

PORTSMOUTH SOCIETY ANNUAL REPORT 2006/7

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Introduction. Portsmouth's mini building boom continued in 2006-7 with massive cranes over Queen Alexandra Hospital which is the second largest construction site in the south of England after Terminal 5, Gunwharf where the 'Lipstick' tower is being clad, the new Highbury College block in Winston Churchill Avenue and the mega apartment block and tower in Queen Street. The Highbury development, Northern Quarter and East Shore school sites are still to come. The Society is concerned about the uneven quality of planning decisions – taken by the officers – the vast majority – and by the Development Control committee councillors. Good buildings are refused permission and poor ones are allowed – the latter far too often. We have occasionally persuaded the committee to reject badly designed schemes – for example at Savoy Court opposite South Parade Pier and the Renault Garage site in Milton, but permission is sometimes granted to schemes by officers without reference to the committee, even where there are substantial objections and/or the site is in a conservation area. The ugly new John Lewis store for the Northern Quarter, which Tom Dyckhoff said "looks like a Wurlizer" was roundly criticised by the Architects' Panel and the Society – to no avail, because CABE approved the design, seriously letting us all down. We asked John Lewis management for a redesign, but they were happy with Centros Miller's design by Chapman Taylor, and the committee gave it permission - after changes in colours and materials. At the end of March we saw the next stage of designs for the Tricorn site. We expect that Van Heyningen Haward's proposals for Marks and Spencer's and the building between the Cascades and St. Agatha's are of a higher standard – no doubt through pressure from English Heritage. We will be pressing for a new urban designer to replace the dynamic Paul Ramshaw, who left two years ago to work for Havant.

Archaeology – missing in Portsmouth English Heritage share the Society's serious concern about the lack of expert archaeological advice being given to Portsmouth City Council planning department since the departure in 2005 of the City Archaeologist Jenny Stevens. Archaeology is a material condition of the planning process and details of the required level of archaeological advice can be found in Planning Policy Guidance Note 16 - Archaeology and Planning. With the level of development and redevelopment in the city at the moment we are concerned that the duty of the city council towards archaeology and built heritage is not being fully met; archaeology and historic buildings may be being needlessly damaged or destroyed without adequate provision for excavation and recording.

Advice is needed for land-based development and intertidal and maritime archaeology in Portsmouth and Langstone harbours. Important sites, such as the former Brickwoods Brewery / Heritage car park in Queen Street, The Point, Lombard Street and Bath Square were not monitored and the history they might have contained destroyed. The discovery of five wells in Queen Street was not recorded, and it is uncertain whether there was a watching brief or recording condition in place when the remains of the King's Mill at Gunwharf Quays were built over. There is no city archaeologist to assess the recent discovery of a brick vault in the garden of Buckingham House. The hole dug inside the scheduled area of Southsea Castle for the Most Haunted TV programme without applying for Scheduled Monument Consent is a criminal offence, and English Heritage could have prosecuted the offenders.

In addition to archaeological development control advice, the city Sites and Monuments Record (SMR) is also not currently being adequately maintained, something that is also of concern to the Portsmouth Society and to English Heritage. The SMR is the primary record of the known archaeology and historic buildings in the city and should form the basis for all future research. If information is not entered onto the SMR then important information on the development and heritage of Portsmouth could be lost forever. It is imperative, then, that the SMR is maintained properly, especially as it is likely to become a statutory requirement if the changes in heritage protection currently being discussed in the newly published Heritage White Paper, giving much of the work currently done by English Heritage, to local authorities come into force. We have had discussions with Councillor Eleanor Scott, Executive member for culture and the city met English Heritage and Hampshire County Council in January, but there is still no archaeologist in post in the planning department, so we are working with her to ensure this happens.

The lack of maintenance on council-owned buildings remains the council's most short sighted policy. We are pleased Pompey chimes will ring out again, and that the Guildhall, Carnegie Library, Southsea Castle, Round Tower and Pyramids Centre are having work done, but many other buildings need proper regular maintenance to avoid neglect turning into crisis. The seafront needs a considerable revamp. We are concerned that the Beneficial School in Kent Street Portsea remains boarded up and unused. Society members are taking part in the Seafront Strategy Group, but wonder if there is any serious commitment on the council's part – or listening to what local say. We and several city officers attended the inspiring seminar on the Role of Good Design in Seaside Regeneration in Littlehampton this March, where we visited Thomas Heatherwick's extraordinary rusty metal boulder/tank café now being finished on the beach. We put the owner of the ugly café on Southsea seafront in touch with the entrepreneur in Littlehampton, hoping that he will feel inspired to remake his building too. He has repainted it and taken the 'Victorian' spandrels off. There is better news of the Grade I Block Mills where a temporary roof covering essential repair work started this February. We will be considering our response to the proposal to move the City Museum to the Apprentice Training School in Unicorn Road which opens the possibility of a cultural quarter with St. Agatha's.

