

Portsmouth Society News

The Newsletter of the Portsmouth Society - September 1996

New plans to replace the Tricorn



The proposed new Tricorn viewed from Charlotte Street - no better than before.

A new application has been submitted for a replacement building for the Tricorn containing large and small shops, car parking, a restaurant and a large leisure space which the promoters are hoping to include an 8-screen cinema and failing that bowling etc. The scheme is likely to go before the planning committee on Wednesday 18 September. Objections will be accepted up to the week before that. The executive committee's decision has not yet been made; but it is likely that we shall object on architectural grounds that the design is not absolutely first class.

Boathouse 4

SAVE Britain's Heritage have now formed a charitable trust to promote the renovation of Boathouse 4 as described in our April newsletter. There have been some additions to the scheme: the surviving topsail from HMS Victory would be hung on display, with a supporting network to take the strain; the canal which runs under the northern end of the boathouse and connects the harbour with the mast pond would be opened up, its lock gates restored and trips through the tunnel under Main Road into the mast pond looking at the undersides of boathouses 5 and 7 might be one of the entertainments provided for visitors. Restoration of boats of various sorts and sizes would be undertaken in view of visitors, forming part of the visitor experience. The owners of the boats

Boathouse 4 (continued)

would be charged. A major difficulty is that the scheme would have to meet its own running costs and yet not take money from the other attractions in the Dockyard. One answer might be an inclusive ticket covering two or more days, encouraging people to spread their visit and stay overnight - incidentally giving a boost to the hotel/guest house trade.

SAVE have had a meeting with the Portsmouth Naval Base Property Trust but no decision has yet been made. The PNBPT have written to SAVE saying they are considering several proposals and are testing the market for the building and site. They still have a valid planning permission for redevelopment of the site. It was given at the time when Sea Containers were making a bid for the management of the whole Heritage Area with the replacement of BH4 with a modern three storey building designed by John Winter and containing a lot of retail. The Society objected to the scheme as trivialising the area and losing sight of the historical and industrial nature of the site.

Owen's Southsea

Two recent planning decisions in the heart of Owen's Southsea have caused us concern, one on each side of Grove Road South: the Hendy Lennox garage site and Perry's garage. To our mind the housing planned for the Hendy Lennox site on the Grove Road frontage is on too small a scale. With the four storey Victorian buildings in Elm grove adjoining them to the north; we suggested raising the height of the Hendy-Lennox houses at the very least to that of the three storey houses proposed for the Albany Road/Elm Grove site where ironically the scale of the existing development is smaller. Some four or five storey blocks of flats would enhance the overall scheme; but the worst feature of the scheme approved is that the houses are to be set back with car parking in front. This is contrary to the policy that the Planning Department have rightly tried to enforce in such roads as Victoria Road South, where people have often replaced their front gardens with hard standings for cars - to the great detriment of the general appearance of the road. The street scene is undoubtedly improved by building the houses as far forward as possible, as the same Housing Association have proposed on the Albany Road site. On the Perry's site on the other hand the four storey building - too high in our judgement for so large a building (97 flats)- is being set close to the street.

There were over 60 letters of objection to the Perry's garage scheme and several deputations against it including ours. We think 97 flats and such a massive building as is proposed are too much for this site - too intensive a use. Before the garage was built it was the site of just one Owen villa! This will bring about an enormous environmental change - many will think for the worse - in what is essentially Owen's Southsea - there are Owen houses literally all round. It was said that the 1960s three storey building opposite in St John's College was planned as four but only three were allowed. The same applied to the block of flats in the adjoining Retreat. We advocated cutting the present proposal to three storeys, as being less overwhelming. We suggested also to no avail that there should be a gap in the Grove Road frontage at ground floor level closed by iron railings or a gateway, breaking up the surface and enabling a view through to the gardens that are planned behind the building, like Town Court, a similar building in High Street.

The decisions have been made almost as though the planning committee were unaware that these two sites are closely adjoining in fact nearly opposite. We feel that the committee should not just take planning applications one by one, but in an area like this, where two adjacent garage sites have become redundant, aim to treat them as one redevelopment, especially here where they form part of the very important Owen's Southsea area. They should act like planners not just development controllers.

