Title Picture - TrustNews Summer 1993



Drawing by Keith Leaman of the Old Vine, The Square, Winchester. The cast iron windows - probably the only ones in Winchester, indicate the importance of such detail, which gives a positive contribution to the townscape.
Would town planning permission be given for carrying out such a project today?

Message from Chairman - TrustNews Summer 1993

Ernie Witts, the Hon. Treasurer of the Trust for the past five and a half years handed over his task to Iain Thomson on 1 May 1993. Ernie has been a meticulous and clear-thinking treasurer who has guided the Trust's financial affairs with firmness combined with the humour and common sense that is so important to a voluntary organisation. We are most grateful.

We have also said farewell to both the Membership Secretary, Clarissa Turner, and to the Secretary, Beanie Devas, and thank them for their work for the Trust.

In welcoming our new Secretary-cum-Membership Secretary. Flavia Bateson, we have set up a small office in what was a store-room in the Heritage Centre. The results are already showing that we have made the right decision, with all the administrative functions of the Trust together in one place.

In this Newsletter you will read Harvey Cole's ideas on the current national review of local government which might well have an influence on how the Trust operates in the future.

For some time the Trust has been aware of duplication of effort and also voids of little cooperation between the Hampshire County and the Winchester City Councils.

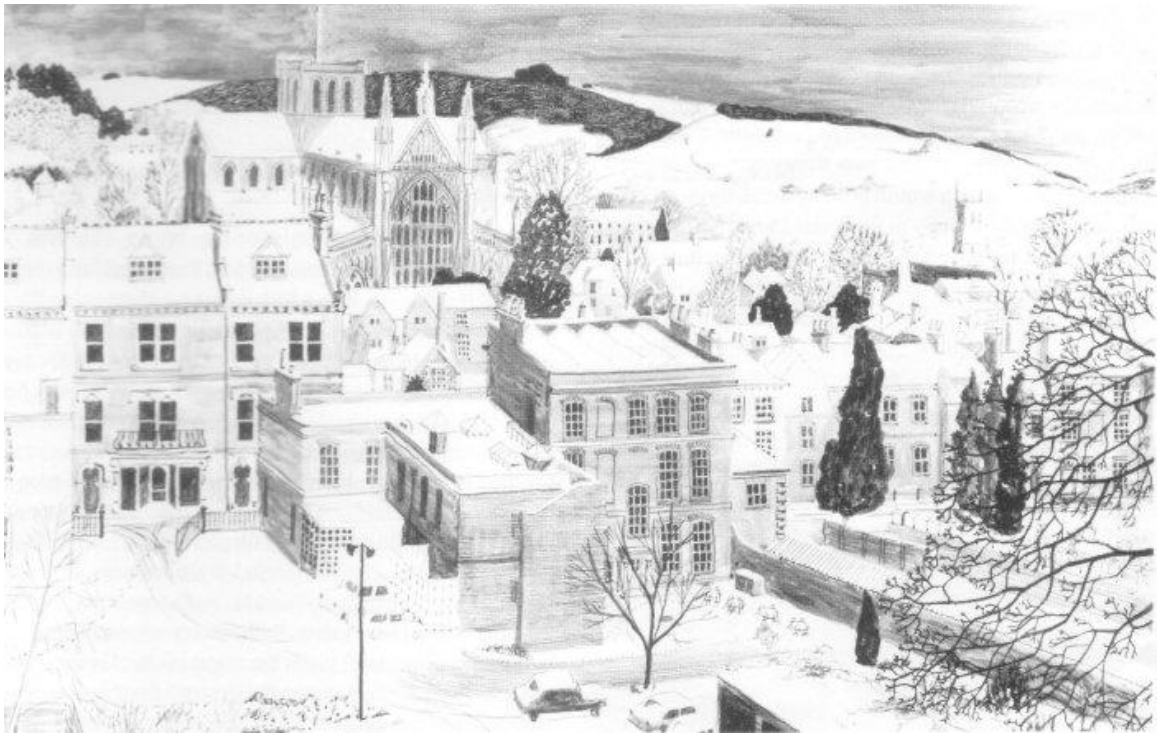
If the County Council remains, albeit in some changed form, it is essential that these duplications and voids must be removed and clear areas of responsibility established.

If the County Council disappears and the City Council becomes part of some new unitary authority responsible directly to Whitehall, then it is most important to the Trust that responsibility for development control, roads, traffic, environment and conservation in the City of Winchester is clearly defined.

The Trust representative spoke in March at the second Public Inquiry concerning a building society which had appealed against a City Council refusal to allow it to move into what is rapidly becoming a building society ghetto' in the heart of the pedestrianised precinct.

Again the City lost the appeal, and again had to pay a significant proportion of the costs. The City cannot afford to refuse any similar applications in the future and has therefore virtually lost control of the balance of shopping in our High Street. The floodgates are now open, and we can expect more building societies to take advantage from the recession which has caused ordinary retail shops, formerly in the pedestrianised precinct, to close and leave their premises vacant.

This is not right. The Trust will do its utmost to expose this state of affairs, and will encourage our City Council to seek advice from other historic towns who might be suffering the same fate.



View of Winchester from the Law Courts: drawing by Andrew Rutter (An idea for a Christmas Card?)