A success to report is the publication by Sutton Publishing of the Society's book: '**Maritime City - Portsmouth 1945 - 2005**' edited by Ray Riley, based on our exhibition in 2000 in St. Agatha's Church to celebrate the new millennium. Like so many towns and cities, Portsmouth has undergone numerous changes since the Second World War, having to accommodate the car, replacing many old houses, accept the demise of old established industries and the development of new ones and come to terms with dramatic change in retailing, which has seen the demise of many small food shops and general stores and the rise of the supermarket and superstore. But Portsmouth is essentially a very special maritime city; its central raison d'être the naval dockyard. For centuries it flourished in times of war, but the introduction of missiles and nuclear submarines in place of many conventional craft and defence contraction caused employment there to fall from 25,000 in the 1950s to 2,000 at the end of the twentieth century. Yet against all expectation this contraction has been absorbed without undue difficulty. The book provides a vivid record of the buildings and streets that have been lost to redevelopment but also looks at what is positive about the city today. There is now a major continental ferry port and Gunwharf has been transformed into a large retail, leisure and residential complex.

There have been many other changes: in housing, public buildings, transport systems, shops, factories and offices. Members of the Portsmouth Society have each covered a key area and have used a selection of their own photographs, maps and plans to illustrate the key changes to the built environment of one of Britain's fastest-changing cities. Contributors include: Ray Riley, Celia Clark, John Pike, Deane Clark, Roger James, Bruce Oliver, John Offord and Jane Smith with new photographs by Garrick Palmer. The book is available at WH Smith and Blackwells, price: £12.99. Many local people contributed to **The Tricorn: Life and Death of a Sixties Icon** edited by Celia Clark which is seeking a publisher.

Wymering Manor Another success arose from the huge efforts put in by the Friends of Old Wymering, the Society, Hampshire Buildings Preservation Trust and developer Ian Young to demonstrate how much local people value the Manor and want it to stay in the public domain. The Friends organized a number of tremendously successful open days over the year, so that 7-8,000 people have now seen the oldest house in the city, many for the first time. In response to the campaign, the Leader of the Council decided on 21 June that the bid that we backed should succeed, rather than the one by the couple who wanted to make it a private home.

Ian Young entered into a building agreement with the city council during the restoration period – up to two years - and ultimately a lease. He plans to make it a historic house hotel open to local events and education. Planning permission and listed building consent for hotel rather than hostel use has been granted, and work is starting soon on the conversion. The Hampshire Buildings Preservation Trust will monitor the work as it proceeds.

King George V playing fields The Friends of Old Wymering are applying to the council to declare these playing fields common land – in response to the possibility that it might be considered as a site for the relocated Portsmouth Football Club.

Buckingham House High Street Old Portsmouth Ian Young has begun work on the conversion of Buckingham House and Felton House into another historic house hotel. The felling of the sycamore in the courtyard has revealed an interesting brick vaulted cellar. **The Dog & Duck** has been sold to a restaurant proprietor, but the owner of the nearby listed **Guardsman** still intends to add three new homes to a very small site, which we will continue to oppose. Hampshire County Council is marketing **Treadgolds** in Aylward Street Portsea, with the possibility of development of part of the site. Despite our offers of help, we have not seen the promised bid by Learning Links. We will be looking to see if there are opportunities to help as we did last year with the Wymering Manor.

