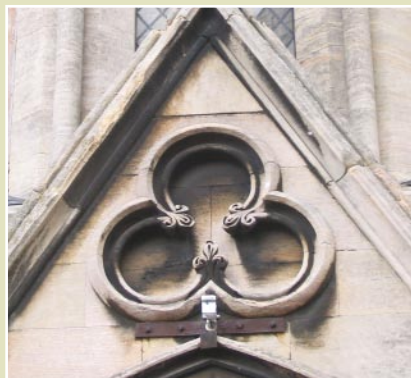


Newark Civic Trust

MAGAZINE

Caring about the town's environment

Issue 60



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WELCOME TO THE 60TH EDITION OF OUR MAGAZINE AND THE FIRST EDITION WITH ME AS EDITOR.

There is a diverse range of subjects and I hope you will enjoy it.

If you would like to submit an article then please do and we welcome your letters as well. I can be contacted on 01636 671413 or through the Civic Trust website:

www.newarkcivictrust.org.uk

I look forward to hearing from you.

Gillie Wilkinson

Editor

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A few words from The Chairman

Happiness is not dependent upon a big bank balance nor is prosperity the measure of success in that quarter. It's just as well in view of the latest financial situation. Satisfaction and happiness follow the successful fulfilment of a project. Neither is remotely dependent upon financial matters.



Chairman of Newark Civic Trust
Mr George Wilkinson

For me, the last two years have been a roller-coaster ride, any downs giving momentum to the next up. My agenda for 2009 is already quite full of exciting projects. There will be disappointments, but then, even a pendulum has to tock before it can tick again.

The Trust has a full agenda too. The prospect of Newark Future is never far away, the prospect of A 46 dualling is allegedly closer. Our vigilance regarding conservation matters has to be maintained, even more than usual, since owners of properties will see cutting back on maintenance as a means of protecting cash flow. One has only to observe in Castle Gate to see evidence of neglect. Ye Olde Market, formerly The Ram, has had a number of owners in recent years, each of whom has promised great schemes, yet each has failed to deliver, claiming, mostly, lack of viability. Don't they do their homework? Whilst they prevaricate, The Ram becomes an eyesore. It's called managed decay! Put simply it means let it rot until it becomes a necessity to demolish for safety's sake. A new Sold sign has appeared recently. Perhaps the new owners will be more progressive than the others. We shall see!

Let us look next door. Here we have two takeaways, each quite shabby in its own right but take a look at the upper storeys to see total neglect; broken windows and sashes, rotting woodwork. These examples are of long-standing dereliction of duty not a consequence of the present economic downturn, nor even the last one. Before long, these properties will be equally as bad as the Robin Hood Hotel. We must act to reverse this trend!

How wonderfully exciting it is then, to herald the imminent launch of the newly renovated North Gate Brewery building, having already shed its coat of armour in the guise of scaffolding and now sporting a new roof and windows with glass. It is testament to the skilful and enthusiastic attention to detail of management and work force. Although some will be saddened at the demise of Warwick's and Richardson's Brewery, the restored appearance of the building is a joy to behold and will be for many years to come.

Enclosed with this magazine is a preview of our latest Heritage Trail leaflet, which will be on general release in time for Easter. Preparation of our next leaflet on Georgian Newark is already in hand.

George Wilkinson

Going Off Gas

Pamela and I have always gone for conservation whenever we can, and never regretted investing a little ahead of the game on items such as water purification.

Since we moved to Newark and a much more cosy modern townhouse, we found the gas-fired heating a bit too effective. We are very conscious that gas supplies to this country are politically and geographically vulnerable, and will inevitably become expensive as stocks dwindle worldwide.

So we took a decision to reduce radically our reliance on gas, and signed up with an electricity provider committed to renewable forms of generation.

We searched the Internet for companies prepared to do this kind of work, and found that most of them work only on newly built estates. Technology is going ahead rapidly on schemes of this kind, with farms of ground source heat pumps providing low-cost district heating to some of them. Solar panels are also getting more efficient and cost-effective. But making suitable changes on existing property was harder to arrange.

In the end we found a firm in Grantham who suggested an air source heat pump (ASHP), backed up by solar panels on the roof.

The scheme would involve installing a new hot water storage tank, and the entire quotation came in at about £14,000. We reckoned, however, that with annual energy bills running at around £750, a 30% saving would be earning about 2% on this investment, and might easily double with a couple of years' price rises. So we went for it. We eventually cancelled the solar panels because we did not feel confident that our pantile roof would not suffer. Instead we opted for a more powerful pump.

This particular unit is manufactured by Dismy in Shanghai. I gather Daikin can provide similar equipment installed by a Newark engineer, but this did not show in our search. I have no doubt we paid heavily for buying early, and that prices will drop steeply as more are installed.

Why should changing to electrical heating save anything at all? An air source heat pump is like a giant refrigerator unit or air conditioning pack. Instead of cooling the air in the house, however, it takes heat from the outside air and uses it to warm a 200-litre water storage tank. Twelve kilowatts of heating require only 4.8 kW of electrical pumping and compressing, which is only 40% of the cost of electric radiators and a smaller saving on gas.

The outer jacket of the storage tank is heated to 55 degrees C and used to feed the radiators. Inside this hot water jacket is another tank, heated by it, from which to draw hot water. The "Smart" 200-litre tank is pressurised with a gas bottle, so the total occupies the whole of what was our airing cupboard. It is, however, much more efficiently insulated than its foam-treated predecessor. I cannot detect any warmth at all leaking from it.



We were warned that this form of unit works best with under-floor heating. The radiators certainly run cooler, but the rooms feel comfortable so far. The installation includes an outside thermostat, which stops the ASHP in cold weather and lets the gas boiler take over. We'd have preferred the gas only to top up the ASHP, even in cold weather; so we've turned the thermostat well down and set the boiler thermostat so low it never comes on. Otherwise the entire system runs automatically off our existing central heating controller.

Our hot water supply is just warm enough for all our uses, and there is plenty of it. We programme the system to run for 90 minutes in the morning and 3 hours in the evening. The sound is like a pocket size gale, and hardly obtrusive indoors. The lights dim momentarily when it kicks in with a 40-amp jolt, but this does not seem to upset any other equipment in the house.

It took about nine months to get the equipment installed, and another two weeks to reinstall the correct amount of coolant gas, since when it has functioned perfectly. Neither planning permission nor building regulations approval is required so long as the installation is not on the front wall of the house.