Antony Skinner

Development Control - TrustNews Summer 1993

The next year or so will see many of Winchester's open spaces disappearing under bricks and mortar. Some of these developments will be welcome, since they will be replacing unsightly semi-derelict areas, such as the two sites to the north of the Heritage Centre. The disappearance of the UBM warehouse has never been regretted, and the intimate character of **Upper Brook Street** should benefit greatly once there are buildings of a domestic scale on both sides of the road. The original scheme on the UBM site was for social housing and had an unassuming design that suited the simplicity of the terrace opposite; the site has subsequently been acquired by a more commercial concern, and sadly the features being added to make the new scheme more up-market have resulted in a loss of earlier no-nonsense style to one that is less characteristic of the district.

The density of both the developments on the Upper Brook Street is high, which is acceptable in the surroundings in which they are located. A similar opinion was reached by the Inspector of the appeal about the development in the garden of **35 Wharf Hill** to which the City objected, and this scheme can now go ahead. While it may be sad that the open space of this garden has been lost, the slightly lower density of the second scheme, although still high, seems appropriate for the eastern side of the river on which the site is located.

Another high density scheme re-appearing in the applications is an amended scheme for the **Lower Peninsular Barracks**. This is another site where it would be good to see some action, though not necessarily exactly as currently proposed. The Trust welcomes the reduced allocation of office floorspace in the Garrison Church area (there will now be no extension to the church itself and no new Garrison Mews building facing onto Southgate Street) and the reduction of car-parking this brings, and also the fact that no underground parking is included in the amended scheme. It is now proposed that the public car parking should be located at the southern end of the upper Peninsular Barracks site, with access from Southgate Street through the lower barracks site. Two options for this have been suggested: for two levels of 46 and 54 spaces that would require little alteration to the existing topography, or for a two-storey carpark with 100 spaces on each floor, which would be very much more environmentally damaging, especially to St. James Lane. Although this parking is supposedly only for visitors to the museums on the upper barracks site, the Trust has reason to believe that it is being considered as part of the parking provision for the City Centre and objects strongly to any such public car parking on either the upper or the lower site, since both are within the central area of the City. To want public parking here is a hang-over from a previous scenario that is now out of date. St Cross Road and Southgate Street already suffer the consequences of too many vehicles, and although the traffic generated by office development and the 127 residential units might just be accommodated by the capacity of the existing roads, can they really be expected to cope with the additional 200+ trips (in and out) or possibly 400+ journeys that would be generated by this public car parking? The Trust thinks not.

Amended plans for yet another large scheme with a high density have just been submitted. It is disappointing that although the detailing of the new houses proposed for the grounds of **West Downs School** appears more acceptable than the previous scheme, the layout and general style remain the same: a grid of straight roads incorporating a formal square and crescent, with buildings of supposedly classic style. Neither the layout nor the style of the houses has any relationship with the existing Listed Building, which might be on a different planet for all the notice that has been taken of it. For this and the reasons set out in the last newsletter, the Trust considers such an approach inappropriate for this unique site and mourns the opportunity that could have been lost. Here was a chance to establish a community that could have included a central communal area and perhaps even some local shops to act as the focal point of the development: what is proposed is a rather an arid area of formal housing set in a landscape that is largely composed of hardstanding to accommodate the specified 3 parking spaces per house, with any communal land appearing to be placed in area not thought suitable for housing. We will continue to object to this scheme.



The old football ground in Airlie Road -
a much needed oasis of green in an area of high density housing

High density is also the order of the day on what was once the football pitch in **Airlie Road**, a plot that regretfully the City did not feel it could acquire when it first went on sale. So, instead of a much needed oasis of green in an area of high density housing, we are to have yet more of the same, with only a strip of land for public use running the length of the railway boundary of the site, which will at least give pedestrians unhindered access from St James Lane to Airlie Road. Admittedly the style of the housing is different, being the standard developer-type housing both informally laid out and is what apparently the most desirable current selling feature, a formal square. As with the West Downs scheme, this has period-style terraces with incongruously incorporated garages and is not a true square with similar buildings on all four sides. In this instance, one terrace (Type G with integral garages) gives the impression of being a mixture of two standard models, since the ground floor bears no relationship at all to the upper storeys, which seem almost identical to those of terrace Type F that has no garaging.

The feeling that new developments are being generated (it is impossible to say they have been designed) from standard computer programmes arises from extraordinarily similar styles appearing in the houses at Airlie Road and at **Kings School, Romsey Road**, where high density housing with a disastrous layout is proposed. Both have houses with similar plans, onto which differing external elevations have been imposed with varying degrees of success, and similar architecturally-dubious developments can be seen in many other places.

In the right hands Computer Aided Design (CAD) should be beneficial for the designers of our buildings. but the evidence is that the operators of such programmes have no understanding of the principles on which the design concepts are based. Why else are the houses already built at **Berwick Field** a mongrel-mix that includes Elizabethan half timbering, 'leaded' windows and Georgian-style

porticoes, or the proposed terrace at Airlie Road have a ground floor that bears no relationship to the fenestration of the floors above?

It is a regrettable fact that current legislation means that the City's Planning Department has little control over the design of developments outside Conservation Areas, and less than might be desired within them. As a result it is currently very difficult to influence the design of developers' schemes, especially as architecturally uncksuable features seem to have become a big selling point We should perhaps therefore be grateful at the withdrawal of the scheme to build three large and ungainly blocks on the north side of **Petersfield Road** that was discussed in the Winter 1992 Newsletter.