South East Plan The Society's main objection on the South Hampshire sub-region is that it does not make its main purpose to maintain "the high quality environment" of the area. This is only a secondary objective; the main ones are economic, based on such specious statements as "the area is punching below its weight". If this means anything it means that the Gross Annual Product per head is less than that of some other sub-regions. The remedy is seen to be to cram into the area more "resources" including of course houses and people. We have suggested that the reason for the lack of "punch" - if it exists - may be that the high quality environment attracts productive people who may deliver their product elsewhere by, for example, working elsewhere or at home, so that their productive activity shows up in the statistics of other places. The Plan seems to ignore the effect on local statistics of central government spending. We reminded the planners of the case of 'silicon valley' the area of high prosperity along the Thames valley. Its success had been attributed to the Great Western Railway or the M4, but the key factor turned out to be the concentration of government-funded institutions - Aldermaston, Culham and the science departments of Oxford University. In our region the spending of the MOD may be the relevant factor, and we all fear the outcome of the review of the three remaining dockyards: Portsmouth, Plymouth and Chatham. SEEDA commissioned a report from the university on the socio-economic impact of the naval base and the regional defence cluster and the likely outcomes of reduction – or growth - of the base.

In challenging the need for so many new houses, we drew attention to the report of the Empty Homes Agency that there are 640,000 empty houses in England and that 420,000 homes could

be made out of the empty commercial properties. In Portsmouth, Brunel House, the MOD-owned office block on The Hard, empty for a matter of years, springs to mind. Betty Burns identified a great number and regular supply of private houses to let, some of which could perhaps be brought back into use more quickly with supported tenancy schemes. Our evidence, which also stressed the continuing need for social housing, was added to representations by the Civic Trust South East.

The New Planning System The latest City Plan has only recently been adopted, although work on it was started in 1997. In an attempt to reduce the timescales and to provide a more flexible system the Government introduced legislation which changed the way in which local councils plan for the future development needs of their communities. The Planning and Compulsory Purchase Act 2004 replaced the old system of local plans and structure plans with 'Local Development Frameworks' (LDF).

Local planning policy is split into a number of documents (instead of one large one) which can be created, reviewed and replaced to different timescales, so as to speed up the planning system and allow greater flexibility. So, instead of reviewing the City Local Plan adopted in July 2006, the city council is preparing the documents that will make up Portsmouth's LDF. They will gradually replace the policies in the City Local Plan. Portsmouth's LDF will consist of several documents: the Local Development Scheme (LDS) is a timetable, which sets out when the city council will produce each document of the LDF (last reviewed February 2006); the Statement of Community Involvement (SCI) sets out how people will be consulted in the production of the documents that make up the LDF and on planning applications (Adopted April 2006); the Core Strategy which is the overarching policy document that sets the broad policy framework for all the other documents in the LDF; the Site Allocations Development Plan Document which identifies sites for specific uses such as housing, open space or employment; Area Action Plans set out policies for areas in which change is expected. In Portsmouth these areas are Southsea, Hilsea Lido, Somerstown & North Southsea, The Hard and Port Solent; the Development Control Policies Development Plan Document will set out more general policies that will be used to assess planning applications. As the City Plan was only recently adopted and contains such policies, they will not be replaced by the DPD for a number of years. The Supplementary Planning Documents (SPD) help explain specific issues or sites in more detail. SPDs have already been prepared for Planning Obligations (adopted July 2006), Air Quality and Reducing Crime Through Design (both adopted March 2006), and work has started on a planning brief for Station Square.

The city council offered too short a period for local people to give their ideas on how the city will change in the next few years. Charles Burns arranged a special meeting in late December for local groups and individuals to be briefed by an officer who understands the new system. Most of those attending were our members, but given our lack of success in influencing the previous city plan, we felt the questionnaire did not reflect a sensible order of priorities - or link to the city's other responsibilities eg leisure, transport, housing, education, social services, culture, waste collection... The documents lacked any sense of local distinctiveness: what makes Portsmouth a unique place to live and work in. We said that its natural and built environment should be considered BEFORE the local economy - in which shopping in our view played too prominent a part, compared for example with high tech and creative industries and education. Younger people should be helped and encouraged to learn new skills eg by bursaries; and ageism should also be tackled, so that older people are not discriminated against if they want to work. High tech industries could be further developed by working closely with the university and Highbury College to develop new enterprises. In retailing the distinctive contribution of Albert Road as a nursery of new businesses rather like Kensington Market in Brighton should be recognised, supported and encouraged with funding, special events, promotion and environmental improvements. Clearly the future of the naval base is crucial to future employment, but we found a disinclination in the Council to consider what opportunities there might be if it closed or contracted. We objected to 'Social, Community and Cultural Facilities' being lumped together in the last section, with no questions about cultural facilities, which are as important to the local economy and marketing as to our enjoyment. We mentioned the need

for an Ice skating rink and provision for outdoor swimming. As part of the Society's response to the revised Somerstown Master Plan consultation, we objected to the proposal to demolish the most mature part - which we suggested should instead be a conservation area.