Design Awards 1996

The Portsmouth Society Annual Design Awards will be judged on 10th and 11th September by architects Hedley Greentree and Brian Poole, and Celia Clark and Karl Sparrow from the society. The nominations are as follows:

New Buildings: Tesco Superstore at North Harbour; the Hampshire Outdoor Centre, Eastern Road; Harry Law House, student hostel, city centre; St James Mews, residential development off Warren Avenue; Dovercourt School New Hall, Kent Road; Eastland Lodge, 47 Kent Road; King James Quay, residential development at the Camber; Bandstand Clarence Esplanade; Grace Court, Ashby Place.

Restoration/Renovation: Teapot Row, Eastney Barracks; 26 Florence Road; The Town House pub, Portland Road; Detention block in the Dockyard converted to Royal Marines School of Music practice rooms

Landscaping: Hilsa Lines; Dovercourt School gardens; Isambard Brunel Junior School gardens; and Somersgrove School gardens; Model beach Clarence Esplanade .

Problem Roads

The Society has been involved in the problems of two Southsea roads where because of the gaps between their jurisdiction council departments and the police seem powerless to maintain good order.

In Nelson Road the problem is caused by the business being carried on by one householder, also proprietor of an old people's home in the same road. The garden of the house is full of building materials and cars and vans in a state of disrepair. This overflows on to the street. Vehicles are frequently seen being repaired in the street and an unreasonable number of vehicles apparently belonging to this one owner cram the available parking space and block entrances to garages. What happens on the property itself is a matter for the planning department. The repair of vehicles in the street is a matter for the police. The offender seems to be cleverly exploiting the gap between the powers of the two authorities, who appear not to be able to take effective action.

In Beach Road the situation is a little different. The problems are caused by what are officially known as houses in multi-occupation. Householders have allowed gross overcrowding without in one instance providing any cooking facilities - the kitchen having been let as a bed/sitting room. After a fire one householder was allowed to get away without doing the reinstatement as the planners required. The central pedimented house in what was a handsome terrace has been left with inappropriate windows which spoil the appearance, and the front gardens are little more than junk yards, the gates and walls having been removed. Here three council departments are involved - Housing, Planning and Environmental Health. The case seems to slip between them. Our very first wish in our wish list for the new Unitary Council (see page 6 of the April issue) was to increase the co-ordination between different departments of the council.

The council has blamed the situation here on the decline of tourism although the city's income from tourism generally is rising. Their remedy appears to be to appeal for £5m grant from the European Union for restoration of the whole surrounding area which includes, for instance, Somerset Road which must be one of the best kept and most attractive roads in the whole city. Talk of a sledgehammer!

We have appealed to councillors and we have appealed to the MP. Nobody seems to be able to take a grip on the problems in these two roads.

Heritage Open Days

Saturday 14 and Sunday 15 September 1996

Co-ordinated by the Civic Trust with funding from the Department of National Heritage. Part of a Council of Europe initiative.

AGAIN THE PORTSMOUTH SOCIETY TAKES YOU TO PLACES OTHER TOURS CANNOT REACH!

Edwardian Magnificence

By the kind permission of the Commanding Officer, the Ward Room of HMS Nelson (south side of Queen Street, facing the naval barracks) will be open again this year for guided tours between 2 and 4 pm on Saturday 14 September. This huge room - the officers' dining room - has a fine timber roof and is lined by vast paintings of battles at sea, including Trafalgar, by W.L. Wyllie and his son and daughter. On your way in you can see the magnificent ornate staircase hung with portraits.

Portsmouth's Hidden Jewel - Fort Cumberland

This, the largest, oldest and least visited of Portsmouth's forts will be opened to the public for conducted tours by English Heritage on Saturday at 10 a.m., 12 noon, 2 p.m. and 4 p.m. The Society will welcome suggestions as to how this magnificent historic arena might be brought into regular use.