The bill was £11454, including VAT, plus another £4,000 approximately for both air conditioner units. That's not cheap, but the return on our investment certainly beats what the banks are offering at present. Gas has gone up and down since, but will undoubtedly trend upwards.

We have no idea yet whether we are saving money. Our first gas bill was £2.90, but overall expense in the last 4 months has been 17% more than in the corresponding months last year. However Ecotricity did not charge us enough initially, so this is misleading. We will know better once we have survived our first winter.



We can recommend both Radiant Heating and Cool Air as intelligent, efficient contractors. Why can't we make this kit here? - In empty space at Longbridge, perhaps?

Peter Mansfield



Newark Civic Trust Award Commends Metal Railing Project

At our January meeting in Newark Library, Trust Chairman George Wilkinson presented our latest Newark Civic Trust Award certificate to Mr and Mrs Angus Keiller.

Mr and Mrs Keiller have lived and operated their recruitment consultancy FR Europe for more than thirteen years in Church House - the fine grey-rendered listed Georgian House in Church Walk South, overlooking the war memorial.

The house has lacked its protective and decorative metal railings since they were removed in 1941 to "help the war effort". Almost from Day One they have been looking for the right people to help them restore the railings - and the stonework, which had deteriorated badly - but for various reasons they were unable to make a start until 2007.

That was when they met Tim Mackereth of Anwick Forge, near Sleaford, and saw in him a dedicated, knowledgeable and genuine enthusiast for their desire not just to reinstate the railings but to restore them to as close to the original ironwork as possible.

Victoria says that "Tim has a passion for 'moving metal' and is extremely proud to have been commissioned recently to produce the centrepiece for the RAF Association's Remembrance Garden at the National Memorial Arboretum near Burton-on-Trent, Staffordshire". This will take the form of a magnificent stainless eagle, incorporating over a thousand hand-forged feathers, perched with its wings spread on top of the globe. The garden, which is due to be opened in September 2009, will serve as a permanent memorial to all those who have served in the RAF and Commonwealth Air Forces.

Recognising that the stonework is every bit as important to the final result as the railings Angus and Victoria chose Shaun Payne of RLS Restoration from Lincoln. Shaun began working with stone during ten years at Lincoln Cathedral. He then spent a further decade with the Commonwealth War Graves Commission before starting up RLS Restoration which is growing from strength to strength. His current projects include work for English Heritage restoring a stone floor at Gainsborough Old Hall, the restoration of stone cherubs at Bolsover Castle, and a work on The Bishop's Palace at Lincoln.

The Keillers found NSDC's Planning Services department "approachable, helpful and genuinely interested in the project, particularly as we had no original photographs or documents to work on".

During the Second World War, as had previously happened in the Great War, the demand for metals of every kind far outstripped the ready supply. When the German U-boat blockade began to strangle the nation's imports, the government took action - initially and famously gathering aluminium pots and pans "to be turned into Spitfires".

The success of this scheme was so great that the appeal was widened to include ferrous metals, with corporations and homeowners being encouraged or forced to give up their railings and gates to supply the furnaces producing steel for tanks, ships, guns, railway engines and so on. It became a patriotic duty to give up these often historic and ornamental features, with people encouraged to believe that if the war was won they would be replaced or compensated, while the lack of railings would be the least of their worries if the Germans succeeded in their aims.

Again, the scheme was hugely successful, so that it became rare to see a railing still in place that did not have some vital safety function. Unfortunately, the government's capacity for collecting scrap metal outstripped that of industry for utilising it, and stockpiles of many thousands of tons of railings and gates built up and were still in place at war's end. The boost to wartime morale of "doing your bit" by giving up one's railings may have made this sacrifice worthwhile, but sixty years later England's streets and parks still bear the scars - a valuable remembrance, perhaps, of the much more serious sacrifices made by so many during that time.

When Mr and Mrs Keiller moved into Church House to establish the UK North branch of the FR Europe recruitment consultancy they found that the front of the classical house was disfigured by the stumps and holes of missing railings as well as - too often for decent people to accept as normal - litter and varied unmentionable detritus of the sort that is the way mark of the modern reveller.

They resolved to deter such misbehaviour, restore the historic appearance of their premises, and give Newark back an element of its street scene that had been missing for so many years by having the railings reinstated. With the advice and support of Kelham Hall's conservation department, they established what style would be suitable, obtained Listed Building Consent (our planning committee strongly supported the proposal), and the rest is now, happily, history.

Our photo shows Chairman George handing over the award certificate to Mr and Mrs Keiller.

by Bill Davidson

What did the Georgians do for Us?

Part 1 The Great North Road

Visitors to Newark frequently remark that the town is lucky not to have lost much of its Georgian heritage to the 'Knock it All Down and Rebuild Brigade'. Certainly evidence abounds to illustrate a Georgian influence. There is a super-abundance of Georgian style houses here, even though many are actually Victorian, they still carry many of the classical hallmarks of earlier times.

Indeed on Farndon Road a row of new houses display many of the familiar features, well, on the outside at least. Gone are the chamber pots and the buckets and pits of the 'thunder box' these having given way, happily, to flush toilets and central heating having supplanted the open fires in every room.

What a turbulent but expansive period the 1770's were for Newark.

Nationwide, 18th C roads were being improved as a result of Turnpike Acts. Newark was greatly affected in that the Great North Road from Newark Castle to Muskham bridge crossed the particularly low-lying flood plain, rendering it muddy and difficult in wet weather and totally impassable in times of flood, thus causing loss of income to farmers who couldn't come to market and traders who needed supplies, not to mention customers from that direction.

John Smeaton, an engineer who also designed the second Eddystone lighthouse, was commissioned to build a viaduct following this route to elevate the road surface across the flood plain. This he did by constructing several series of arches each one across a channel of the braided river comprising 105 arches in all. 86 of these still exist, many of them still performing their designated purpose.





This viaduct was built in 1772 to the design and plan of John Smeaton, quite an engineering triumph, using manual labour. In view of the speed of erection the number of people involved must have been high, not only labourers but brick makers, brick layers, carters, lime-burners, carpenters, sawyers to name but a few. Where did they come from?

The generally accepted view of the period is that there was an accelerated exodus of agricultural labourers from the countryside to the towns seeking employment, a consequence of enclosure of the open fields of the villages with subsequent conversion to pasture requiring less labour. Were the Duke of Newcastle and his peers better strategists than has often been suggested? Was it a cunning plan to employ this desperate group of people, maybe at low wages, thereby considerably reducing the need for poor relief.