Southern Comfort 2006. On 14 October the Society hosted in the Guildhall, Southern Comfort, the annual regional conference of civic amenity societies. Sixty one delegates from eighteen societies, from all over south-east England attended together with representatives from the Civic Trust SE and CPRE. The Society was formed in 1973 and in the same year was represented at the inaugural meeting of Southern Comfort. The keynote address *What an architecture centre can do for you!* was given by Paul Grover, chief executive of the Solent Centre for Architecture and Design. His presentation vividly illustrated how his and other similar centres funded by CABE and SEEDA provide design advocacy to professionals and the public. They are also dedicated to communicating with the wider public to assist them to understand and to contribute towards the appreciation of, and the design of their communities. The architects visit schools, to involve teachers and children, and hold exhibitions to encourage people to investigate the history of their cities. They also institute National Architecture Weeks to seek public participation. He cited our Bus Tour of the locations of the Design Awards as being an excellent example. For further inspiration he described a City Vision Centre involving three-dimensional and virtual modelling to stimulate the public to visualise improvements to their city. More work needs to be done on sustainability and this needs to be related to costs; we should start with the public and the broad view, not with abstract principles. The Open Forum – South East Plan was chaired by Michael Carden, Vice-President of the City of Winchester Trust. Fareham advocated a group approach and cited SHUV (South Hampshire Unheard Voices) which comprises 30 organisations formed to counteract the aspirations of PUSH (Partnership for Urban South Hampshire), the voice of the local authorities. All agreed that the report concentrated too much on the provision of extra housing without proper attention to the supporting infrastructure and the impact upon the environment. Michael Carden paid tribute to the continued success of Southern Comfort, since its inception in Chichester some 33 years ago, He suggested that the subject of the next Southern Comfort (to be hosted by the Worthing Society)should be: "How can we get the government to make the planning system better?". In the afternoon there were guided walks to the Historic Dockyard or Gunwharf with a visit to the new shopping area with the opportunity of a visit to the Spinnaker Tower.

Our **Design Awards 2006** were judged in September. The **Best New Building Award** went to the Spinnaker Tower, designed by Peter Warlow of the local HGP Partnership, a triumph of innovative engineering. It has achieved its objective – to become an icon for Portsmouth, attracting hundreds of thousands of visitors in its first year. There were four Commendations in the New Building category: Hamilton House, in St. James's Hospital a light airy home for six severely disabled people, set in a lovely garden designed by Stuart Bone of the Havant firm PWP. Also commended was the bright and spacious new reception area at Court Lane Infants' School designed by architect Ed Causch and the delicate heart-motif gates made by local blacksmith Peter Clutterbuck. The third Commendation was for West Point, the Barratt's and Atlantic Housing Association development facing Milton Park, also designed by HGP Partnership. The popular new Learning Centre designed by city architect Chris Greed for the City of Portsmouth Girls' School is also commended. The **Best Restoration Award** was made to local craftsman Richard Walker, for his careful restoration of the canopy of the Angel drinking fountain in Canoe Lake, a much loved memorial to a former Lord Mayor, which had seriously deteriorated through rust and poor repairs, and was regilded at Richard's own expense. The City Council design team won the **Best Landscaping Award** for the relocation of Nelson's statue in Grand Parade and the new bridge across to Spur Redoubt, adjoining the earlier award-winning seating on the saluting platform.

The Awards are intended to raise the standard of local architecture and landscape design. The judges were disappointed that the overall standard of new buildings in the city did not reach as high as last year. The judges were: Paul Grover, director of the Solent Centre for Architecture and Design, Matt Swanton of Format Milton Architects, Roger James and Celia Clark of the Portsmouth Society. Entries for the 2007 competition are invited.