It would be delightful if the same could be said about the proposed **Tesco supermarket at Bar End**, but as readers of the local papers will be onty too aware, this is now going to appeal because the local authorities have failed to reach a decision within the statutory period of eight weeks. This approach into the City is a rare attribute that should be cherished because so many of the components common to entrances into many similar cities are missing: an industrial estate, large commercial development, a suburb of new housing. There is an industrial/commercial component here, it is unobtrusively sited and Winchester still has a rare entrance into its centre: from the green fields into housing typical of a city centre, then over the City Bridge into the heart of the city. The Trust considers the preservation of this unique approach into Winchester should be reason enough to resist the Tesco development at Bar End; it is however also extremely concerned about the additional traffic that would be generated in the ancient narrow routes into the city, Chesil Street and City Bridge. It is claimed that a large proportion of the shoppers at the new store will come from Winchester itself, as well as from places made accessible by the M3, and it hoped locally that the latter will then extend their trip by visiting the specialist shops of the city centre. Theoretically visitors to Winchester would make use of the Park & Ride facilities at Bar End and should therefore add little to the traffic into the town center, but the Trust has considerable fears that Chesil Street and City Bridge could suffer considerable environmental damage because this would be the main route for all Winchester residents shopping at the Tesco Bar End superstore. Given the commercial muscle of Tesco, this is clearly going to be a difficult battle for our financially embarrassed City Council, who will need to get all the help they can get.

It is therefore hoped that all members supporting the Trust's objection will take the time to make their views clear by writing to their member of parliament and local councillors because these protests could be of great value as evidence at an appeal. There is only one Winchester and if we care about its character we should do all that we can to preserve it.

Landscape - TrustNews Summer 1993

There have been a considerable number of planning applications for work to be carried out on trees and we have submitted comments, after looking at the trees, where we consider felling or drastic pruning to be inappropriate, such as the Yew in

Avebury House car park and seen from St Peters Street where the request was to heavily reduce the spread. This is now to be lightly thinned and the lower branches removed, to which we have agreed.

At the **Royal Hotel** a Chestnut was diseased and had to be removed and we hope a replacement will be planted. The other large trees in this garden have had tree surgery carried out and the ivy removed and we welcome this work as the trees had been neglected and become too heavy for this location.

The application to carry out tree work to the extensive planting at **Pitt Manor** on the Kilham Lane frontage where trees had suffered in the storms was also welcomed as was the application to thin the crown and remove ivy from the large specimen beech tree in Christes Hospital, Symonds Street. This work can contribute to longevity of trees growing in city conditions.


Sycamore in Southgate Hotel car park

Appalling damage has occurred to the very large sycamore in the car park belonging to the **Southgate Hotel** which obscures the blank wall of the Law Courts, reaching roof height. Apparently a 'gardener' was told to remove the ivy and in his 'ignorance?' ringed barked the entire circumference of the trunk by chopping into the bark. We have discussed the matter with Winchester City arboricultural officer who agrees this could kill the tree. Ignorance in the treatment of trees, especially specimens of such importance to the city such as this, and which has survived unscathed from developments in the vicinity and storms, leaves us wondering how we can get across informed knowledge of tree care to everyone. **Have members any suggestions as to how this could be tackled?**

In **Kingsgate Park** a beech tree has had to be felled but we hope Winchester College will replant. An application for further car parking at the adjacent Physical Education Centre for about 45 cars was disappointing in that no planting at all was included. We consider the College could be an example by enhancing its environment to benefit everyone.

Two other carparking applications were commented on. One at **Sarum Road Hospital** for an extension into the field and we asked that better landscaping be

included and possible improved use of the existing new car parking spaces. Nearby and also extending into field site for 80 carparking spaces was submitted by Hampshire County Council for the **Central Division Education** offices off Romsey Road. Our objection was based on the state of this large site where there is no overall landscaping and cars take up the majority of the spaces between buildings. We consider it one of the worst examples in Winchester of bad use of ground around buildings and suggested an overall scheme be prepared for landscaping/car parking.

We also liaise with the Trusts' Development Control Panel who alert us to developments where trees are involved, both existing and where new planting could be included. Comments were submitted on the development at **North Hill Close**, Andover Road, where car parking spaces seemed excessively intrusive into green spaces and we are concerned that insufficient attention had been given to retention of good trees on this site.

Another scheme was adjacent to **39, St Cross Road** where new houses are proposed and we agreed with the removal of the Leylandii trees on the road frontage but suggested some of the pines damaged in the storms are also removed and large evergreen shrubs, a feature of this area, be planted instead.

An application for houses on the old football ground in **Airlie Road** did not include the landscape scheme but we will be commenting when this is available as we consider the retention of some open space is important for this district.

Land between **Badger Farm Primary School** and Whiteshute Lane was another housing scheme and included good buffer planting on the railway boundary and planting within the site but we asked that the thick mixed rural hedging along Whiteshute Lane which provides a division from open countryside to the East and the housing be retained.

