leaf Ash).
8. NFU office. Two smaller size trees planted in grass (eg: Gleditsia 'Sunburst' and Crataegus prunifolia).
9. 61, Tower Street. Plant one smaller size tree in grass (eg: Pyrus salicifolia pendula.
10. 59, Tower Street. Plant one smaller size tree in grass (eg: Acer Daviddi)
11. Plant three trees in car parking area at rear of buildings (eg: Sorbus aria (Whitebeam), Acer platanoides (Norway Maple) and Prunus avium fl.pl. (White Cherry).




These recommendations would create a pleasant street scene and yet provide individuality for the properties.

As a start to implement this scheme, two trees were planted outside Dreweatt Neate's offices during National Tree Week in November 1989. This was a joint effort

- one tree was donated by Dreweatt Neate, one by the Preservation Trust, and the planting was carried out by the City.

SCATS are looking into the matter and we are hopeful that trees will be planted before long in the large grass area in front of their office and perhaps in the car park at the rear too. NFU have agreed to take up the suggestion once work has been undertaken on the building and if the City lifts the option imposed on one of the grass areas for it to be off-street parking. The other owners need to be approached.

Unfortunately the Evergreen Oak, at present so visible on the Tower Street construction site, will be in a courtyard and not be seen from the High Street once work has been completed. The car park in Jewry Street, surrounding three sides of the Library, which is of good architectural merit, is a desert of tarmac and an insult to the setting of this building. However, mention must be made of a charming oases of green in this area; a small, sunken garden between the pavement and the building of the Christian Science Reading Room, where suitable, interesting planting is well tended. The small front gardens (too small for a car to park) along the North end of Tower Street are also pleasing. It was a relief to find these on a walk that showed how parking of cars is fast dominating available ground space in central Winchester.

If members suspect a tree is in danger of being cut down, damaged or pruned without permission, they should contact Mrs Fifeld, the City Landscape Architect. Tel: (0962) 840222, Ext: 2419.

Gillian Bauer

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**Report from Planning and Policy Committee - TrustNews February 1990**

Certain planning matters arose during 1989 which, although not hitting the headlines, were of considerable importance. Our Panel inspected their first satellite dish application, at Eastgate House. This was for a 90 cm dish discreetly sited at the rear of the building. Similar smaller dishes do not need planning consent, and it is hoped that owners of buildings, particularly in Conservation Areas, will be equally discreet.

Nos 1-8 City Road, which was a 1960's office block with restaurant and shopping use on the ground floor (adjoining the Baptist Church), has now been demolished, and the owners have applied for a dispensation to include Office Use (A2) on the ground floor of the new building. It is hoped that the City Planning Committee will resist this application, which is contrary to the Area Local Plan. It will also have an adverse effect on the remainder of City Road which predominantly comprises shops and restaurants at ground floor level.

The Trust also considers that City Road is in need of a comprehensive development plan which would obviate the piecemeal rebuilding which seems to be taking place on the North side of this road. Marston's Brewery site has now received planning approval, and the Trust is pleased that the plans preserve the historical features of this site. It is sad that the Bowling Green Clubhouse has to go, but developments of this nature have to be financially viable. The treatment of the line of the old City Wall

in North Walls still needs further consideration, but this is not likely to be put into effect for the next three years.

An application to build an office block on the North side of the Heritage Centre has been refused on the grounds that the use should be residential, and it should also be part of an overall development plan for the area. It is apparent that since the Heritage Centre was Listed, it will play an important part in setting the standard of the development which will take place round about it.

In 1989 the Trust arranged several Presentations of planning applications, including the Hotel and Golf Course at Pitt, Marston's Brewery site at North Walls, the Hotel complex at Alresford Road, and Kingdons development at Parchment Street. Not all the architects concerned, however, have a good opinion of our Presentations, and one firm considered them to be "particularly dour and humourless". We can only apologise, and try to do better in the future!

