

August 2015

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Notice board

17th Sept, St. James Centre, 7:30p.m. "Alnwick and the changes it has undergone since the latter part of the 18th century". Extracts from a lecture delivered on the 13th of December, 1871 by John Atkinson Wilson, Esq.

12th October, 2:00 p.m. Planning Advisory Panel. Please contact chair if you are able to attend.

12th November, 7:30 p.m. St. James Centre, our annual Any Questions Panel will discuss topical local issues.



Summer trip to Roddam Rigg

Our main summer trip was a visit to Roddam Rigg, at the kind invitation of Lord and Lady Vinson.

The house at Roddam Rigg replaced a dilapidated 18th century farm. It lies a couple of miles south of Roddam Hall, which Lord and Lady Vinson restored, and where the family lived from 1975.

The new house is in a style described as "modern farmhouse Georgian". It was built by local craftsmen, using local materials, including stone from Swinton Quarry, near Berwick. It is positioned to take advantage of magnificent views around three sides, looking across Whittingham Vale.

The house is symmetrical, with the east wing welcoming the sun in the morning, and containing the kitchen, drying room, laundry, and larder. The west wing contains the library, cellar, utility room, and a self-contained suite of accommodation. Between are the central hall, designed for entertaining and dining, and the stairway.

It had clearly been a long-standing dream of Lord Vinson to design and build his own house. He drew up the plans himself, with the aid of a local draughtsman. The whole approach demonstrates careful and detailed thought about how to meet the needs of three generations of the family, and accommodate their lifestyle; respecting local tradition (and climate), while taking advantage of modern techniques, in a glorious setting.

Throughout the house, the choice of materials, the quality of workmanship, and many of the interior decorations are reminders of Lord Vinson's background in industry, and as chair of the Rural Development Commission, and the Craft Council of Great Britain.

We are indebted to Lord and Lady Vinson for their hospitality and generosity in inviting us to their home. We are left with a lasting impression of a practical and successful family house, of which they have good reason to be proud.



The large houses of Alnwick

Various different institutions have owned some of the largest houses in Alnwick for half a century or more, but several are now being sold. Questions still hang over the future for Ravenslaw. So we have been looking at how the stock of grand houses in Alnwick has fared since they were first built.

We examined the history of 22 large houses, built between the end of the 18th century and the early 20th century. It isn't always easy to uncover precise dates for construction or a change of use, so we estimated some. Corrections and additional information from readers would be welcome.

Four of the houses on our list no longer exist, but almost half of the remainder are still in domestic use. On average

these have served their original purpose for 120 years. In the second half of the 20th century about half the houses on our list changed use, with most ending up in the care sector. On average they have now served their new role for 50 years. In turn, this era in their life is now coming to an end. The most plausible future for some of these buildings is a return to residential use. A few are listed. Questions remain over the future for others.

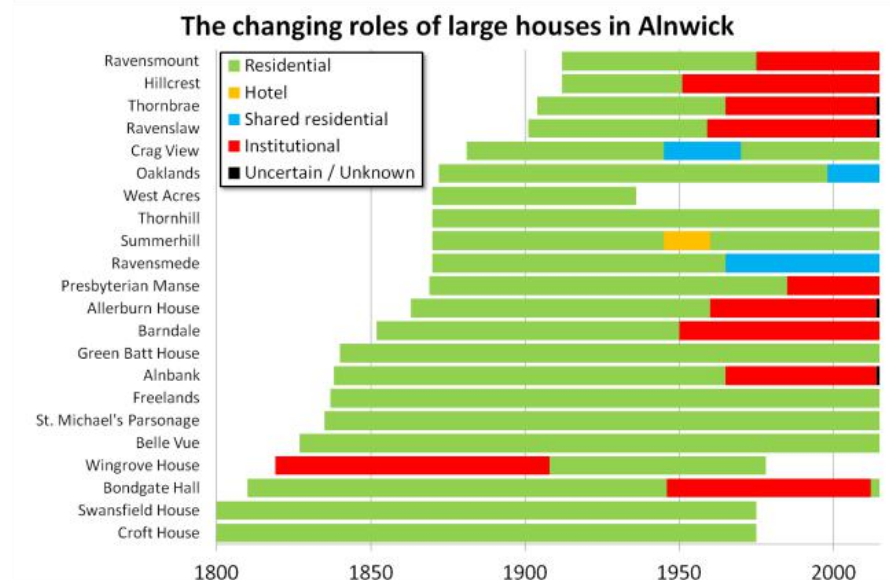
In many ways this is a success story. To retain over 80% of these buildings is an achievement that many communities would envy. With an average age of 150 years, it is a credit to their builders and owners that almost half continue to be in residential use, and almost half have adapted to a new role.

The concern now is that options for the future seem limited. Some are no longer seen as suitable premises for either the care sector, or for offices. None have recently attracted the hospitality sector. Few individuals have the resources to take on responsibility for their conservation.