Portsmouth Harbour: World Heritage Site? Chatham and Portsmouth dockyards are at different stages in the process of applying to be inscribed onto the list of World Heritage sites. At present the List has 830 cultural and natural heritage sites considered as having outstanding universal value by the World Heritage Committee, part of ICOMOS (International Council on Monuments and Sites) which advises UNESCO Each year the 'state party' – the DCMS in the UK - puts forward one site from its Tentative List. Chatham's land-based Site was nominated onto the national Tentative List by the Department for Culture, Media and Sport in 1999, while the Portsmouth proposal, currently led by Celia Clark working with five local authorities and civic societies is based on the water of Portsmouth Harbour and Spithead with appropriate land inclusions. There are three other naval dockyards currently inscribed: Karlskrona in Sweden, Venice in Italy (as part of a wider inscription) and Suomenlinna in Finland.

Joanne Cable, Medway's World Heritage Site and Great Lines City Park Project Manager is acting as a lynchpin for the stakeholders activated by earlier Feasibility Studies and partnership work, and guiding the creation of a universally-agreed Nomination Dossier, securing the long-term future of the Site. . Financial contributions of £240,000 over three years underpin nomination work, from the South East England Development Agency (SEEDA), and English Heritage. Much work has also been done since the DCMS first focussed World Heritage attention on Chatham dockyard and its defences, including, for example, Medway Council's development of a Tall Buildings Policy to guide future development in sensitive areas, and the council's commitment to establishing the Great Lines (former Field of Fire) as a world-class City Park. The Harbour authorities clearly need tall buildings policies too. The Portsmouth proposal is at the first stage: the bid is being put together by the conservation officers and civic societies in Portsmouth, Gosport, Fareham, Winchester (for the Palmerston forts - a detached core zone) and the Isle of Wight and representatives of Defence Estates, the Mary Rose Trust, Royal Naval Museum and Hampshire & Wight Trust for Maritime Archaeology, with advice from Chris Dobbs and David Michelmore, key members of ICOMOS. The core area is framed by the skylines of Ryde and Portsdown Hill. Since we began work, the government review of the future of the remaining dockyards: Plymouth, Portsmouth and Faslane has sharpened our focus. According to sources responsible for government buildings in English Heritage, Portsmouth has the weakest case for continued naval use; Plymouth has long-term contracts tied up to maintain nuclear submarines; land in Portsmouth is more valuable than that in Plymouth; and private concerns - VT, BAE - already operate in the dockyard. Portsmouth Harbour communities may need to recognise that they have to develop new ways of continuing the area's global role -looking over the horizon, sharing experience with other naval ports, beginning to plan for possible different futures. Tourism is already well established in Portsmouth Harbour, but there is no co-ordination in tourism, planning policies or conservation - for what we all experience as one place. Commercial, political, tourist, marine and business interests and the MOD all need to be convinced that future development will not be inhibited before they support the bid. If all five local authorities accept the proposal into their Local Development Frameworks and sign up, costs of the dossier - and if accepted onto the DCMS Tentative List, which is currently being revised and shortened - the management plan - would be shared. Preparatory work in contacting the many potential stakeholders is going on before a launch to convince the local authorities to endorse the bid. The preparation process is proving valuable in its own right.

Architecture Week 2007 The theme in June will be Different Perspectives. In recent years the society has organised highly successful trips to see our City from the different perspective of a vintage double-decker bus, looking particularly at the buildings submitted for our design awards. The plan this year is to view the city and neighbouring boroughs from the water which will allow us to see the proposed Portsmouth Harbour World Heritage Site at first hand. The boat trip will take place on Thursday 21 June starting from Gunwharf Quays at 4pm. The details will be published in the next newsletter and on our Web site www.portsmouthsociety.org.uk .

Tipner Members of our committee attended the presentation of proposals for regeneration of the Tipner wastelands by the Tipner Regeneration Company in the Mountbatten Centre on 11 May. The noise of the motorway even at that distance of half a mile or so was too loud to leave

the windows open. This brought home to us all that great care will have to be taken to protect the residential development proposed from the noise. The area stretches both sides of the motorway but does not include the rifle range which the MoD are not yet giving up. TRC propose a park-and-ride car park and residential and commercial development, mounding the ground on either side of the motorway. They propose road connections with the motorway via the half completed roundabout on Tipner Lane. Otherwise the proposals were rather sketchy. We urged them to plan for the monorail which, with a park-and-ride at Tipner, will serve the west side of the city very well. We asked that the development should be of high quality modern architecture and not mediocre pastiche, and as far as possible self-sustaining, using the prevailing wind for generation of electricity and orientation of the buildings to make best use of solar radiation, and collection and storage of rainwater. We wanted the housing to be integrated with what is already there, with no gated communities. We told them that we support the idea of a bridge parallel to the M275 to carry pedestrians, cycles and buses to Port Solent and the proposed Environpark (redeveloped waste mountains) – unfortunately later rejected for Heritage Lottery funding. We suggested that the tank, visible on the left of the M275, and at least one half-sunk ship on the other should be retained as interesting objects in themselves as well as reminders of the previous use of the site and as a compromise between the wishes of those who want redevelopment and those who don't. We reminded them that money could be saved by not decontaminating ground to be used for such uses as car parks. Finally, and very importantly, we urged that a feature should be made of the ammunition sheds on the site, which are registered ancient monuments and should be fully restored.