Members will have noticed the completed **Hampshire Records Office** with car parking on the station approach side, and for a building of this size the small precast paving slabs, and incompatible colour on the Sussex Street frontage are out of scale. It is strange that Hampshire County Council, who finance Winchester City street schemes, have recently used good materials in the Hampshire town schemes, e.g. Ringwood, Fordingbridge, Stockbridge to mention a few, and Alresford where work is in progress and Purbeck paving and granite kerbs are being used, should in Winchester even in front of their own buildings such as Mottisfont Court and the Records Office we have these ill thought out schemes using utilitarian materials. **Parchment Street** has a mix of unrelated materials, 6 different types in as many yards.

There was public presentation for the **Middle Brook Street** scheme which we attended and many voiced opposition to the proposals and the scheme is now being reviewed.


City Bridge ramp

The City Engineers invited us to see the drawings for **City Bridge** ramp and we liked the ideas put forward but requested a more mellow brick be used and are pleased to see the satisfactory result which fits in with the old bridge and riverside walk and is accessible now for wheel chair users as well as pedestrians.

Winchester City Council has no money for capital expenditure at present so the **High Street** lighting is 'on hold' which we felt would improve the pedestrian precinct.

Little Minster Street keeps appearing on the Town Centre Management meetings, which we attend, but without improvements. Little Minstrels put in a request to have tables and chairs outside the restaurant which has been granted. Whilst we agree this can add to the street scene when on pavements we think it an undesirable precedent to rope off a section of the road.

Comments have been made on the revised **Melbury Lodge** acute mental illness unit, and some tree planting we suggested has now been included. Whereas many of the existing trees are in a very poor condition a few that could be retained are not included in the plans. We also asked that care be taken during construction work to protect as many trees as possible on the steep grades by the access road. A management plan has been prepared for the large areas of woodland which will be outside the hospital grounds and this is to be welcomed.

The Landscape Committee is concerned about the Bar End area as a whole. The Tesco development, park and ride car parking on a section of the By-Pass, and Garnier Road where 'up-grading' plus lighting has been suggested. We consider this section of the By-Pass which is to be grassed in the present M3 contract should remain as a green area and is an important section when approaching Winchester from the North or East with view to the Cathedral beyond, and should not be seen over large car parks. The Trust has sent its views on Bar End to the City Council, but it is not too late if members have ideas to contribute.

Members of the Landscape Committee are about to start on a tree survey for the area within the old city walls but if we achieve this we will extend and perhaps cover the Conservation Area. No tree survey exists, surprisingly, and it could easily be kept up to date once the information is recorded. The City Council are also keen on this survey.

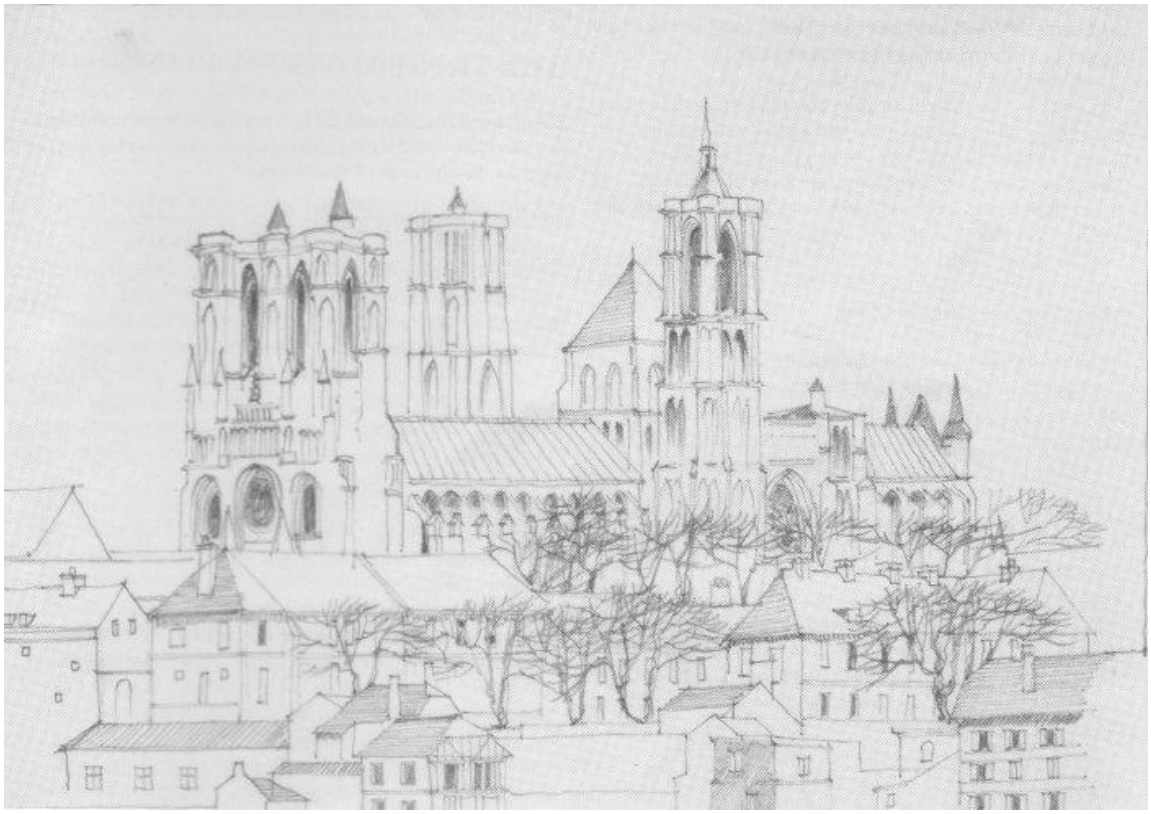
Urban Studies - TrustNews Summer 1993

The theme of the Lecture Series this year has been 'Winchester as a European City'. The speakers included Dr Carmen Hass Klau, Canon Keith Walker and Professor Colin Fudge. This series has been stimulating with every talk being pertinent and addressing problems that are going to be fundamental to the way in which we live in our towns and cities in the future. If we are to continue living with a reasonable life style, then certain problems, particularly regarding the vehicle have to be resolved.