Many of Alnwick's most imposing domestic buildings remain; and we hope most will find a sustainable role and long-term future. But it is difficult to see how all can survive the challenges ahead.

Whatever their individual merits, these were the homes of leading local figures; and for half a century many housed a generation of new public institutions.

Their story is surely worth recording.



Two Sustainable Transport Initiatives

You wait years for a sustainable transport initiative, and then two come along at once! Two different initiatives by the county bring renewed hope that we might begin to see more progress.

A Sustainable Travel Audit for the County Council has examined facilities for pedestrians and cycling within the town centre in order to inform future improvements. It found Alnwick a particularly difficult streetscape to explore and navigate, and proposes a consistent design, improved crossings, more convenient access between Alnwick Gardens and Castle, re-organised parking, and cycling links with Alnmouth Railway Station.

We found some aspects of this report disappointing. Insufficient attention was paid to the pivotal role of the market place, and the report would have benefited from more local input. The authors emphasise the centre, and the needs of visitors - with less attention to changing traffic patterns within the town itself, such as the impact of the new high school.

Nevertheless, we warmly welcome this report. It correctly identifies the issues, proposes viable solutions, and provides a good framework for discussion of the options.

Meanwhile, and separately, the county has also begun to examine the feasibility of different options for sustainable travel to the new high school. The Society has contributed to this study, along the lines covered in previous editions of this newsletter.

Taken together, the scope of these two different initiatives is comprehensive, and the different proposals and options are compatible.

So it is no surprise that the steering group for the Alnwick and Denwick Neighbourhood Plan also welcomes the sustainable travel audit, supports the aims and objectives, and sees a good fit with the ADNP.

There are elements missing. The principal areas that need further consideration are the South Road approach, cycle / pedestrian routes to the new high school, integration of the Market Place, and Street Lighting revisions.

But the central concepts are right: that changing priorities for pedestrians should be clearly signalled at the town centre gateways, that this has to be done consistently, and that it will best be achieved through design and distinctive local features, rather than enforcement.

In choosing priorities, the greatest benefit will be achieved within the town. The impact of vehicles is most acute from Bondgate / Narrowgate to the foot of Pottergate, and work on the gas mains is due to start in the autumn: so this is one priority area. Another is to slow traffic approaching fast down Clayport Bank into the Fenkle Street / Market Street / Market Place junctions. Because of the new school, cycle improvements on the route of the former Conhill branch, and from the western housing areas are a higher priority than linking with Alnmouth.

We have to accept it is unlikely that all desirable elements will be delivered together. Progress may be more gradual than we would like. But for these schemes to work properly it is essential to maintain consistency, and without sufficient investment, no worthwhile improvement can be expected. So we hope members will voice their support.

Lane survey: Chapel Lane

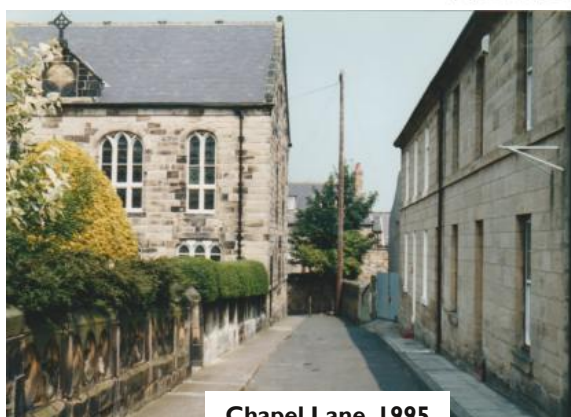
In 1995 the Civic Society made a study of the public lanes that link Green Batt to the centre of the town. This major effort contributed to a Conservation Partnership between Alnwick Council, Northumberland County Council and English Heritage.

The survey summarised the history of each lane, recorded its state at the time, and suggested improvements. The society wanted to draw attention to the importance of the lanes, and the need to make them attractive and safe, in a manner compatible with best conservation practice.