The actual design of each individual arch reveals a tenuous confirmation for the use of agricultural labourers. The distance between the centres of the piers is 16feet 6inches, semi-circular with a centre height of 8' 3". Surely it cannot be accidental that the actual dimensions employ the rod, (16' 6") a land measurement that would be familiar to such a workforce. Was this common practice during this period? An answer to this question would add another dimension to civil engineering history of the period.

A group of businessmen formed the Trent Navigation Commissioners who commissioned William Jessop to devise a scheme that would ensure a minimum of two feet of water in the Trent at all times. Jessop, who had been apprenticed to John Smeaton and a colleague surveyed the Trent from Cavendish Bridge (now Shardlow) to Gainsborough, marking all the shallows. An act was granted in 1772, the Trent Navigation Commissioners eventually settling for a minimum depth of 2' 6".

This project also required much labour. Considerable lengths of restraining walls needed to be built along with locks, lock keepers' cottages and many other features. The original Newark Town lock and lock keeper's cottage can still be seen at Lock Entry, close to the junction of Castle Gate and Mill Gate.

The effect of the canalisation was to ease the transport of goods, particularly from Newark to Shardlow, a few miles upstream of Nottingham, where the Trent and Mersey Canal, opened in 1760 joined the Trent, thus providing a water link between Newark and the west coast.

With much improved roads serving the town and improved river facilities, the stage was set for Newark to enjoy a new prosperity. Almost!

Better access from the North via Muskham Road resulted in more traffic feeding into a narrow bridge with a wooden deck and furthermore, although there was enough water now to allow barges to go to Nottingham and beyond, the stone piers of the bridge were too close to permit easy passage. In 1775 the Duke of Newcastle had a new bridge designed and built, which is the bridge by the castle, still in use today although the footways were not added until much later. The collection of the lovely tolls warranted the construction of a new tollhouse. This too is extant. In parts it is substantially rebuilt and now houses the Women's Institute area headquarters.



In 1775 The Duke of Newcastle decreed that Castlegate was too narrow to accommodate the increasing traffic flow and should be widened. Without further ado the width of the road was increased, regardless of consequences for anyone who lived there; or was it? It is easy to believe that there was a continuous row of houses more or less for the whole length as it is now but this is unlikely.

Frequently descriptions in leases and deeds will speak of messuage with appurtenances together with stable and garden. The stable implies enough space for access. Furthermore the number of leases for Castlegate is not huge but nevertheless some displacement of people must have occurred. Additionally some buildings stood back from the road for example, the Royal Oak and at the other end what is now (Hub?). Can it be assumed that these were the better quality buildings or business premises earning higher returns? Probably! Certainly these two timber-framed buildings define the new building line.

Obviously conscious of the fact that the newly constructed road and bridge was yielding a steady flow of customers throughout the year, and better still these customers would be bearing useful amounts of coin of the realm, the Duke of Newcastle rebuilt The Ram Inn.

“Knock it down” was not new in the 60’s – the Duke of Newcastle was very active!

Reference to Attenburrow’s map of 1790 still shows that the widening of Castlegate and most of the construction of what amounts to terraces of large, imposing houses, was complete except for some of the south end. To build this number of houses in this amount of time again involves a large number of workers. Where were these people from? Smeaton’s arches and the bridge provided some of them, as there is a strong element of continuity here and an even stronger indication of prosperity. It was boom time for all connected with the building trade.

The foregoing discussion concentrates on the Great North road but redevelopment was widespread throughout the town. In the Market Place a similar scenario was unfolding in the demolition of existing properties to facilitate the construction of the Town Hall. Throughout the town there is evidence of similar activity. Rev. Bernard Wilson had a whole street built. This boom time for developers was to continue, the grand schemes of the Georgians giving way to the expansion due to the embryonic industrial age.

Even the subsequent much-decried hovels of the yards needed labour and bricks and the services of the ancillary trades.

Although it is considered by some that the malting and brewing industry was not part of the industrial revolution but merely the tail end of the agrarian revolution it had already become commercialised and increasingly mechanised, with larger concerns already established well before 1775. There are strong arguments to support the notion that the industrial age had already begun. This too was finding employment for a number of people, maybe some of the builders who were unable to build in winter.

The main thrust of this discussion emphasises the provision of ready and easier access for visitors to the town and once here providing employment, and houses and places for visitors “to tarry a while”. Since the 1960’s all efforts have been concentrated on easing the flow of traffic outwards with no provision for visitors to tarry a while. Will the dualled A46 bring the prosperity to the town that the improved Great North Road did? It will, if local trades are employed, but so often development, or indeed lack of it, is at the behest of absentee landlords, many of who have no interest in the town whatsoever!

An extract from work in progress by George Wilkinson.

Planning Affairs

Information relating to planning applications is taken from Newark & Sherwood District Council's website <http://www.nsd.c.info/eplanning/>.

Newark Civic Trust accepts no responsibility for the accuracy of that information.

PROPERTY	APPLICANT	PROPOSAL	NSDC DECISION	OUR COMMENTS
Former Wright Travel depot, Northern Road	MF Strawson	Erection of four retail units. Two for Use classes A1 (retail), A2 (financial and professional services), A3 (restaurants and cafes) or A5 (hot food takeaways). Remainder for Use class A1 and A2.	Approved	Nil. A further application, to vary conditions to permit the amalgamation of 2 of the units to form a shop (for the Co-op) and allow extended delivery times, has been submitted.
Potterydyke, including Robin Hood Hotel and bus station	Simons Developments Ltd Asda Stores Ltd & MF Strawson	Part demolition of Robin Hood, demolition of 14-22 Portland Street and 21 Lombard Street. New Asda store, bus station 10 retail units, PCT office, health centre and town houses	Approved	STRONGLY OBJECT - primarily because the highways design is totally hostile to pedestrians and the traffic report is inadequate.
Bridge Garage, Lincoln Road	Mr Simon Allwood	Extension to existing building to form flat on first floor and additional retail space on ground floor.	Approved	SUPPORT - the building is an art deco gem from the 1930s, but the proposed extension would actually improve its appearance
15-17 Pelham Street	Mr Alan Robinson	Single storey rear extension, insertion of dormers into rear roof slope and rebuild rear outbuilding to form two storey garden apartment to provide 9 no. self contained apartments.	Approved	OBJECT to glazed screen across original carriageway entrance, although this has since been shifted away from the front of the building.
The Mail Coach Public House, 13 London Road	MF Strawson Ltd	Rear extension and alterations following demolition of rear outbuilding	Approved	SUPPORT
The Stables, Bowbridge Road	Mr Matt Richardson	Demolition of existing dwelling 'The Stables' with associated extensions and outbuildings.	Approved	OBJECT - an element of the Green Home development, to which we also object (see below).