Gunwharf

Conducted tours by our members of this site, formerly HMS Vernon, which is being marketed now by the Ministry of Defence will start from the main gate in Gunwharf Road at 11.30 a.m. on Saturday and again at the same time on Sunday. The harbour frontage of this site is earmarked for the Millennium promenade. Anybody who knows something about the history of the site and who is willing to help with the guiding on these days please contact Roger James.

Arranged by the City Council Tourist Section:

HMS Excellent, Whale Island, Drillshed and Quarter Deck Saturday 10 to 4 pm

Eastney Pumping Station, Henderson Road, Eastney. Displays on power including operation of steam-powered beam engine Saturday and Sunday 1 pm to 5 pm

Mary Rose Trust, College Road, Dockyard. Free access to the Mary Rose Finds Bay, a hands-on classroom not generally open to the public.

Portsmouth Preserved Transport Depot, 52-54 Broad Street 20 veteran and vintage vehicles. Rides on vintage buses on Sunday. Pre-book to be a conductor on 376940 Saturday and Sunday 10 am till 5.30 pm

Square Tower, High Street Saturday and Sunday 1 pm to 5 pm

NB Heritage Open Days is a nation-wide event. By inquiring of tourist information offices you can find out what is open in neighbouring towns and cities and throughout the country (Information from the Civic Trust 0171-930-0914).and, specially recommended, London - information from Open House 0891 600 061

As a result of requests from members, a green sweatshirt with the Portsmouth Society logo will be available in sizes S to XXL at the monthly meetings from October. For those unable to get to the meetings but who wish to buy one please contact Rosmary Flewitt 01705 817713 evenings and weekends (if you don't succeed please try again).

Complaint to the Ombudsman rejected

On 30 March, as reported in the last newsletter, we made our complaint to the Ombudsman, about the way the seafront café designs were selected. As a consequence of making it, we were provided with much more information which enabled the complaint to better focused.

In the case of the Promenade site (now Rocksby's) the council advertised in June 1992 for tenders for a 25 year lease to build and operate a café. From these one tender was chosen (without reference to Design Services or the City Planning Officer); but at a committee meeting in September 1992 it was announced that this selected tenderer had been told by his bank that the funds for a 25 year lease could not be provided. Instead of offering the contract to one of the other tenderers, the committee decided, "in order to avoid delay", to alter the terms of the lease from 25 to 125 years. We now know that one of the other applicants was at this stage (September 1992) all ready to go, with the necessary finance in the bank. They could have had the café up and running by Easter 1993.

In the summer of 1993 the lease was advertised again; this time for 125 years and the final result was that a tender was accepted in 1995, not from the originally selected tenderer who had dropped out by then, but from a different

firm altogether. The y finally built Rocksby's which was opened at Easter 1996.

It seems to us that in any sort of competition if for any reason the winner drops out then the prize should automatically be offered to the runner up. That this was not done, resulting in a three year delay and loss to the public, was the substance of our complaint, together with the lack of any mechanism for monitoring designs for quality although the advertisement emphasised that a design of the highest quality was being sought.

However, on 31 July the Ombudsman wrote to say that he could not pursue our complaint because an injustice, if there is one, "must affect the complainants personally and the Ombudsman is precluded where the injustice affects all or most of the inhabitants of a Council's area". We had raised the possibility that he might make this judgement in our case in April but he then said he thought a case could be made out for our having a special interest in design and being specially injured by bad design.

We have passed on the detailed information on the case that we have been given to an architect who lost his commission as a result of what seems to us the maladministration and he has

Strawberry Tea

On Sunday 23 June we held a fund-raising strawberry tea in Roger James's garden. It was a great success. About forty members and friends had come and a clear profit of £100 had been made. Charles Burns had generously donated the cream (which Roger had finished up), the cakes had been purchased from the Friends of Queen Alexandra Hospital and Rosemary had got up at some unearthly hour to buy the strawberries from Charlotte Street market. Rosemary's two aides in the organising and running the day were Janice and Betty.

We had sent a cheque for £50, half the profit, to the Civic Trust, thanking them for their witty appeal letter without which we wouldn't have done it. It turned out that this had been written by Saskia Hallam, a long standing stalwart of the Trust and one of the few survivors of the recent reorganisations there.