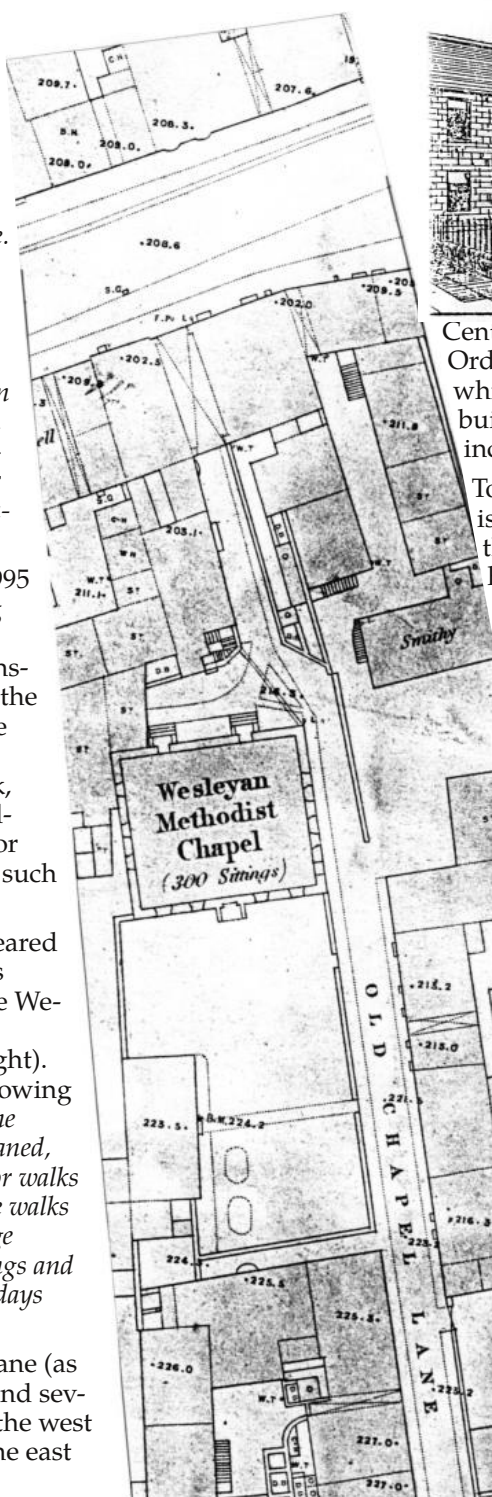
Chapel Lane as it was in 1995 is shown far-right, running from Green Batt north to Clayport Street near its transition into Market Street. In the map of Alnwick in 1624 the area which later included Chapel Lane appears blank, probably implying an amalgamation of earlier strips for some agricultural purpose such as common grazing.

By 1774 strips have re-appeared on the map, with buildings fronting onto Clayport. The Wesleyan Chapel was built in simple style in 1786 (top right). Its history includes the following note: "With the building of the Chapel, the yard had to be cleaned, the passage swept, the hedge or walks clipped and the grass from the walks removed. In June 1790, George Pringle was paid seven shillings and sixpence for seven and a half days work to keep the garden".

The 1827 map shows the Lane (as Chapel Yard), the Chapel and several other buildings along the west side of the Lane. By 1851 the east side was also built up.



Chapel Lane, 1995



Chapel Lane, 1866



Chapel, 1786

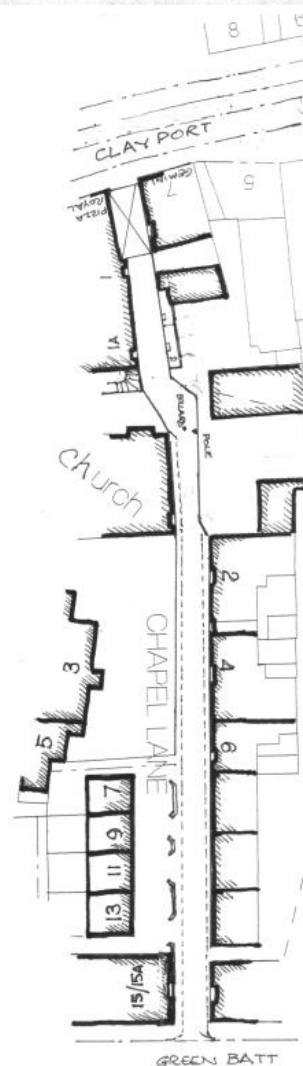
Centre is an extract from the Ordnance Survey of 1866, which shows in detail all the buildings along the lane, including floor levels.

Today, the building pattern is much the same, although some buildings have been altered or replaced. The Chapel, now known as the Methodist Church, and the Manse were considerably embellished at the centenary of their building, and the Chapel had been extensively re-roofed and refurbished at the time of the survey. In about 1970 four new brick houses - nos 7, 9, 11 and 13 - replaced the former stone houses shown on the 1866 map; they have, regrettably, been designed to be completely out of character, whereas the designers of the three new houses in Three Tuns Lane backing onto the east side of Chapel Lane and of the new block of four flats at 16/ 18 Green

Batt at the south end, finished only in 1995, have successfully reproduced traditional styles.

We hear that residents of Chapel Lane are currently working on a number of improvement initiatives. We hope to have more news of these in a future edition.

Chapel, 1886



Chapel Lane, 1995

Barnyards walk

In 1889, George Skelly described several walks in his "Historical Guide to Alnwick, and the immediate neighbourhood". This is one, in his words. The base map, below, is from the same period.

Few towns in the kingdom are so favourably situated for scenery and beautiful walks as Alnwick. It makes little difference what part of the town you are situated in, for, from any point, you may with little trouble find your way to wander amongst glens and waterfalls, or in the more open breezes of cultivated fields and moorland scenery.

It is hardly possible in a limited space to enter minutely into the many public walks that exist about the town and neighbourhood, but for the sake of enumerating a few, we will commence again at the top of Rotten Row. From this point, two roads branch off; one leading to the south, by way of the Recreation Ground, Herd's House, and the West Turnpike, and the other going through the Quarry Hills and joining the Abbey Road at the Bridge.