PROPERTY	APPLICANT	PROPOSAL	NSDC DECISION	OUR COMMENTS
The Salvation Army, 22 Albert Street	Mr Peter Mason	Conversion of existing buildings to 4 residential units with separate office space, including minor external alterations.	Approved	SUPPORT
The Woolpack Public House, 46 Stodman Street	Mr Michael Thurlby	Erection of glazed conservatory. Various structural openings, installation of new windows and formation of glazed conservatory.	Approved	SUPPORT - minor impact to achieve further use for this important building. The applicant has a reputation for good developments.
15 Coopers Yard	Mr Chris Cutts	Insert French doors and clear balustrade, plus 2 roof lights, to create extra bedroom	Approved	SUPPORT - we felt the change to the roofline would be an improvement
Green Home Bowbridge Road	Hunt Habitats - Mr Matt Richardson	Demolition of existing 'Green Home', 'The Stables' and 2, Jubilee Street. Proposed development of new 110 bedroom Residential Care Home. Proposed new vehicular and pedestrian access from Jubilee Street.	Approved	We OBJECT to demolition of the stylish and serviceable 'Green Home' and suggested that it could be retained if the site layout were adjusted.
Rushtons 41 & 42 Stodman Street	Adam Rushton	Change of use of 42 Stodman Street from A1 shop to A3 restaurant, rear extension to link 41 and 42 Stodman Street, minor internal alterations including the provision of toilets	Approved	We SUPPORT - another small shop unit lost to retailing, but no irreversible changes involved.
Sconce and Devon Park, Boundary Road	NSDC	Construction of visitor centre, children's play area, new bridge access to The Queen's Sconce plus extension of existing car park.	Approved.	We OBJECT to the design of the bridge and lack of ambition in the scheme.
55 London Road	Mr & Mrs C Crowden-Murfin	Convert outbuilding to dwelling	Refused	SUPPORT
The Mail Coach Public House, 13 London Road	MF Strawson Ltd	Alteration and extension to existing Mail Coach Public House with demolition of existing rear outbuilding.	Pending	SUPPORT - the alterations should make the business more viable for little impact.
82 Victoria Street	Mr Vincent Parker	Change of use from office to 2 x self contained 1 bedroom flats	Approved	SUPPORT
The Pack Horse Public House, 33 Albert Street	Mr Kevin Templeman	Conversion into 6 apartments	Approved	SUPPORT - the business is not viable. We commented that slates on the new pitched roof should be natural and that these might also replace the concrete tiles on another part of the building.

PROPERTY	APPLICANT	PROPOSAL	NSDC DECISION	OUR COMMENTS
1 Stodman Street (ex Selby's)	Mr Abdur Rob	Change of use to restaurant (merge with Asha, next door) and new fascia sign	Approved	Nil on the change of use, OBJECT to the design of the fascia sign, which would simply duplicate the existing and imply separate premises still.
38A Lombard Street	Pete Green	Change of use to tattoo studio. Two advertising signs.	Approved	SUPPORT change of use- continued use of this quirky little building will be beneficial, but OBJECT to signage because inadequate information provided.
St Mark's Place	Oakgate Group PLC	Change of use of toilets to retail and construction of new toilets with adjacent retail kiosk	Approved	We SUPPORT the change to retail, but OBJECT to the limited size of the new toilets. We suggested that the space for the kiosk could be used to extend the toilets and that a small charge could recoup any loss of income as well as pay for an attendant.
29/31 Barnby Gate	Mr Shaheen Iqbal	Change of use from shop to two dwellings plus the erection of three new dwellings to rear.	Refused	We OBJECT to the new dwellings because development would be over intensive, poor in style and appearance and poor in quality due to lack of any view from first floor windows.
37 Pelham Street	Mr David & Sandra Mason	Demolition of six garages, road widening scheme and erection of two private dwellings	Pending	We SUPPORT
Lovers Lane maltings	DSG Retail Ltd	Demolish and build dwellings	Refused	We OBJECT to the disappearance of an historic link with Newark's industrial past. We feel certain that the buildings, especially the malt kilns, could be re-used in a more imaginative scheme, with benefits to the aims of sustainability.
Mount School	St Leonard's Trust	Demolition of two former school buildings and erection of new build to form 22 sheltered housing units for the St. Leonard's Hospital Trust. Conversion of listed building to provide a residents lounge and warden accommodation.	Pending	Whilst we support the scheme in principle, we OBJECT to the amount of timber cladding proposed for the buildings' elevations which, we feel, makes them look too bulky for the setting.
Otter's Cottage 7 Navigation Yard	Mr John Coles	Alterations including replacing garage doors with glazed windows	Approved	Nil

PROPERTY	APPLICANT	PROPOSAL	NSDC DECISION	OUR COMMENTS
31 Appleton Gate	Mr Shafkat Ali	Reinstatement of period shopfront, demolition of derelict sections of rear extensions and rebuilding of new extensions on footprint of original outbuildings plus internal alterations.	Approved	We SUPPORT the proposal insofar as it represents a series of measures that may protect the building from dereliction, although we would prefer to see the western wall (with its internal angle) of the food preparation area integrated with the existing curved boundary wall. We do not support the implied change of use to hot food takeaway since it would adversely affect the surrounding area in many ways.
31 Appleton Gate	Mr Shafkat Ali	Fascia signage with external illumination	Refused	Nil
31 Appleton Gate	Mr Shafkat Ali	Change of use from A1 retail to A2 hot food takeaway	Pending	We OBJECT to the proposed change of use because it would have adverse effects on the local area, with the litter and anti-social behaviour commonly associated with such premises, it would be an unwelcome extension of the evening entertainment area, creating a precedent that would also be unwelcome, and would adversely affect the quality of life of neighbours in what is predominantly a residential area, with the behaviour of late-night customers likely to be problematical even after the premises are closed.
Reel Cinema	Domino's Pizza Group Ltd	Change of use of Unit 3 (Domino's Pizza) to hot food takeaway	Withdrawn	We OBJECT to the proposal since we can see no need or justification for the change of use and the applicant has not provided any. Proposed activity would be detrimental to area, adversely affecting the setting of Beaumont Gardens, the library and listed Wilson House, as well as increasing traffic through a car park where pedestrians are already at risk.
117 Mill Gate	Mr And Mrs Connor	Erection of garden room and increase height of existing boundary wall.	Pending	We have no objection to the proposal; however, noting the proximity of previous extensive Anglo Saxon finds, we request that a condition of consent should be that an archaeological survey be undertaken in conjunction with foundations work.