It was disappointing that so few members attended the series because although some issues raised were disturbing, the talks were given by positive people all of whom in their various ways are optimistic and at the forefront of making things happen, using considerable difficulties as a catalyst to turn problems into real contributions.

Every speaker had the quality of vision and leadership. Qualities that often appear to be lacking in many of our current political forms. A lecture that was added into the Series was given by representatives from Laon in Northern France, a City with a history not dissimilar to our own. It was fascinating to hear how much they both organised and promoted themselves. It was also educational to hear how they were attempting to come to grips with conserving their mediaeval core, one of the biggest in Europe, and attempting to resolve the car pollution problem which is causing some city authorities to question the sustainability of many of their buildings.

To summarise the lectures, therefore, it would seem that to fit ourselves for the twenty first century (seven years away!) we require from politicians and their advisors - vision, leadership and some global thinking, leading to more positive decision making, with good end results, particularly regarding the problems of car pollution and congestion. This must be the key to preserving precious fabric.



A City with a history not dissimilar to Winchester. Old houses and narrow streets lead up to the crowning glory of **Laon** which is one of the great Mediaeval Cathedrals of Europe with its towers, impressive facade and superb 13th Century stained glass.

Heritage Centre - TrustNews Summer 1993

The Heritage Centre opened in February and March at weekends for the special exhibition of the M3 Landscape Proposals. Over 600 people came to view and comment.

Work on improving the Centre continues with a revised kitchen area, replanted garden, and a new shop. A movement sensitive light has been installed outside the North door. This has been an absolute boon during the dark evenings.

Financially, we are still trying to keep pace with escalating insurance and rates' bills. A generous donation from Bell Fine Arts Christmas exhibition was most welcome, and we are deeply indebted to Keith Bell for his very positive support.

The season opened on 1 April with an exhibition recalling the history of King Alfred Buses. The Company, owned by the Chisnells ceased operating in April 1973. This exhibition was the first event of the Winchester 900 Celebrations. The Mayor, Canon Keith Walker, and two former Mayors officiated at a ceremonial cake cutting which was recorded by the Hampshire Chronicle. The beautifully iced cake was topped by King Alfred, a slice of which is being preserved by freeze drying for display in 2013.

The exhibition currently on view is 'Cathedral Characters'. It is basically a snap shot of the 500 people behind the scenes in the Cathedral; the Holy Dusters, Tiller Girls, etc. who look after it. It is superbly photographed by the Trust's expert photographic archivists, John Brimfield and Arthur Brown. The inspiration came from Joy Williams after seeing the Canterbury Heritage Centre's exhibition linking cathedral and City.

The Trust Administration has fully occupied one of the upstairs rooms as an office, so the centre fairly hums with activity, with visitors during the day, and meetings of the various Trust Committees and other small organisations in the evenings. The letting of the premises in the evenings provides a welcome income. Careful booking arrangements are needed to ensure that the Trust affairs do not clash with paying customers. Surprisingly we continually find Trust members who have never visited our Heritage Centre.

Excellent publicity has been produced by Geraldine Buchanan. We hope this will entice visitors from a wide area. George Burnett has tackled the job of steward's steward with typical Guards efficiency coupled with Airborne flair, so there is almost a waiting list to be a steward! Vice Chairman Rosemary Kinnaird Smith has been the guiding hand in ensuring the Centre remains attractive. Her influence can be seen in the bookshop, resources centre, entrance panels and in the shortly to be redesigned 20th century room. We have all been aided and encouraged (plus the occasional broadside) by the Trust Chair¬man to have a volunteer Heritage Centre second to none. Already a number of the other Civic Societies considering opening their own centre, have come specially to seek our advice and have gone away deeply impressed by our role in helping to interpret Winchester (video and standing exhibition) educate (resources archives) and entertain (temporary exhibitions).

See the Diary for future events at the Heritage Centre.

Annual General Meeting - TrustNews Summer 1993

David Cowan, Chief Executive of Winchester City Council will be the guest speaker at the AGM which takes place on Monday 8 November at the Guildhall (see Diary for details). His subject will be the Local Government Review: What will be the main role of Winchester City Council? Will there continue to be a Hampshire County Council? Who will be responsible for those affairs that are greatest interest to the Trust, e.g. Development Control, Conservation and the Environment, Roads and Traffic? Members are encouraged to come and hear about this very topical subject, which will undoubtedly affect all our lives. (Harvey Cole, Deputy Leader of Hampshire County Council outlines the Review).

The AGM will include annual business (elections and finance, etc.) and the Chairman's review of Trust work during the past year and plans for the next. The evening will conclude with a glass of wine.