From the latter structure, you get a fine view of the Mill, River, and Vale. A short distance from the bridge and summit of the hill, thickly surrounded by trees, is a picturesque little modern building known by the name of Barnyard Cottage; where for years has resided, Francis Holland, Esq., the respected constable of the castle. The walk from Barnyards to the north turnpike, or old Edinburgh road, is one of the finest in the neighbourhood; all along the route, a magnificent view of the Castle, Town, and Dairy Grounds is commandable. From east to west, the whole of the ground traversed formerly belonged to Alnwick Abbey, and was known as the Pennywells. How the land came to acquire this name, has often been a matter of surmise. Not a few have been inclined to think that it may have arisen from "penance", a punishment inflicted on certain brethren of the convent, for non-compliance of duty; whilst not undervaluing the cogency of such reasoning, we think it is more likely that the name may have arisen from the following facts: It is now generally admitted that the first of the Nor-

man settlers in this district, pitched their habitation on the banks of the Aln; it is equally certain that for a time they would find no great supply of spring water in the vale, and that they would be compelled to seek it from the neighbouring heights. This being so, the most feasible notion is, that a small customary charge would be levied by the brethren for the use thereof, hence the Pennywells.

Having reached the north road, should you feel inclined, you may prolong your journey in a northerly direction by way of the ruins of St. Leonard's Hospital and Malcolm's Cross. In prosecuting your course up the brow of the hill, you will find yourself amply repaid for any additional trouble, by the magnificent sight of the Cheviot Mountains, and other places of interest in the landscape, gradually expanded to the view. From Broomhouse, which stands on the top of the hill, a road strikes to the east, passing through the delightful village of Denwick, and communicating with other roads leading in the direction of Embleton, Howick, Longhoughton, Littlehoughton, and Ratcheugh. The other footpath goes in a northerly direction, and leads to Broxfield, Rennington, &c.

In most cases, however, the tourists and sight-seers, after visiting the ruins of St. Leonard's, and the monument to Scotland's unfortunate King, invariably retrace their steps to the Lion Bridge; and from this point, shape their course through the "Pasture" or northern demesne. With the Castle boldly planted on the opposite embankment, and the river flowing smoothly downwards, they wend their way through this charming bit of scenery. Of all the lands in the neighbourhood, none possess such attractions to the natives of the town as this. For generations it was regarded as open ground, the inhabitants having liberty to go about it without let or hindrance; and none of the Earls of Northumberland appear to have thrown any obstacles in their way.

Decision on listing of Ravenslaw

English Heritage has published the reasons why it did not recommend Ravenslaw House for listing in 2014:

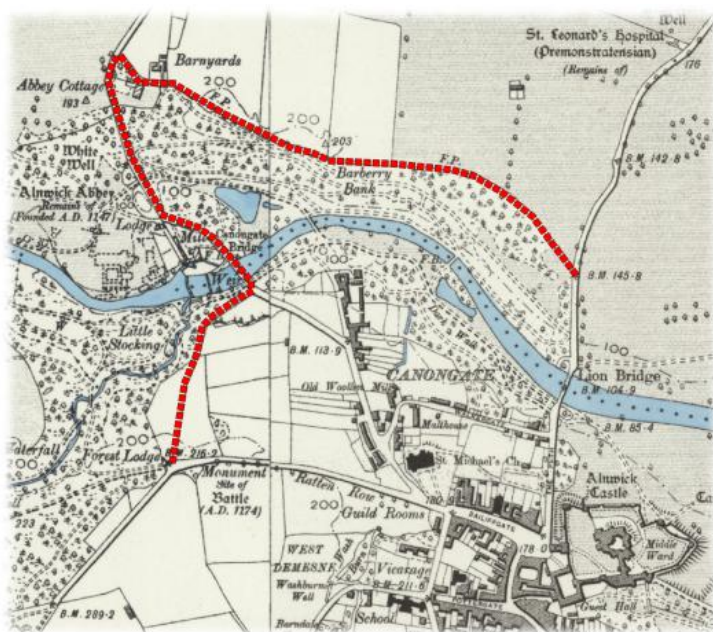
Architectural interest: the design of the house is very restrained indeed and lacks the bold playful quality seen in most Scottish Baronial style houses. **Historic interest:** being a late-C19 suburban villa, the house lacks any particular historic interest. **Date and rarity:** the house was built in 1870, at the time of a large scale expansion in numbers of detached suburban villas being built for the so-called - 'nouveaux riches' across the whole of the country, and as such, it cannot be considered as rare. **Alteration:** the interior has been sub-divided into nine flats and the external appearance has been altered by the replacement of the original timber windows and the loss of the attached conservatory and greenhouse. **Historic association:** the house does have a strong association with William Hardy;

however, the house was not built for him and he was one of a series of owners of the property. **CONCLUSION:** Whilst Ravenslaw House has as strong local interest due to its association with William Hardy, it is too altered and of insufficient interest in a national context to merit listing.