South West Trains downgrades Portsmouth-Waterloo line We are very concerned that the quality of the trains operating between London Waterloo and Portsmouth by South West Trains (SWT) has been downgraded with "blue" class 450 trains replacing the "white" class 444 units which were introduced as recently as 2004. The "blue" trains are designed for suburban journeys typically lasting no more than 1 hour and have five seats per row as opposed to four in the "white" units. Legroom is much reduced in the "blue" trains and the overall result when these trains are used on longer journeys, such as Portsmouth-Waterloo, is that passengers complain of cramped conditions and backache. Other drawbacks of the "blue" trains include a lack of tables, no power supplies for laptop computers etc., narrow corridors which have put an end to the at-seat refreshment trolleys, external doors which open directly into the seating areas letting a blast of cold air to enter the train at stations. The excuse offered by SWT relates to overcrowding, yet no overcrowding occurs south of Guildford. The changes will discourage rail travel between South Hampshire and the capital as travellers revert to their more comfortable cars with a resulting loss of revenue for the SWT. The real reason for these changes is, of course, cost cutting and is a result of the new franchise which was awarded to South West Trains for a 10 year period starting in February 2007. SWT will have to pay a substantial premium to the Department for Transport instead of receiving a large subsidy. As a result, a batch of quality long-distance trains has been put into storage and our "white" trains moved to the Bournemouth line as a back-fill. We and the Leader of the council have written to SWT management and, so far, have received unsatisfactory replies. We have lobbied MPs, City Council officials and the Rail Passengers' Council and we are working with the recently formed No450 Campaign which is led by David Habershon of Emsworth. The No450 campaign has a Web site at www.no450.co.uk and we urge readers to sign the on-line petition.

Reviving Hilsea Lido At the time of the last redevelopment proposal in the late 1980s we decided we set up a group of like-minded local residents to fight the proposals. Using mums with prams and such methods of protest they were completely successful. In a short time the scheme was called off. This time again the action has to be voluntary. The Council won't and probably can't save it. They are committed to closing the main pool as soon as the new Olympic-standard pool in the Mountbatten Centre is open. Successive governments, Conservative as well as Labour, have systematically taken away the powers of local authorities and their money too. At the same time they've loaded them with scores of new duties which have swallowed what money remains. But a voluntary body has the advantage over a Council

in that there are grants they can apply for, for example from English Heritage, the Heritage Lottery Fund etc., which are not available to Councils.

We are in the process of forming a small group determined to find out what needs to be done to save the Lido and not to take No for an answer. We have considerable experience of setting up such local groups: the first SAVE THE LIDO GROUP, the Milton Action Group which successfully saved the best part of the beautiful grounds of St James's Hospital from the developers. There was the Save St Jude's Society which in the end stopped the church authorities from replacing their listed church, and the Friends of Old Wymering. Jane Smith has written a book about Hilsea Lido and a Feasibility Study. She has looked into how elsewhere other Lidos and similar institutions have saved themselves. English Heritage is co-ordinating a campaign of lido groups, which should be helpful in drawing on shared experience. The Blue Lagoon at the Lido which is owned by the council makes profits, and DC Leisure who run the Mountbatten Centre and other council-owned leisure facilities are keen to cooperate.

BA in Restoration and Decorative Studies. Despite evidence that there is a continuing demand and a letter to the Vice chancellor by Sir Neil Cossons of English Heritage, the university is closing the well respected course. A former student plans to set up courses in the Cell Block in the Dockyard." at the end of the bit about the Guardsman.

Members and Executive Committee. We could not achieve any of this without you, the active members, and the feedback and support you give us at the monthly meetings. The expertise on the executive committee increases year on year – and so does the quality of our contribution to the city.

Celia Clark
April 2007