Membership Subscription - TrustNews Summer 1993

The Trust's membership year runs from 1 May and the current rates are Single £5.00, Family £7.50 and Corporate £10.00. If you have recently paid by banker's order, do please check that you have paid the correct amount - many members are still using the 1991 rate! The number of Life members grows each year and now totals over 100. A one off payment is all that is needed -£60.00 Single or £75.00 Family rate. If you have any queries. please contact Flavia Bateson at the Trust Office in the Heritage Centre (851664 with answerphone out of hours).

The Trust Advisory Panel - TrustNews Summer 1993

The Trust's commitment to 'care for the character of the Cite' is underlined by the setting up of a panel of experts to help people care for the character of their houses.

Much of Winchester's charm is to be found in the mainly nineteenth century streets which spread out from its ancient centre. Here, as in many towns and villages across the country the character of homely terraces and seemly family houses is being altered as the original features are being renewed, often in inappropriate materials.

The Trust appreciates that it is sometimes difficult for householders to find information about suitable replacement doors, windows and so forth or about craftsmen with the skills to make repairs to a good standard. To help in this direction, the Trust is currently producing a leaflet for wide distribution in the City, which will encourage people to make use of the professional expertise in the Trust by bringing any problems of this sort to an Advisory Panel.

In advance of the distribution of the leaflet, Trust members are invited to consult the Advisory Panel. Suggestions and advice can be had on how best to tackle problems of older houses, without spoiling their character, and without necessarily spending any more. For instance, ill-fitting doors and windows can usually be repaired and draught-proofed, or there are firms which will provide replacement doors, windows etcetera which are much more appropriate to the style and period than those commonly advertised.

In the first instance, members are asked to write to the Secretary of the Trust at the Heritage Centre, 52/54 Upper Brook Street, giving a brief outline of the problems and the assistance, or advice required, or in the case of emergency, members can telephone the Trust Secretary on Winchester 851664, or leave a message on the answerphone.

Profile: Development Control - TrustNews Summer 1993

In this and subsequent issues of the Newsletter, we shall highlight the work done by the various committees of Trust. In this issue Shione Carden. Chairwoman, describes the work of the Development Control Committee.

Did you know that every Tuesday morning a panel meets to examine the weeks' planning applications?

Yes it's true, on Tuesday mornings four Trust members can be seen poring over a pile of plans in one of the interview rooms in the Planning Offices at Avalon House in Chesil Street. They will spend anything between one and three hours examining the week's planning applications of schemes proposed for wards of Winchester where there are no parish council representatives. These are in the central area of the city and extend to include the northern half of Olivers Battery, part of Harestock, the Hyde Conservation, northwards to the boundaries of Headbourne Worthy and Kings Worthy, and to the boundaries of the parishes of Easton and Chilcomb to the east and of Compton and Twyford to the South.

Past local government reorganisations have meant that those living within the boundaries of the City of Winchester have lost a level of representation: although they still have City councillors to look after their personal problems they have no parish councillors to act as an additional check when events intrude into a particular neighbourhood. The Trust does not presume or aim to replace a parish council's role in dealing with general problems, but does feel it has a part to play in commenting on changes that will affect the City's character and built environment. The main aim of the Trusts Development Control Committee is therefore to monitor the effect a scheme will have on the character and visual properties of the local neighbourhood as a whole: the disadvantages it may have on an immediate neighbour is of secondary importance (although they are bound to be taken in to account to some extent). since this can be better dealt with by the councillor representing the ward.

Two alternating panels check the applications every week; when a scheme is likely to have a major effect on the environs of Winchester, both panels examine the applications and their comments after consultations with the Landscape Committee where this is appropriate, are combined to make a consensus opinion - not always an easy task when the panels have different views! The Trust's weekly comments are sent to the City's Planning Department, and when there is an objection to a scheme, these comments are also sent to the Chairman of the Planning Committee. If a scheme has especially wide-ranging effects, such as Tesco's proposed supermarket at Bar End or the development of Peninsula Barracks, the matter will be referred back to the Council of the Trust or the architects may be asked to make a presentation of the scheme to panel members and sometimes also the Trust's Council. An amalgam of the opinions expressed after such events are then presented to the City as the Trust's comments, which is even more difficult to do than combining the differing comments of two panels!



Some members of the Development Control Committee
examining plans at the City Council Offices

A team of regular members makes up each panel and there is a reserve of other Trust members who fill in when a regular panellist is unable to attend. These reservists are especially valuable during the holiday season, and it is virtually impossible to have too many of them. **So if anyone would like to help with this interesting aspect of the Trust's activities and is free on Tuesday mornings, please let me know**.

Besides this regular weekly activity, letters may also be written to the Department of the Environment when an application goes to appeal after it has been refused by the City. Since any favourable comments we may have made will be part of the evidence presented on appeal, we usually only write when our views coincide with the City that the scheme should be resisted. We then give them strong support, although our reasoning and arguments may sometimes differ from theirs.

We keep in touch with the Planning Officers, especially the City's Conservation Officer, with whom we and our Listed Building expert often confer. We also liaise closely with the Trust's Landscape Committee, whose activities overlap to some extent with our own because of the joint effect that the built and natural components of a scheme can have on the general character of Winchester, especially when it takes place in a Conservation Area.

The Lorry - Ally or Adversary - TrustNews Summer 1993

Frank Cook *- Regional Director of the Freight Transport Association Western Region, outlines the present situation regarding lorries in cities and the need for better use of transport resources to satisfy our everyday needs.*

"Demanded by all, wanted by none" adequately defines the lorry. Few objects in daily use create greater heartache, few more emotional reaction.