The full document is here: <http://tinyurl.com/nqnt8cl>

The principles behind such decisions are described here: <http://tinyurl.com/oceaog>.

There are a couple of factual errors in the decision document, which arise from an error in a contemporary newspaper article. We do not think that these materially affect the decision, and we have not challenged it. However, this is not the first time that this misunderstanding has arisen, so we have written to English Heritage with a correction, to try and prevent further confusion.



News in Brief

As the summer began, the Northumberland Tourism Business Barometer was already starting to report an increase in visitors this year. By the end of June, 64% of attractions were reporting an increase in visitor numbers, and 30% were reporting an increase of more than 15%. Half of businesses offering self-catering accommodation reported increased occupancy, and reports on serviced accommodation were even better. The season seems to be getting longer: occupancy improved in February and March, and visits increased 16% over the Easter period. Individual business report some mixed results, but the number of on-line enquiries has increased, with the majority of searches being for short stays - of 4 nights or fewer.

Our thanks to all who pointed out litter black-spots after we raised the question in the last edition of the newsletter. While recognising an overall improvement in the town, and commending the contribution made by volunteers, we have also drawn the attention of the Town Council (Recreation and Amenities Committee) to some remaining black-spots:

ation and Amenities Committee) to some remaining black-spots:

- The former quarry adjoining the "Summer Seats" footpath from Lisburn Street to Swansfield Park
- Clayport Square, adjoining several take-away food establishments
- The Ha-Ha north of Greenwell Lane Car Park, including the area around the re-cycling facility
- The basement area in front of General Lambert's House in Narrowgate
- The footpath between the cemetery and Sainsbury's
- The enclosed garden at Ropery Court, off Stonewell Lane

In accordance with EU Regulations a combined Strategic Environmental Assessment and Sustainability Appraisal of the Alnwick and Denwick Neighbourhood Plan has been carried out. It examined all the plan objectives, policies and proposals against a set of 12 sustainability objectives, and found that policies have been specifically chosen and formulated to adhere to the principles of sustainable development.

All of the policies in the section on Heritage, Design & Culture performed positively against objectives which relate to local distinctiveness and built and cultural heritage.



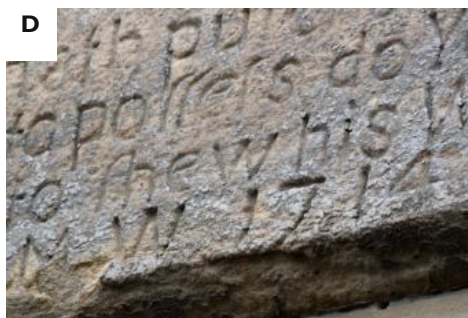
As reported on the front page, our visit to Roddam Rigg was a success. But unfortunately we had to call off the other planned trip to the Castle and Literary and Philosophical Society in Newcastle this summer, because of a disappointing level of support. Our membership has been growing (slowly), our profile remains high, and the committee is keen to engage with as many members as possible. But we are struggling to organise events with sufficiently wide appeal. If you have suggestions on how we can improve participation, or (even better) if you have an imaginative idea that you can help to organise, then we would love to hear from you. We really do need your help!

Pub Quiz

In 1871, when Alnwick boasted more than fifty inns and hostelries, J. A. Wilson gave a talk on changes since the 18th century: *"With regard to the inns and hostelries that existed in Alnwick about the close of the last century, they were almost as numerous as at present, and although their outward appearance might not, in every respect, be so imposing, yet nothing was wanting in their internal arrangements to secure the comfort of those who frequented them"*.

Today, there are fewer pubs in the town, and nobody can say how many will be left in future.

We wonder how many members will recognise all of these notable examples. Enjoy your research.



England's top 20 MPs

| Rank | MP | Constituency | Listed Buildings |
|------|------------------------|----------------------------------|------------------|
| 1 | Geoffrey Clifton-Brown | The Cotswolds | 5,524 |
| 2 | Mel Stride | Central Devon | 4,417 |
| 3 | Sir Alan Haselhurst | Saffron Walden | 4,206 |
| 4 | Oliver Letwin | West Dorset | 4,187 |
| 5 | David Warburton | Somerton and Frome | 4,060 |
| 6 | Bill Wiggin | North Herefordshire | 3,960 |
| 7 | Mark Field | Cities of London and Westminster | 3,800 |
| 8 | James Cartlidge | South Suffolk | 3,286 |
| 9 | Scott Mann | North Cornwall | 3,262 |
| 10 | David Cameron | Witney | 3,192 |
| 11 | John Howell | Henley | 3,046 |
| 12 | Rishi Sunak | Richmond (Yorks) | 3,046 |
| 13 | Philip Dunne | Ludlow | 3,016 |
| 14 | Claire Perry | Devizes | 2,969 |
| 15 | Geoffrey Cox | Torridge and West Devon | 2,956 |
| 16 | Anne-Marie Trevelyan | Berwick-upon-Tweed | 2,953 |
| 17 | James Gray | North Wiltshire | 2,937 |
| 18 | Julian Smith | Skipton and Ripon | 2,883 |
| 19 | Derek Thomas | St Ives | 2,798 |
| 20 | Kevin Hollinrake | Thirsk and Malton | 2,796 |

Based on the number of listed buildings in their constituency, our MP ranks in 16th place out of 533 English MPs.