Newark Growth Point

Workshop

Opinions on the desirability of the Newark Growth Point are divided writes Bill Davidson. However, we are where we are - with the town firmly in the frame to receive a hefty allocation of the Government's 3 million new homes by 2026 and we, as a body, determined to do our part in preventing any future development spoiling what we currently value so highly and in obtaining the best outcome for the benefit of current and future generations of Newarkeers.

On 21 November I represented the Trust at a Stakeholder Workshop "to discuss the potential benefits and opportunities of growth and how they could be secured".

The event was held at the Newark Beacon, which has been adopted as the base for NSDC's new Growth Point Manager, Mrs Fiona Hooton. Participation was heavily weighted towards local government, with many councillors and officials from NSDC, Newark Town Council and neighbouring parishes. The Notts Wildlife Trust was there, as were English Heritage, EMDA, the Environment Agency, Sport England and Newark Town FC. The facilitators were the Planning Cooperative, under contract to Natural England.

Also there were John Scott, managing director of the Catesby Group (owners of the land between Hawton and Grange Road - which we have for some time known to be in line for Growth Point development) and John Coleman of William Davis Ltd.

This company has an interest in the land between Beacon Hill and Balderton (known as 'the green wedge') which, as we soon learned, is now also a potential Growth Point site, as are the fields between Fernwood and the main railway line. More of this later.

The usual introductions included a brief from Richard Silson of The Planning Cooperative on the topic of the Concept Statement, which is the latest Big Thing devised by the Government (English Nature).

The EN website says that, "A Concept Statement is a simple, clear expression of the kind of place that new development should create. It is a brief explanation of how development on that site should contribute to the local authority's vision. Concept Statements explain how the policies and objectives of the Local Plan or Local Development Document should apply to each specific site, in order to deliver the best possible economic, social and environmental benefits.

Concept Statements are less detailed than development briefs, but more informative for developers and the community than the statutory plan's policies and maps. Most Concept Statements can be fitted onto two sides of A4 paper. It is incompatible with the principles of sustainable development to release building land without a specification for the scheme to be developed on that land. It might be the right site, but without robust guidance there is no guarantee that development will result in the right scheme. For many years, councillors, planning officers, the public and even developers have been frustrated by the planning system's inability to secure high quality, sustainable development. Concept Statements are an effective way of tackling the problem." For further information, visit <http://www.countryside.gov.uk/LAR/Landscape/PP/concept.asp>.

We divided into four groups to identify the assets of the town (identified for this purpose as Newark plus Balderton), in terms of: natural environment, open space etc; employment opportunities, local economy, skills etc; community facilities, access to recreation etc; built environment, design quality etc. When the groups reported back we had come up (no surprise) with a lengthy list of the town's plus points, which were condensed as follows:

- Strategic location, with a high speed rail connection to London, an E/W railway line and four trunk roads providing good accessibility to jobs and services in surrounding cities and the rest of the country.
- Historic town with a fine core and many heritage buildings hosting a range of markets several days a week in the unspoilt town square.
- Vibrant town centre with many independent shops providing a rich variety of retail outlets and good quality restaurants.
- Diverse local economy with strong agricultural and manufacturing base and considerable potential for growth in the service sector.
- Attractive, accessible countryside with high biodiversity value based on remnants of the ancient forest of Sherwood and the rivers Trent and Devon.
- Strong sense of identity and character due to the quality of the riverside setting/heritage buildings and the lack of post-war development schemes.



A brief break for lunch was followed by further work in groups to identify principles for what benefits the proposed growth should bring to the town. The plenary session which followed came up with the following draft Principles for the Management of Growth:

- Development should be based on the principles of resource minimisation to reduce the impact on existing infrastructure. Development should incorporate the highest environmental standards, including design and construction that minimise energy and water use and reduces waste and pollution. Well-defined housing neighbourhoods should be provided with distinctive and varied characteristics of density and urban design character structured by existing hedges and landform.

Form and layout to follow the principles and objectives of the DfT's Manual for Streets. See <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>.

- A network of new pedestrian/cycle routes linking new housing to other areas of the town via new local centres that provide a range of community facilities to integrate the new development with the existing community. Routes based on existing paths/cycle routes, river networks, existing hedges and green spaces reinforces with planting in the form of native deciduous trees (including some tolerant of changing climatic conditions) creating wildlife corridors and attractive landscape features.

Areas of high quality open space provide a range of functions and activities along these routes to help tie the new communities into the town and promote exercise and healthy lifestyles. Links to the surrounding countryside provide access to existing and new areas for outdoor sports and informal recreation, consistent with enhancement/expansion of biodiversity.

- Traffic management measures promoting alternative means of travel such as pedestrian/cycle routes, improved and expanded bus services including park & ride and possible river taxis - as part of the enhanced attraction of the historic core of the town to visitors. Strategic road connections from the new areas to the A1/A46 to avoid additional traffic routed through the town centre. Improvements to A46 to accommodate this traffic and complete a high quality strategic route from north of Lincoln to the midlands.

- Acknowledgement of the town's heritage through the use of locally distinctive and appropriate materials, enhancements to the town centre and market square, the use of public art. Structures/features in each of the new housing areas provide views across the town to landmark buildings such as the castle and parish church.
- Town centre expansion sensitively handled to retain the unique character of this core part of the town. Limited development of waterside areas with high quality contemporary design to encourage greater awareness, use and enjoyment of the two rivers. Consolidation/expansion of secondary/higher education and sports facilities in the wider town to match the increased potential as a result of the growth.

So now we await the next stage in the process, adoption of the final version of these principles, with many questioning the sense of planning for growth at a time when the national economy is contracting. Since it is national government money that will make the difference between success and failure so far as the Growth Point project is concerned, sceptics may be justified in their view. However, if we as a society want to have any influence on the end result, whatever and whenever that may be, we must continue to be involved.