It is surprising, although perhaps not so surprising, that the presence of lorries is generally speaking, regarded as the result of actions taken by "they" and rarely by "we".

The truth is probably the reverse of that situation. A society, particularly one that operates on a free market, tends to get the transport regime it deserves not the one that it desires. We must be clear, the reason we have lorries is because we as a nation, we as a society demand that we should. Not a day goes by when each of us does not use or consume some article or commodity that has been transported and at least 89% of those will have been transported in whole or in part by lorry. The result of the purchasing decisions that we make are those with which we must live.

As we approach the end of the millennium we live in an increasingly competitive world. The political flavour in the United Kingdom is for increased competition, the same applies in countries of the former Eastern Block and nearer home, within the EEC itself there is a 'Competition' directorate to ensure that no country or sector gains undue advantage. The phrase may be much overworked, but if we as a nation are to maintain our position within that system we do need a level playing field. Those companies that this Association exists to look after must transport goods. Goods that they manufacture, goods that they retail, goods that they wholesale, goods that they import or export. Those companies ship their goods by road, by rail, by air, by sea, by canal or even by pipe line. The decision as to which is both operational and commercial, a situation which we have created. The movement of freight is therefore vital to our economy and to our way of life. Without transport nothing would move, we would have no food, no medicines, no income and no cash. Transport is not an optional activity.

That said, let us look for one moment at the situation we have created for ourselves on this small and crowded island on which we fight to protect our heritage. Thirty years ago there was an adage in the public transport industry to the tune "if you don't use it, you'll lose it". How true that has proved.

Travel by car is much the norm. We have developed out of town shopping which relies on car transport. There is not a day that passes when we do not use or consume some article or substance that has been delivered through a distribution chain. We buy with impunity our mangetout from Zimbabwe, our fennel from Italy, our tomatoes from Spain and our rice from the other side of the world without thought of how the goods arrive on the shelves. It is "we" who demand that lorries be present.

Not only do we make these demands for transport of goods, we require increasingly the facility to travel by car at will. If the forecasts of the growth of car traffic in the medium and long term prove only half true, we need to do some fairly fundamental thinking. We need to establish what kind of society we wish to live in and then decide how to make the best use of the resources that are available to us. You may well claim that is not the newest thinking you have heard, but I would suggest it is none the worst for that. Basic decisions are needed if we are to continue to believe in the right of people to make journeys at their convenience or produce goods that must be transported to sell.

What then can we do? We can certainly encourage better productivity from the modes of transport we use at the moment. We must encourage the use of alternative modes.

I referred earlier to our crowded island. If we take a smaller unit. that of the City of Winchester, we can pose ourselves some questions. For example, how many of us normally travel to work between eight and nine in the morning? How many of us do so by car? How many of us in cars of single occupancy? That is a graphic illustration of a national problem. Between the hours of 8am and 9am we make the maximum demand on our transport resources for the purpose of commuting to and from work. Not only that, we compound the action by deciding that be the time we should take the children to school and in all probability then have the effrontery to complain about this "infernal congestion". We must spread the load and make better use of transport resources. We should encourage by a sensible investment policy and adequate incentives the use of rail and waterway for the transport of goods, but we do need to hear mind the question of competition I referred to earlier and the fact, that a new railway line is as welcome in the average back yard as is a new road. The supply of transport resources must be increased. This can be achieved in some part by improved planning and accounting procedures.

Another way to improve our efficiency is to increase the maximum permitted weight of lorries from 38 to 44 tonne. This can be done without any increase in the physical size of vehicles. Indeed the 44 tonne lorry will be distinguished from its 38 tonne cousin by means of one extra axle. It will be no larger, but the load will be spread and the number of lorries on the road would be reduced by 9000. The Government has now accepted the validity of the case and is proposing to allow 44 tonne vehicles to carry traffic to and from rail heads. It would also make sense in carrying traffic to Sainsburys, to Tescos, to a car manufacturer or anywhere else. We need 44 tonne vehicles on our roads. We would save some £3m in expenditure and we would use less fuel, create less pollution and reduce congestion. We would cause less wear-and tear to our bridges. It is to be hoped that the engineering, environmental and economic arguments do not lose out to the more shallow, ill informed and emotive views that are from time of time expressed.

A service of transport is an essential element of life, a statement that is as true now as it was before the invention the wheel, never mind the compression ignition engine. But, as in all things, we must as a society achieve a balance. We have to recognise that ther are competing demands for the use of our limited road space. We have to accept that transport is a subject which demands a coherent and long term strategy. It should not be allowed to become a political football, subject to undue influence from considerations of the ballot box. We have to bear in mind the solution to one man's problem, may be another's sleepless night. Small shops have been an integral part of the heritage of this nation of shop keepers, for some considerable time if we are to believe the good French Emperor. But if we insist, for example, on out of hours delivery thereby increasing the costs of the already threatened small shop keeper, we may reduce his ability to compete to an unsustainable level.

We are custodians of the fabric of cities like Winchester, but we are also in doing that, obliged to recognise the key role played by commerce in history. Commerce must be recognised as an integral part of the future of the city and attempts to preserve a bygone era in aspic must be resisted.