With more than four times as many listed buildings as the average MP, it will take just 240 more for Anne-Marie Trevelyan to overtake David Cameron.

Purely for their own amusement, of course, members might like to suggest some noteworthy buildings in Alnwick that ought to be listed in order to help narrow the gap.

County Council Property: the plans for Alnwick

Members will already be aware that Northumberland County Council is looking to rationalise their property portfolio: to release assets, improve service delivery, and reduce property-related costs. Over the next three years they will develop and deliver plans for each of the major towns in Northumberland, including Alnwick. This involves setting out a vision for service delivery and delivering cost savings. By 2017 they hope to have a single integrated council office operation in each major market town.

The County Council have already disposed of some council property in Alnwick, and more is on the market. Their current thinking involves significant change for the Library, Northumberland Hall, the Playhouse, and various offices around the town.

Nobody would question the advantages of taking service delivery closer to clients, making effective use of assets, and improving efficiency. What might be questioned is why these issues had not been addressed earlier; whether current pressures on council funding mean that short-term financial considerations will weigh too heavily in any

decisions; and whether opportunities will be missed to make a positive contribution to wider policy objectives, such as heritage conservation, economic development, etc.

The council currently owns, or leases, a number of significant buildings in Alnwick. Decisions on their estate will inevitably have a direct effect on other properties, and may influence decisions across a wider range of public services. The programme of rationalisation and relocation of service delivery will affect the whole county, so may involve moving jobs into, or away from, Alnwick. This will inevitably have further implications for employment, transport, and the vitality of the town.

Our immediate concern is that these plans are properly aligned with others that impact the future of the town. The priority is to ensure consistency with the Alnwick and Denwick Neighbourhood Plan. We understand that scrutiny of this is currently under way.

Does the county spend enough on Conservation & Heritage?

In 2013-4 Northumberland County Council and Northumberland National Park together spent just over £660,000 on Conservation and Heritage. That represents £2 per head of population, which is 10% lower than the average in England. It was 40% lower than the spend in Northumberland during 2010-11.

If we use the number of planning applications to measure development activity then the budget is pretty much in line with the average authority. But discrepancies appear when we consider the rich built heritage in the county. Apart from the sheer scale of Hadrian's Wall as a World Heritage Site, Northumberland is responsible for one in every 60 of England's listed buildings. If the Conservation and Heritage spend was proportional to the number of buildings worth protecting then it would be at least twice as large.

Nor does Northumberland compare well with similar authorities. Durham spent 60% more, with 40% fewer listed

buildings. Cumbria has 50% larger population and 50% more listed buildings, but the authorities there spent nearly three times as much on Conservation and Heritage. Cornwall, at the opposite end of the country, has 50% bigger population, a council that is 50% larger, and twice as many listed buildings to protect, but spent nearly three times as much on heritage and conservation.

These are not the most extreme examples. Bath & North-East Somerset has increased spend on Heritage and Conservation over recent years - to more than £80.00 per capita. Luton, on the other hand, spends just £0.05p per capita.

With ongoing pressure on budgets, the question now is not whether Northumberland is falling out of line with the average authority. That is pretty much where their Conservation and Heritage budgets stand. The question is whether being average is good enough for Northumberland.

Should the society support a 20mph speed limit in Alnwick?

The short answer is "yes and no". There is also a longer answer.

Since our Streetscape Report of 2007 the society has argued that Alnwick has to find a better balance between the needs of pedestrians and motorists. Eight years ago we saw the solution as traffic calming to achieve shared space. We have watched the evidence for this position mount, and we remain convinced that this is the way ahead. However, support has been limited, and there has been little (some would say "no") progress since 2007. Now the Sustainable Transport Assessment takes a similar view (see page 2).

Others, including the Chamber of Trade, advocate a 20mph speed limit. This shows a recognition of both the problem, and the need for change. Progress will not be made unless the issue is acknowledged, and we stand alongside those who agree that something must be done, and should be done soon, to make the town centre more accessible.

We are all affected by the way traffic is managed in the town, so it is important that the issues are widely debated. More towns are using traffic calming than did in 2007, but still few of us can speak about it from direct experience. We all have experience of speed limits. So one side-effect of debating a 20mph speed limit is that a wider range of stakeholders are drawn into the discussion.

Recurring themes have emerged when 20mph limits have been debated elsewhere. So we can anticipate some likely concerns: • the costs of enforcement • that limits will be flouted • the case for allowing different speeds in different places, under different road conditions and different times of day • the risk that slow-moving traffic will cause congestion • challenging the evidence on the benefits.