C is for a Church

Book review by Gillie Wilkinson

Do you know what a reredos is? Or who William Hilton was, or who Anne Taylor neé Heron was? When was the crypt of our parish church made into a treasury?

All this and more can be found in a little book called *C is for a Church, Newark Parish Church, St. Mary Magdalene's* by Sue Tapply.

Each letter of the alphabet leads to another fascinating fact about our church. This is a book you can dip in and out of and each time come up with something new.

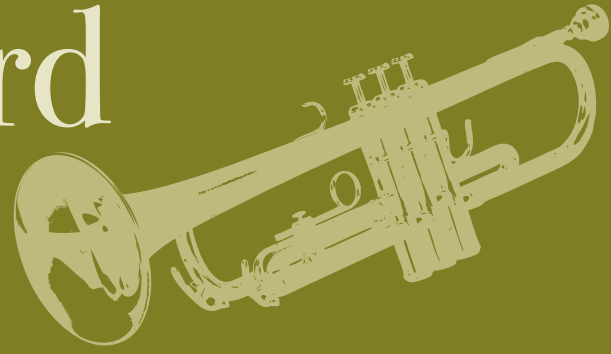
Sue was born in Devon and came to live in Newark via Scotland, Canada, Vienna, Mexico, Austria and India. She has had jobs as diverse as a council gardener, working on a kibbutz, in a leper hospital, with handicapped children, with exiles and refugees and was a scorekeeper for the Austrian Cricket Association.

She is a journalist and editor and, since moving back to Britain, has written several books including *C is for a Church* and *S is for Southwell*. Both are published by The Handmaid Press and are available from the Minster Gift Shop and Stray's Books in Newark for the modest sum of £5.99.

For more about Sue and her books go to www.suetapply.com

Newark's Third Jazz Festival

By Peter Duncan



"Across May's third weekend and nestling comfortably between the County Show and the CAMRA Festival, the town once more buzzed to the sights and sounds of jazz in our pubs, restaurants, shops and public places, for residents and visitors alike.

Some 70 bands played in some 30 venues across our "Square Mile", opening at the Parish Church with a brand-new composition, the Newark Suite, by local trumpeter and band-leader Nathan Bray and culminating in a party atmosphere at Ann et Vin on Castlegate where Andrew Hall's New Orleans All Stars were joined by Shirley Alexander from that fine city for an uplifting evening of trad jazz and gospel music. Truly, the Mississippi did indeed meet the Trent!

But what has all this got to do with the Civic Trust, you may well ask? Well, apart from some, perhaps many, of our members having been amongst the over 10,000 folk who attended, Newark's distinctive layout, architecture and atmosphere were central to the Festival's concept and execution. As Festival Director Paul Sparks observed, "With our background in the Business Club and being keen both to support existing businesses and to promote the town generally, we felt that Newark's mix of venues, ease of access and welcoming atmosphere would lend themselves perfectly to an intimate Jazz Festival - and so it has proved."

Many of the events took place at locations long-associated with live music - the Castle and the Navigation, Cafe Bleu, Salt and Reed's - but great successes were recorded at venues less obviously linked to jazz, or even to music! Our Georgian Town Hall Ballroom hosted both a Senior Citizens' Tea Dance and a full house for "Celebrating Grapelli" led by Dutch original, Tim Kliphuis, to an impeccable acoustic delivery, whilst the Baptist Church metamorphosed into the Baptist Concert Hall for 4 hours of younger, more modern sounds. Newark's iconic retailer Holdens converted their ground floor into a jazz hot spot on the Saturday morning, followed by a more intimate, guitar-led session at Ambience Interiors in the afternoon.

At our historic Town Club, the music moved outdoors, at Stray's Coffee Bar 4 trios graced the courtyard whilst the Sunday lunchtime Jazz Parade filled the streets with laughter, dancing and decorated umbrellas. The former Brooks Garage turned into Jazz et Vin - what would Mrs Ashton have made of that? - and both the snug Castle and the cavernous Mayze offered 5 gigs over 48 hours.

Once again, a previously hidden resource has been converted into an asset and an opportunity and, within 3 years, Newark has effectively become the home for the East Midlands Jazz Festival. The potential for its development is considerable - a former banana shed could be peeled away to reveal an exceptional venue. Integration into a coherent Tourism and Promotion strategy becomes a possibility in the light of recent initiatives from our energetic Town Clerk, Jim Hanrahan. And the more Newark's historic core prospers, the more investment and upgrading will come our way.

Now that's what I call, "Caring for the town's environment" - in one sense at least!"

We'll still be making music this year, in spite of the recession!

There will be 2 Jazz et Vin! gigs as follows:-

Saturday, 16th May - The New Orleans All Stars at 10 o'clock 'til late

Sunday, 17th May - TJ Johnson and his band, 8 o'clock to 10 o'clock

Tickets now available from Ann et Vin.

Five gigs are planned at the Castle and two, maybe three, at The Mayze. Stray's has something in mind and also the Fox and Crown. Keep your eyes and ears open for further announcements.



Newark Civic Awards - input for magazine

As notified with our last issue, the triennial Newark Civic Awards scheme took place from October to November, writes Bill Davidson. Represented by George Wilkinson and me, the Trust once again partnered Newark Town Council, NSDC and the Newark Advertiser in organising the competition.

It was the town council's turn to make the administrative arrangements, for which we were duly grateful.

Together we perused the list of building projects that had been completed during the past three years and agreed to divide them into six categories - Best New Build Residential, Best Non-residential Conversion, and so on. Then we selected those we felt were the three or four most meritorious projects in each category as a shortlist for the public to vote on - as previously, we also provided space on the voting slips for people to insert their own choices if they disagreed with ours. This time around, for the first time, people could also vote via the Advertiser's website. During our discussions we also decided to make a special one-off award for what we considered to be the best new school building, in recognition of the effort that has been put into this area of development over recent years.