The Trust is concerned over what appears to be a miscarriage of planning justice. The owner of 59, Colebrook Street has twice been refused permission for a change of use from residential to offices, in spite of the fact that the City have themselves, on the adjoining site, demolished two houses and erected offices. On that occasion, English Heritage remarked that "the Council has not been consistent in the application of its policies". Following the latest refusal, we understand that the City is now purchasing 59, Colebrook Street.

One further matter of concern to the Trust is the mechanism by which local planning authorities can give themselves planning permissionw in respect of proposed development in which the local authority has a financial interest. We are pleased that the Civic Trust is now taking up this matter with the Secretary of State. One outstanding example of this procedure in Winchester was the Brooks development.

Jeffrey Smith

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**Charlotte Lady Bonham Carter - Obituary - TrustNews February 1990**

We were all saddened to learn of the death of Charlotte Lady Bonham Carter, which occured just before Christmas. She was a well known and much loved personality, born in Hampshire where she spent much of her life, inheriting her house, Binstead Wyck, near Alton, from her mother. She had an immensely wide range of friends and interest and was a Vice President of the Trust for many years. Her knowledge of Local Government was considerable, both in Hampshire and the London Borough of Paddington. She continued to take a keen interest in the affairs of the Trust until the end of her life and she will be much missed by us all.

D.S.M.

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**Programme - TrustNews February 1990**

**Friday, 16th February, 7.30pm:**
Illustrated Talk by 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, 7.30pm:**
Illustrated Talk by Mrs Lesley Benson, of the Department of Architecture and Civic Design, Portsmouth, on Victorians at Leisure, including some aspects of Winchester Pleasures. Winchester Heritage Centre. Coffee from 7.00pm.

**Monday, 19th March, 6.30pm:**
Party for Mrs W J Carpenter Turner, Milner Hall, St Peter Street. Please complete the form below if you wish to attend. Limited numbers.

**Tuesday, 3rd April:**
Heritage Centre Re-opens.
Tuesday to Saturday inclusive 10.30 to 12.30 and 2.00 to 4.00: Sunday 2.00 to 4.00.
An Exhibition of Winchester Preservation Trust's Design Awards will be held at the Heritage Centre and open to the public for two weeks, commencing Tuesday, 3rd April.

**Friday, 6th April, 12.30pm:**
Lunchtime Illustrated Talk by Dick Whinney, of the City Archaeological Unit, on Recent Archaeological Discoveries.
Winchester Heritage Centre. Coffee available, bring your own sandwiches.

**Thursday, 10th May, 6.00pm:**
Architectural Walkabout led by Keith Leaman. Meet at 6.00 pm outside 5, The Square, Winchester.

**Suggestion:** Are there sufficient people interested to make a coach outing in early or late summer viable? A suggestion is to visit the stone quarries/caves near Beer, Somerset, which have been in use since Roman times, stone from which was used for the Cathedral reredos and elsewhere in the building. There is a conducted tour lasting about one hour. Names please to Mrs Ann Jones, 17 Cripstead Lane, St Cross. Tel: (0962) 67048.

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**Subscriptions - TrustNews February 1990**

May we remind you that Subscriptions for 1990/91 are due as from **1st May, 1990**. Cheques should be made payable to Winchester Preservation Trust (Winchester Heritage Centre, 52/54 Upper High Street, Winchester, 5023 8DG). Please do not sent cash through the post. (Life Membership: Single £40, Double £55. Ordinary Membership: Single £3. Family/Household: £4. Corporate Membership (Firms, Societies, Colleges etc), £8).

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**Party - TrustNews February 1990**

If you would like to attend the Party for Mrs W J Carpenter Turner, please complete and return the form below. Limited numbers. (Please assume you have a place unless you hear otherwise).

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To: The Secretary, Winchester Preservation Trust, 52/54 Upper Brook Street, Winchester, S023 8DG: I/We would like to attend the Party for Members in honour of Mrs W J Carpenter Turner, on Monday, 19th March, 6.30 pm at the Milner Hall, St Peter Street, Winchester.

Name(s): (Block Capitals please) .....

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