Planning matters

Our third Planning Advisory Panel was held on 1st June. There was little new activity to discuss, and a disappointing level of attendance so the discussion revisited some familiar issues. We hope there will be a wider participation, and a greater spread of views at our next panel on 12th Oct.

The Conservation Officer made no objection to the application for a double garage at Freelands, and felt that no listed building consent was required: it is a fairly ephemeral construction, of acceptable dimensions and understated design. The house is not visible from the public realm, and the garage will have little impact on its historic character or significance. We agree.

A proposal for a two storey, four bedroom residential property on land South East of Ravensmount Residential Home in Alnmouth Road was withdrawn in May after a number of objections by neighbours.

The proposed Rugby Club Car Park attracted comment from the County Archaeologist, who has no objection in principle but recommends respecting the line of the former trackbed, so that the route of the former branch line is still recognisable: *"The route of the former railway should therefore be regarded as a 'heritage asset' in the context of the NPPF"*.

His position is slightly different to ours, but it's an interesting one - that could have wider implications.

We previously regretted a proposed change for a unit on Lionheart Enterprise Park, from industrial use to a fitness centre, but we decided not to comment. Temporary permission has now been granted for three years. This is not the intended industrial use. In the short term there is no shortage of industrial space in the town, but there is a fear

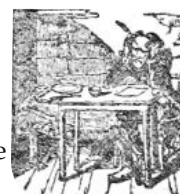
A shared-space scheme, based on traffic calming, will address some of these issues. These schemes differ from speed limits, in that they use design principles (rather than enforcement) to influence behaviour. They should prove easier to operate, but are likely to be more difficult to design and implement well. Experience shows that they do reduce traffic speeds, increase pedestrian access, and improve road safety. They also serve a wider range of economic, environmental, and social aims. They encourage business activity, and are popular with the public and traders. They are a particularly good fit to the needs of an historic market town, with a complex medieval street-lay-out, where pedestrians and traffic will always need to share the same space, and where the quality of the streetscape is an important part of the visitor experience.

We welcome a growing recognition that something needs to be done about traffic in Alnwick. Various proposals are now being discussed. We are more optimistic than we have been for some time that we will see progress. But we are not naive enough to expect everything to happen overnight.

So we see a debate on a 20mph limit as a step forward.

After so long, any movement is welcome. But we hope the consensus will lead to a proper traffic calming and shared-space scheme, because we believe that is the right direction. Imposing a speed limit is not a solution that will work in isolation, because it will be difficult to enforce. However, it could form part of an interim solution.

There are going to be several steps before we reach our final destination. The debate on a 20mph limit means we are heading in the right direction, but we have definitely not yet reached the end of the road.



that supply of industrial space could constrain employment in the longer term. A temporary permission, with a review in three years seems a sensible way forward.

Revised plans have been submitted for the siting of a bin store adjacent to Wetherspoons at the former Corn Exchange. This is a detailed change, with relatively low impact, but of considerable interest in that it means the project is still under development. We are keen to see a viable use for this building, so this is good news.

An application has been submitted for a two storey rear extension, single storey porch extension, installation of roof lights, a new parking area, removal of existing car port and other minor alterations, repair and refurbishment. for Hope House Farm. This involves a significant increase in the footprint, but this (listed) building is in need of investment, and the proposals appear sympathetic. We have no objections.

An application has been submitted for conversion of Sion Hall in St Michael's Lane. This is an important building of historical significance, listed (Grade-II) and featuring on the "Inspired Alnwick" Trail. The building has suffered through several changes of use, and although the proposals lack detail, they do not seem unreasonable. We are inclined to be supportive, although we did get in touch with the council when something went awry with the consultation process (for which they they have apologised).

An application for change of use of 9 Paikes Street (former Greenwood's) has been withdrawn

Rumours abound regarding the future of Narrowgate House, but no firm application has been submitted.

Diary dates

Civic Society...

17th Sept, St James Centre at 7:30p.m. "Alnwick and the changes it has undergone since the latter part of the 18th century". Extracts from a lecture delivered on the 13th of December, 1871 by John Atkinson Wilson, Esq.

12th October, 2:00 p.m. Planning Advisory Panel. Please contact chair if you are able to attend.

12th November, 7:30 p.m. St James Centre, our annual Any Questions Panel discuss topical local issues.

...and more

Bailiffgate Museum, to Aug 24th: Living, Learning and Local Running including Barresdale in Living Memory and Swansfield Park 60th Anniversary.