Because everyone enjoyed it - we have decided that this should be an annual event. Anyone with a large garden interested in hosting next years? Please ring Roger.

Air Quality Conference

15th May 1996 Winchester Guildhall

In 1997 the Environment Act (1995) comes into force, Part IV of which requires local authorities to review air quality, and, if proposed standards are not reached, to inform the public, to declare air quality management areas and prepare remedial action plans (though there is no indication yet of government funding).

Hampshire may seem rural and full of sea breezes, but we have hidden problems - air pollution is invisible and unsmellable, and we pollute others.

There are nine key pollutants: sulphur dioxide (acid rain) nitrogen oxides (vehicle emissions, which with sunlight also make ozone) black smoke (suspended particulates) carbon monoxide cadmium, benzene, arsenic, fluoride, nickel

Research is in progress to assess the contribution of these to respiratory illness, cardiovascular disease and cancer, and especially to the considerable increase in respiratory illness such as asthma.

Assessing exposure to pollutants is not simple; national average figures conceal peaks and individual variations according to lifestyle and time of day e.g. a child in a push chair, a business man in an air-conditioned office, street and field.

Then, what degree of assessment should be used? New scientific perceptions suggest that lower exposure levels cause more effects than previously thought; and that there are hotspots in space (city centres) and time of day or year (crop spraying). much more detailed measurement is needed.

One approach is to tackle the sources of pollution by making an emissions inventory classifying them as :

- Line sources: traffic - road, rail, air, maritime.
- Pointsources: industrial processes, hospitals, waste disposal.
- Area sources: agriculture, domestic fuel used in housing , + ozone from Europe covering Southern England and requiring European action.

A major source of pollution clearly is road traffic as the figures show:

Black smoke:	traffic produces	46%	Industry	14%	power stations	6%
Nitrogen oxides:		51%		10%		28%
CO ₂ :		20%	4%	domestic		26%

The environmental costs of pollution in Hampshire are £150 million p.a.

It might be imagined that future technology could remove all pollutants; but in the example of catalytic converters it is now thought they perform less well in practice than on long test runs and in any case the expected increase in road traffic will outweigh the reductions gained by cats. To reduce traffic pollution it is essential to raise the image of public transport so that it is not seen as only for the poor; here technology can improve image and convenience with Stopwatch information at bus stops, trip planning by touch monitor, gas powered buses, traffic calming, park and ride and cycling priority routes.

Waste disposal is another source of pollution, in itself and the transport it generates. What is now clear is that no one means of disposal can deal with all waste, all must be used, including incineration, and the technology for all methods is improving.

Planning departments are also involved, as the distance between workplace and housing must now be minimised. This Act will require many Local Authority departments to co-operate as never

Transport Vision

Extracts from Transport Retort, the journal of Transport 2000

Newbury's bypass is being justified on the grounds that it will solve the problem of the big lorries on their way between the South Coast ports and the Midlands. "But what about sending freight by rail?" asked Transport 2000 director, Stephen Joseph, at a press conference in Newbury in March.

He said "New rail freight technologies are being developed, which will make rail an easy and attractive choice for a lot of freight that now automatically goes by road. In particular, piggyback freight wagons which allow ordinary lorry trailers to travel on railway wagons for long distances. Widely used in the rest of Europe, piggyback makes economic sense for hauliers because they avoid having to send drivers and cabs long distances. British railways have smaller bridges and tunnels than European railways. However, converting existing lines from the Channel Tunnel to Glasgow to take piggyback services would cost around £100m and could take only two years."

Meanwhile, Transport 2000 has learnt that Railtrack is already looking at upgrading the line from "the Southampton ports" (including Portsmouth?) to the Midlands - which runs parallel to Newbury's A34 - to take the higher deep-sea containers now being introduced. This work would also allow piggyback containers and could be complete within 2-3 years at a cost of less than £50m, according to Mr Joseph.

Government grants are available for rail freight services where they take traffic off roads. The new road around Newbury is projected to cost at least £101m. According to Stephen Joseph, "The rail alternative is real and it is happening".