After voting closed we kept the results secret until the awards ceremony, which was held in the Town Hall council chamber on 26th November. In a manner similar to the Oscars, names of contenders were read out and the winners revealed, as follows:

**Best Residential Conversion - 3
Lenton Terrace**

**Best Non-Residential Conversion
- Via Italiano restaurant,
Stodman Street**

**Best Residential New Build -
1 Starr's Yard (a second win for
Trust member Chris Healy)**

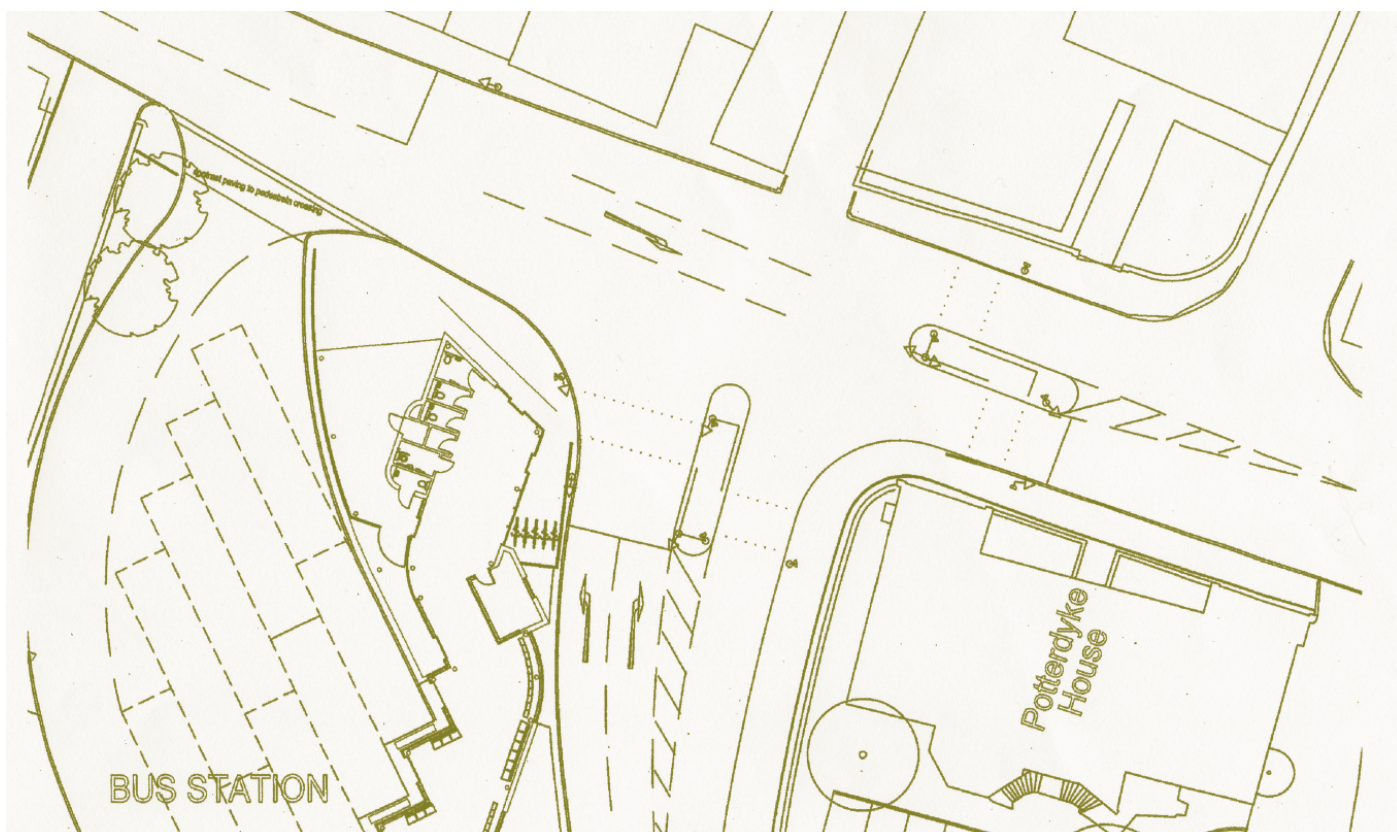
**Best Non-Residential New Build
- 65 London Road**

**Best Shopfront Renovation -
Bird's of Bridge Street**

**Best Enhancement -
Newark College main entrance**

**Best New School Building -
Barnby Road Primary**

The enthusiasm and delight with which each winner received their award clearly illustrated one of the chief aims of the scheme - to encourage and recognise development schemes of good quality. All of our candidates had produced good results by making that extra bit of effort that lifts the end product above the so ordinary. Our congratulations go to them all, and our thanks go to our partners in the scheme and to those (including you, dear reader?) who took the trouble to vote.



Final Potterdyke Comments- Report for Magazine

In our last issue I reported the reservations our planning committee expressed during our initial consideration of the amended proposals for the Potterdyke site. I mentioned that we had to wait for a revised Transport Assessment before we could finalise our opinion; this document duly appeared and we were, sad to relate, duly disappointed.

The following is a summary of our formal response to NSDC:

"We are seriously concerned that the design of roadways and pedestrian access to and within the site is extremely unsympathetic, indeed hostile, to the needs of pedestrians. These pedestrians are supposed to be able to move freely and easily between the new development and the town centre to provide the economic benefits that are said to justify the entire scheme.

"It would appear that, in designing the access points in Portland Street and Lombard Street, the over-riding

aim (dictating large corner radii and wide visibility splays) has been to maintain the speed of vehicles as high as possible, with pedestrians wishing to move along these streets just having to make the best of the resulting wide crossing points, with no convenient pedestrian crossings.

"At road crossing points in Lombard Street and at Beaumont Cross, pedestrians will be given the opportunity to cross the carriageway only when traffic lights provide a break in motor traffic, and they will also be required to cross each road in two stages - the 'wait, walk, wait, walk' experience.

Those crossing Lombard Street from St Mark's Lane will be deprived of a conveniently located Pelican crossing and forced to walk north along Lombard Street (crossing the lane between Blockbuster and Kingsman Interiors) to reach the new traffic lights; they will then have to 'wait, walk, wait, walk' in order to reach the Asda site or the bus station. Pedestrians negotiating Beaumont Cross and those walking along the south side of Lombard Street, as well as passengers entering or leaving the bus station, will also have to 'wait, walk, wait, walk'. I believe these points are well illustrated by the

detail we show from the proposed plan of the Lombard Street junction.

"The design thus favours the needs of motorists and makes no attempt to assist, indeed deliberately hinders, non-motorists. This is totally unacceptable, given that the developers and the local authority have stated that one of their chief objectives is to improve the vitality of the existing town centre, especially Carter Gate, by encouraging shoppers to move easily between the centre and the new development.