Bailiffgate Museum, Sept 1st: Family Life in the 1930's, 40's and 50's. A talk by Andrew Clark, author

Heritage Open Days 10th-13th Sept: Look out for details on www.heritageopendays.org.uk

Northumberland County Council, Oct-Nov: Proposed Local Plan Core Strategy - Pre-Submission Draft consultation

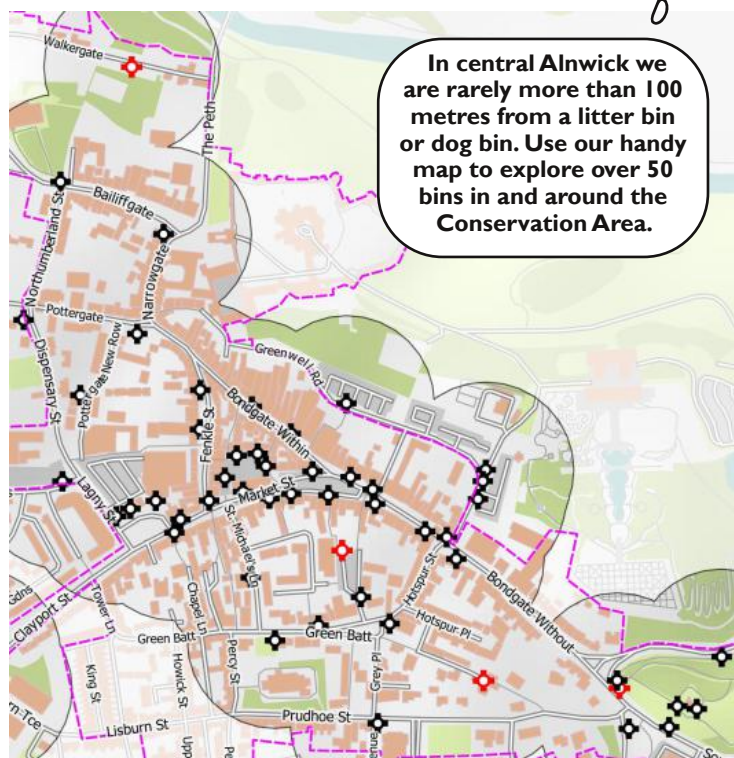
About Alnwick Civic Society

Alnwick Civic Society was formed in 1974, following the defeat of proposals to re-develop the town centre with a modern shopping area. Since then it has sought to influence development proposals, especially in the town centre and conservation area, to ensure they protect and enhance our heritage.

The society has been involved in successful high profile campaigns. It continues to pursue its objectives and provide a voice for members: through dialogue with planning and conservation professionals, and like-minded organisations; by offering advice, scrutinising and commenting on development proposals; and by recognising excellence, organising public meetings, developing guided trails, and a variety of other activities.

In response to changes in the planning system the society has been heavily involved in development of the Alnwick and Denwick Neighbourhood Plan, and works with local partners to influence policy at a county level. It seeks to influence national policy in co-operation with other bodies within the civic movement, and was a founding member of Civic Voice.

All who share our aims can support the work of the society: by joining as an individual, family or business member; by participating in activities, sharing ideas, raising areas of concern and pointing out examples of good practice. Or simply by demonstrating pride in our town, and spreading the word about the value of our work.



Who's Who?

President: Philip Deakin

Chair: Peter Ennor (peter.ennor@gmail.com)

Treasurer and Membership: Gill Parker

Honorary Secretary: Sue Smith

Other Executive Committee members:

Elizabeth Jones

Trish Jones

Brian Lamb

David Lovie (davidlovie307@btinternet.com)

Peter Reed / Newsletter (peter.reed@aligre.co.uk)

Caroline Stewart

Web: www.alnwickcivicsociety.org.uk

Twitter: [@AlnwickCivicSoc](https://twitter.com/AlnwickCivicSoc)

Facebook: [AlnwickCivicSociety](https://www.facebook.com/AlnwickCivicSociety)

Quiz answers

- (A) Black Swan Inn (B) Fleece Inn
- (C) Tanners Arms (D) The Plough
- (E) John Bull Inn (F) Oddfellows Arms
- (G) Penny Black
- (H) Ye Olde Cross (Dirty Bottles)

NEW WAY TO PAY OLD DEBTS

I tell thou what, Will, said a plain country clown,
Some strange things gan forward in yon Alnwick town;
For when I was there, I heard the folks say,
They've found a new way their auld debts to pay.

Why Dick, roar'd out Will, thou hez surely gaen mad,
Folks can't pay auld debts when the times are se bad;
When wor wark is se scarce, and the bread is se dear,
Wor auld debts mun still stand, that to me is quite clear.

Thou's wrang, my good friend, the thing is quite plain,
They gan tiv ane DUNCAN, who lives in Paikie's Lane,
And sign the Teetotal, and promise that they
Will no more taste strong drink from that very day.

This promise they keep, and the alehouse forsake,
And their most raging thirst with pure water they slake;
Their money they save, and these blessings they find,
Improvement in Health, and Contentment of Mind.

Their bits o' loose money are all hoarded up,
That they used to spend on "a comforting sup"
And at the year's end ('tis a strange thing to say)
They find themselves able some auld debts to pay.

Will jumped from his seat, and cried, with surprise,
"If in that simple thing such a grand secret lies,
I'll sign the Teetotal the next market day,
And then I'll be able some auld debts to pay"

19th century Broadside Ballad, printed in Durham