No parking

Proposals for redeveloping Nottingham's ice stadium include no provision for car parking. Nottingham City Council is taking a lead in implementing strategies to reduce car dependency. They have pioneered 'green commuter plans' where businesses and staff, the local authority and public transport provider work in partnership to reduce commuting by car. So, instead of expecting a new leisure complex to create more traffic - and then encouraging people to drive to it - Nottingham wants people to use the park & ride service. Tickets for events at the Ice Arena could include park & ride tickets, or vouchers for existing car parks (there are over 700 spaces within a 5 minute walk), and shuttle buses could take people to and from the arena.

Rail Freight

David Green, public affairs manager of British Rail's freight division (who owns them now?), said (The Times, 8 March) "There is no question of us taking second place to passenger transport. We have made it clear to Railtrack that the goods we carry are often time-sensitive. For example we bring fresh produce such as lettuces from Spain. The train journey from Manchester to Milan takes 32 hours, by truck 60 hours, so we're saving one whole day". The same Times article says that the tunnel took 5,289 freight trains last year and 160 a week are now running to and from France and beyond. The most popular run is to northern Italy now served by 14 freight trains a day.

Albert Road School, Cosham

We are sorry to report that, although we were hoping that the Cosham Neighbourhood Forum would take the initiative to save Albert Road School as a community building, Highbury College was granted permission to pull down this Victorian school with its interesting 1930s classrooms and class sized air raid shelter, and replace it with six houses.

Subscriptions

Thanks to everyone who has paid their subscriptions for 1996-97. Those of you who have yet to renew please send your cheques/postal orders to Jean Thompson as soon as possible. Subscriptions became due on the 1st April.

Where do we put new homes - town or country?

In June John Gummer told the Royal Town Planning Institute's annual conference that the country had to consider the implications of a projected increase in the number of households from 19.2 million in 1991 to 23.6 million by 2016. The Department of the Environment is forecasting that more than 20 new towns, each the size of Milton Keynes, would be needed if 4.4 million new homes were to be found. The Environment Secretary declared that the option of the new town should not be taken until others, such as in-fill, fringe expansion and town-site redevelopments, have been explored. In the national context the stakes seem particularly high: a quantity of rural land equal to Greater London is due to disappear by 2016; one fifth of England is likely to be "under concrete" by 2050.

Rural England is going to be the theatre of countless debacles before the millennium is out. If the battlefields were to be marked on future maps with some emblem equivalent to crossed swords, they would be scattered most thickly in Hampshire, required to accommodate 92,000 new homes, Kent (82,000) and Essex (80,000). In the case of Hampshire, whose urban area has expanded 50 per cent since the war, the council has come out against the new town solution. The structure plan is aiming for 81,945 new dwellings by 2011 involving the creation of four 'major development areas' adjacent to existing urban areas. The big cities are not exempt, but they might hope to make use of derelict land. Portsmouth is scheduled to take 9,050.

John Gummer said that there is now nowhere to hide from the effects of our radically shifting patterns of life. The relationship between housing and the countryside is crucial. While population growth has slowed in recent years, the number of households has been growing faster than ever - because the size of the average household is getting smaller. At the 1991 census married couples accounted for well over half the nation's households, whereas in 2016 the figure is expected to have fallen to 42 per cent. Twenty years from now the number of never-married 30 to 64-year olds living alone is said to be more than twice what it is at present. Another one million homes will be lived in singly by the divorced or separated. These increases are the major factor in the need for the new 4.4 million homes. Put crudely the family is splitting up and its spillage is littering the fields. Those who joined the great flight from the cities in the past 15 years now find the country being taken from under their noses. During the Eighties, 12,300 acres of countryside were lost to housing each year. The Department of the Environment's own predictions put the figure at 16,700 a year between now and 2016. Everyone is looking for a miracle. The question is, are they looking hard enough?

In the view of Roger Humber, director of the House

Builders' Federation, there is always a danger that the new-town solution will become the soft option of a lazy or unimaginative planning department. There is this rather extreme assumption that those house-builders want is to attack virgin countryside. . . . Actually that is often the last place they want to build because there may not be the demand there, as there is on the edge of existing settlements.