"The result is bound to be that many of those pedestrians and others who can be bothered to approach the town centre, or who may be unable to avoid it, would be tempted to dodge through the moving traffic at more convenient locations, with obvious road safety consequences; others may choose to avoid the town centre altogether. We consider that the highways design should be rejected and an investigation carried out into replacing all the traffic lights with roundabouts and zebra crossings - which currently work together extremely effectively at the Beast Market Hill/Castle Gate junction - or providing a much more straightforward and pedestrian-friendly arrangement (such as a broad Pelican across both carriageways) in the same position as the existing Pelican in Lombard Street.

"The revised Transport Assessment is of such a poor standard that it should be rejected in its entirety. Although it admits that the proposed development includes a "bus station terminal", it then excludes any pedestrian traffic generated by that facility from its calculations and minimises the impact of pedestrian flow across Lombard Street because "...

significant pedestrian flow ... is [presently] largely associated with the existing bus station which is to be relocated ..." (my emphasis). Furthermore, its sanguine conclusion to the effect that vital town centre junctions will become "saturated" by the extra traffic consequent on the development, but that "some self regulation" (by which, we infer, it means "people avoiding Newark town centre") will deal with this is deplorable. However, the document does have some merit in stating that, "The development will create additional pedestrian demand between the site and the town centre ...", thus giving support to our argument that the highways design is fundamentally flawed.

"The developers have given several verbal assurances, and have included in previous submissions, that the lane alongside Martindale House (Lombard Street) would be included in the development. This, as well as coming to resemble Chain Lane as a picturesque shopping parade, would provide an element of a straightforward and natural link across Lombard Street to St Mark's Lane. The omission of this element (as well as an acceptable Lombard Street crossing) is extremely disappointing.

"The indicated provision of cycle racks is inadequate - perhaps the developers are unaware of the Growth Point consultants' finding that cycle use in Newark is well above the UK average. Or perhaps they are relying on motor traffic congestion to discourage cyclists from entering the area once their designs are realised."

We went on to state the concerns we had about the buildings proposed for the site (as reported here previously),

as well as submitting that the impact on the town of the Growth Point proposal cannot have been included in the developers' calculations. We felt that it was therefore unwise to proceed with the wholesale commitment of the Potterdyke site to retail use when the capacity of the "anchor" food store might be found inadequate, or the store's location inappropriate, within a short time of its opening for business.

At the meeting of the NSDC planning committee on 11 November it was reported that Notts CC Highways had said that increased traffic congestion "Was the sign of a successful and prosperous town". Despite the committee chairman's comment that "An application such as this is far beyond the comprehension of the planning committee," his committee went on to approve the Potterdyke plans with only minor conditions. None of our strong objections figured in the planning officer's report or in the comments made by committee members.

The new development was always going to provide a challenge to established town centre shops, but we were promised that good linkage between the two areas would result in benefits for them both. That linkage will not now be provided - the domination of motor traffic in our town will continue and increase, placing a barrier between competing shopping areas. Those of us who genuinely fear for the health of the town centre can only hope that the authorities will, in time, see sense and institute a proper traffic management system that will give due priority to the needs of pedestrians. Let us hope that moment does not come too late.

DATES FOR YOUR DIARY

Visit to St. Mary's Guildhall, Lincoln

On a wet and windy June night last summer, 18 intrepid explorers set out for downtown Lincoln.

Most of us stopped off at Asda for cheap petrol (at least 4p litre cheaper than Newark). That was delay number one - only one payment kiosk open!

Approaching Tritton Road - ROAD CLOSED - FOLLOW DIVERSION!! Delay number two. A bridge has collapsed and the repairs are due to go on for some time. The instructions were explicit once we were back enroute and we duly arrived.

We were greeted by Ken Franklyn and a lovely lady who had the urn on ready to make us a warming cup of tea or coffee.

Being an old building (dating back to 1127) it is not disabled friendly and the room we sat in was upstairs. Ken explained all about the building, how they came to own it and the story of the renovations so far.

Downstairs we were taken into a room with a large glass panel in the floor showing the original Roman Fosse Road beneath it.

Through a door at the back are the old stables - in a sorry state of repair that needs £1½ million to restore them, money that is just not available. Often grants have to be matched £ for £ and since we won the 2012 Olympics have become harder to source.

Lincoln Civic Trust, like ours, has an ageing membership (the oldest is 101 years old) and needs new blood with new ideas.000000000000 They own the Guildhall and need ideas how to exploit it's potential and that of the stable block when (and if) it is restored. It is well worth a visit when you are in Lincoln. If you would like to visit the office is open Monday, Tuesday and Thursday mornings 8.30 to 12.30. Telephone: 01522 546422. Email: lincolncivictrust@btinternet.com or put Lincoln Civic Trust into Google for full details.

Gillie Wilkinson

26th March

A History of The Post in Nottinghamshire

Dennis Humphrys relates the story of the development of the postal system.

30th April

Slate Headstones

Ted White describes and illustrates the fascinating carving of headstones in Newark & Notts.

All meetings are in Newark Public Library in Beaumont Gardens, London Road, Newark. Doors open at 7.10 pm for a 7.30 pm start.

28th May 7pm

Visit to the Leicester Trader.

Following our successful talk by Mr. Les Reid.

Directions: Take the B6166 (Farndon Road) out of Newark. Turn right into The Maltsters just BEFORE the paper shop / mini supermarket. When the road bends to the right, turn left into The Weavers. At the top turn left into the dead-end. No. 24 is in the corner facing the river. We will meet everyone out side.

Ladies – flat shoes and trousers! Please car share as much as possible as there is limited parking You could always walk up along the towpath!

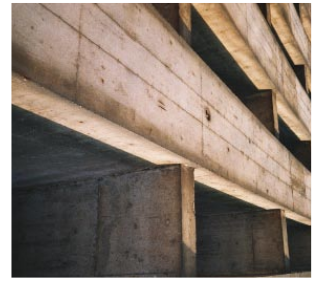
25th June 7pm

Visit to Tuxford Windmill

Have a "naughty but nice" cream scone and a cup of tea in the grounds of this restored mill. We have in the past had a talk and visit to this mill by the restorer, Mr. Ostick. It has been in new hands for a while now and is a thriving working mill and we think it is worth another visit.

Directions: Straight up the A1. Take the slip road off to the left to Tuxford. Go straight into the village. At the T junction turn left. Follow the road down the dip and up the other side. The windmill is near the top on the right. Parking is in the grounds near the mill. Ladies wear flat shoes and trousers! There is plenty to see and do if you cannot climb the mill.

If you get lost - Gillie's mobile is 07846 997 985



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