"Demanded by all and wanted by none" may be true. What is true is that we all have a duty to maintain that quality of life that a thriving city can and does offer. To that end, we must make sure that the lorry is our ally.

Frank Cook

Local Government Review in Hampshire - TrustNews Summer 1993

Harvey Cole *Deputy Leader Hampshire County Council, describes the main structure of the Review.*

Over the next three years a comprehensive review of local government functions is being carried out across the country by a Commission appointed for the purpose by the Government. It is working through all the existing counties in a series of groupings. The first batch included Avon, Cleveland, Durham and Derbyshire.

Hampshire is in the second group and on September 27th, commissioners will arrive to carry out their investigations. The County Council and the 13 District Councils in the County will than have until December 10th to make their submissions indicating how they feel local government can best be organised for the future in the County.

With a population of over 1.5 million, Hampshire is the largest county in England. Responsibility for the provision of services is divided between the County and the District Councils (with Parish and Town Councils also undertaking some local functions).

The County deals with education, personal social services, police and fire services. trading standards, libraries, rights of way, registration of births, marriages and deaths, and strategic transport. minerals and waste planning. **The Districts** are responsible for housing, environmental health, cemeteries and crematoria, allotments, electoral registration and council tax collection, while some responsibilities are shared - e.g. refuse disposal, recreation and the arts, highway repairs and maintenance. The Districts also deal with local planning matters and act as the agent of the County Council in actually carrying out some of the work for which it is responsible.

One of the main problems of this existing division of functions is that people are not clear which authority does what: who is supposed to repair potholes. put new bulbs in street lights, maintain school premises. control traffic or keep grass verges tidy?

The main objective of the Review is to try and produce a structure for local government which:

- reflects community interests and identity:
- offers democratic accountability for services
- produces effective and convenient administration.

The structure that emerges is likely to be largely made up of so called 'unitary' authorities - which would be responsible for virtually all services provided in their area. While this would be clear and simple, one of the main problems is that the size of the unit required for efficient administration varies form one function to another: economic police and fire services need a much larger population than refuse collection.

While politicians are perhaps more concerned with how Hampshire might be carved up by new areas and boundaries, discussion should be concentrated on delivering the most effective pattern of services - with new authorities and new boundaries being determined by this criterion.

So far the Commission has recommended a variety of different solutions in other places, and there is clearly no single preferred pattern. Between now and December the County Council will be analysing the merits of all potential structures - from a single authority for the whole County, through separating off Southampton and Portsmouth and dividing the rest of the county into one or more unitary authorities. It will be important to ensure that the 14 authorities consult closely and agree as closely as possible on the best outcome for Hampshire: change will mean both extra costs and possible economics, and we will need to maximise the latter.

For Winchester, now the administrative headquarters for the whole County, the prospective gains and losses from various solutions are probably greater than anywhere else. Over the next few months the County Council will be mounting an unprecedented consultation exercise so that all organisations and individuals have an opportunity to make their views and preferences clear.

David Cowan, Chief Executive Winchester City Council will speak on the Local Government Review at the AGM on 8 November.

Harvey Cole

Diary - TrustNews Summer 1993

Trust events, as well as lectures, exhibitions and walks of other organisations connected with conservation, history and architecture, are listed below.

WINCHESTER PRESERVATION TRUST

Friday 10 September 6.00pm

The President of the Trust, Sir Peter Ramsbotham and Lady Ramsbotham invite members to visit their garden at East Lane Ovington, and take a glass of wine. (Directions: Take A31 towards Alresford. Leave roundabout at the end of the dual carriageway as though going to Alresford, but turn left almost immediately towards Ovington. East Lane is the first house on the left after about 300 yards)

Three Late Summer Walks

Meet at the Heritage centre at 6.00pm (Walks will last approximately 11/2 hours)

Wednesday 1 September
Andrew Rutter
St Giles Hill and St Johns

Wednesday 15 September
Nick Macpherson
A 'Circumnavigation' of Hyde

Wednesday 22 September
Chris Webb
Southgate Street

Monday 8 November 7.30pm
AGM at the Guildhall, King Charles Suite. The guest speaker will be David Cowan, Chief Executive, Winchester City Council who will speak on The Local Government Review. Wine will be available after the meeting.

The Heritage Centre 52/54 Upper Brook Street, Winchester

Until 30 September
"Cathedral Characters - the workers behind the scenes"

Late September (Date will be announced in the Hampshire Chronicle)
Book Sale. Anyone who needs books to be collected should ring the Heritage Centre (851664)

5-31 October (Provisional dates)
'Exhibition '75 years of the Royal Airforce in Winchester', arranged by Winchester branch RAFA.

Winchester 900 Festival

Theme Walks through history - depart Tourist Office 5.30pm (Tickets £2)

Saturday 10 July
Georgian

Saturday 17 July
Victorian

Saturday 24 July
Early 20th Century

Saturday 31 July
Winchester Today

RIBA Lectures (Southern Region, Central Hants Branch)

All Lectures, which are open to the public, will be held at the Royal Hotel, St. Peter's Street at 6.30 pm. Single ticket £3 Details: Mark Ogden 0962 735155

Thursday 16 September
Andrew Scott, (Architect)

Thursday 14 October
Lord Palumbo, (Chairman of The Arts Council)

Thursday 11 November
Richard Horden, (Architect)

Thursday 9 December
Richard MacCormac, (Architect)