Offering the terraced house as one solution to the problem, Robert Jones, Planning Minister at the Department of the Environment says that higher-density housing in the towns and cities could help to ease development pressure on the countryside. It does not have to mean high rise. Terraced housing with a garden is very versatile, especially if well-designed. But he added: "Car parking standards should not rule our lives nor preclude housing opportunities for those in housing need. Indeed there may be circumstances, particularly new development in areas of high public transport accessibility and conversions in town centres, where 'car free' housing could be an option."

Tackling motor pollution is an issue for local will. Signs of change in attitudes to city life abound. Middle class families are self-consciously seeking to recolonise inner-urban areas. . . . Many lower-income people have never had the chance of leaving their inner-city local authority accommodation. City dwellers, new and old, have the keys to a better environment in their hands. To put it bluntly: people must be sufficiently upset by asthma deaths or bad air quality for them to start, locally at first, to agitate for restrictions not on their neighbour's car use but on their own vehicles; and to vote to reconstruct the government of our cities to allow it to tax and spend and rebuild transport systems. Solutions will only stick if they are based on local will. But that in turn depends on a revival in the capacity of local government to reflect local choices. . . .

From Field of Combat Times Magazine 17 August
Alan Franks; A Coronation Street for every town
Independent 22 August; M4 or pollution is an issue
for local will Independent 22 August.

Portsmouth Society comment The future of town and country are intimately connected. Hampshire Structure Plan Examination in Public begins in October. Our witness, Roger James, will not be able to cross-examine county officers on their policy, only that of other witnesses. Few if any of our criticisms of the draft plan have been accepted, but we will not be able to establish why not. This ruling does seem to be a very narrow, one-way view of democracy, although the alternative would be time-consuming.

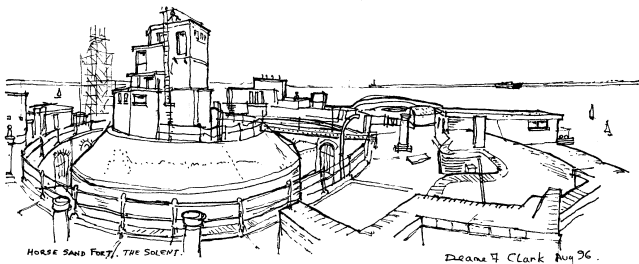
We have commented on several housing association schemes recently which give what to us is an inordinate space to car parking, and very little exterior public or private space. Portsmouth's parking standards - 1½ parking spaces to each bed

Where do we put new homes - town or country? (continued)

space - have been set by Hampshire; so if we are to be able to persuade local politicians to reduce them in order to save space on our crowded island that we would rather see used for living, we might move towards a more progressive policy for the future of

our local environment. Housing schemes often consist of terraced housing, which as the Planning Minister notes, have their merits. But the streets they form need to be better places to be in as well. The Fratton Neighbourhood Forum's campaign for

Horse Sands Fort 28 August 1996



This poem was written by Celia Clark following a recent visit to Horse Sands Fort.

Guanco sented sunlight beams down on the fort's scaly tarry skin.

Opportunist plants - deadly nightshade family - have successfully embedded themselves in a debris of pigeon bones, limpet shells, feathers, crab claws, brick dust and tar flakes.

On our first footfall Fort freaks shared the quasi-religious silence of all true enthusiasts, once they approach the object of their reverence.

Having explored all crevices from the waterline to the summit, we've settled down to wait for the return boat each occupied in his or her fashion.

Some are eating their snap, boiler-suited, cannon logo: "PFS/PAV"TM.

Some are still investigating the fort's deep crannies, where the sea's sloshing inwards through the cable inlet, or, crouching carefully, circumnavigating the slate-floored lamp passage with its brackets for 54 lamps still in situ; stepping over dead seagulls, the stench of pigeon dung and corpses - in all states of decomposition is overpowering.

A large black fly spends a minute vibrating her antennae over this strange white page.

A brown moth skitters briefly over it.

Insect life is thick here: ladybirds holding fast to their host leaves on this windswept manmade cliff.

A flurry of activity: Roger's spotted an aircraft carrier looming majestically out of the harbour entrance.

Mute whelk shell coral coloured ear will still be listening when we return this extraordinary manmade island to its usual denizens.

It's hard to imagine the state of anxiety against invasion which produced the herculean endeavour needed to lay these huge heavy structures on the shallow shoals and sands of Spithead.

Weight of granite, iron, Bath stone, slate, brick and concrete:

A heavy ring holding its limpet place here since July 1851

"Finished 1865" - the teacher's authoritative voice.

The aircraft carrier passes the P & O ferry:

Invincible - if it is her - longer and sleeker,

P & O boxy, many-windowed:

Pride of Portsmouth's top decks towering over the aircraft carrier.

"Boat's coming!"

Downward rush leaves us, last surveyors of the view.

There are deep toecap indentations, right deeper than the left, level with each ladder rung, eloquent in the boots of generations of soldiers marooned here in tedium, keeping watch.

We descend, past a backlit feather netted screen,

Down to the landing stage, to discuss the projecting cages of the heads - cold bums over the sea.

We saw Jenny R approach with relief, curiosity sated.

*Palmerston Forts Society/Palmerston Artillery Volunteers

Programme

Meetings are held at 7.30 pm on the first Wednesday of the month in Room F on the 3rd floor of the Norrish Library, Guildhall Square.

Wednesday 3 October

Fortress Malta

Celia Clark

Wednesday 6 November

Cycleways: National and Local

Speaker from Sustrans

Saturday 16 November

Autumn Party at the D-Day Museum, Southsea For full details see article this page

Wednesday 4 December

Campbell McMurray, Director of the Royal Naval Museum

Wednesday 5 February

Review of the 1996 Design Awards

Wednesday 5 March

Sustainability: Speaker to be announced

Other events

Courses at Bursledon Brickworks: Coal Park Lane, Swanwick SO31 7GW (telephone 01489 576248 to book) :

13 September Timber frame construction One day course £50

19 October Plasterwork - Plain and Decorative - Its Care and Repair Half day course £20

Conference at RIBA Architecture Centre, Tuesday 8 October Public participation; towards people centred development To book contact Chris Church, Community Architecture Group, RIBA, 66 Portland Place, London W1N 4AD, tel:0171 580 5533

Weald and Downland Museum, Singleton, Chichester PO18 0EU Enjoying Buildings - an Introduction to Architecture, by Celia Clark on 22 February 1997 1030 - 1230pm To book: 01243 811348

Membership

To join or renew your membership, please send this form with your cheque made payable to The Portsmouth Society to:-

Jean Thompson, Hon. Treasurer, The Portsmouth Society, 4 Malvern Road, Southsea, Hampshire, PO5 2NA.

Please enrol me/us as:-

ORDINARY MEMBER	£4.00
JOINT MEMBERS	£7.00
STUDENT	£3.00
SENIOR CITIZEN	£3.00
SENIOR COUPLE	£5.00
JUNIOR	£3.00
CORPORATE MEMBER	£25.00

I/We enclose subscription of £

Name

Address

Telephone

Autumn Party

After the success of the Strawberry Tea, the Committee thought the long deceased Annual Party should be resuscitated and this has been arranged for SATURDAY 16 NOVEMBER at the D-Day Museum in Southsea. Please put this date in your diary.

The Ticket price of £10 will include food and a glass of wine (for more than that please provide your own), a visit to the Museum and the entertainment will be provided by Ron Sonnett's Traditional Jazz Band. Tickets are limited - Book Early. Reserve your place by telephoning Betty Owen on 826291 or write to Rosemary Flewitt at 7 Mayles Road, Milton, Southsea PO4 8NP.

The Portsmouth Society Chairman: Celia Clark 8 Florence Road Southsea PO5 2NE. 01705 732912.

Secretary: Roger James, 9 Eastern Villas Road, Southsea, PO4 0SU. 01705 734555.

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