

August 2017

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## Notice board

October 11<sup>th</sup>, our ever-popular, annual Any Questions event, 7:30 in St James Centre, Pottergate. As always, we will invite a stimulating panel, and look forward to a lively (but civilised) discussion.

November 3<sup>rd</sup> is the planned launch date for our booklet celebrating *Some Alnwick Heritage Heroes* at Bailiffgate Museum. There's a lot of work to complete first, but we hope members will put this milestone in their diary now. If you can help with the launch, promotion and distribution of the booklet we would love to hear from you.

How many people do you know who are considering joining the Society? Would a copy of this newsletter encourage them?

If so, just ask.



## Summer outing: Alnmouth

*We have a long-standing convention that the Civic Society's Summer outing will be held on one of the finest, most sunny days of the summer.*

This year was the exception.

However, in every respect apart from the weather we had a glorious day. Our thanks to Gill Parker for organising the visit; to Tessa Nichol for a fascinating tour of Alnmouth; and to Brother Joe, for insights into the story of the Friary, the family who originally built it, and the daily life and work of the brothers who live there today.

Alnmouth is well known as a picturesque tourist destination, for its magnificent beach and charming estuary.

Locally, most of us are familiar with the broad outline of the history. But Tessa wove together a mass of less familiar detail, along with a number of personal anecdotes as she took us on a delightful stroll around some of Alnmouth's hidden gems, and lesser known sights.

Linking the origins of Alnmouth, its setting and role in 7th century religious debate, the burgeoning and decline of the



port along with the grain trade, then development as a seaside resort following the arrival of the railway.

**"A small sea-port town, famous for all kinds of wickedness"**

John Wesley

After lunch we were shown around the Friary by Brother Joe of the Friary of St Francis. The main ministry of the brothers is hospitality, and we were warmly welcomed. More importantly, we heard how the brothers welcome those from less-privileged backgrounds, and those in need.

The house is situated in impressive gardens, with views over the sea and the estuary. It was originally built as a private dwelling (Lint Close) in stages, between 1904 and 1916 for Arthur Schofield, and his wife. The Architect was W. H. Knowles (1857 – 1943).

After the Schofields passed away the house had a chequered history, as a hotel and night-club, before being restored by the Society of St Francis in 1961.

Memorable features include elaborate fireplaces, early electric light, and a fine stained-glass window commemorating the first World War (which happened to contribute to Schofield's business success).

It was particularly encouraging that, despite the weather, this outing was well supported by members.



# In 1948, architects advised “proper respect and care”

Described as “one of the finest small towns in the North of England”, Alnwick is to undergo revolutionary changes in the distant future if the recommendations of Messrs Lutyens and Greenwood, prominent London architects, are followed (said the *Morpeth Herald*, on April 9th, 1948).

They were commissioned by the Duke of Northumberland to replan the town layout and its development. Their report came before Alnwick Urban Council on Tuesday night, and its consideration was deferred in view of a pending visit of the county planning officer.

It deals with property demolition, sanitary improvements and amenities such as the situation of schools, sports grounds and an industrial area.

It states that the buildings in Alnwick, with few exceptions, were erected subsequent to the Act of Union, earlier buildings having been destroyed in the Border Wars. The principal exceptions to this are the Castle, the Church of St Michael and the Hotspur Gate. These buildings, particularly the Castle, had a profound effect on the planning of the town. The original town carried on the tradition of the “red roofs of Alnwick” mentioned by Shakespeare. There was hardly a single building left which could be considered up to the present standards of structure and amenity (excepting the new Council Estate houses).

Some improvements were begun before the war in the way of slum clearance. The problem in general terms is how to remedy faults without spoiling a beautiful and historic town and depriving the inhabitants of half their dwellings while sites are required and new ones built.

To house the inhabitants fully up to the latest standards it would be necessary to destroy almost the whole of the centre of the town and spread it out to twice its size. There should be care and respect for the many fine historical buildings and its general character. The Great North Road passing through it made a major contribution to the problem. It would be uneconomical to use stone only for all buildings, as had been done in the past.

An important factor which might influence the fate of Narrowgate (a bottle-neck of the Great North Road) was the possible by-passing of the whole town by the proposed diversion of the Great North Road. As an alternative a proposal had been made to widen Narrowgate. As most of the traffic from Newcastle to Berwick did not stop at Alnwick it was considered that the diversion of this through traffic would be no loss to Alnwick.

The report favoured the retention of the 14th century gateway, Hotspur Tower. Slowing traffic on the Great North Road to a single line was a mixed blessing. However, no serious accidents had occurred at this barrier.

## Other changes

The present position of the railway station was a proper area for industrial development. The Cattle Market should

be moved into the industrial area. At present it was practically surrounded by dwelling houses. The mart causes traffic congestion, noise nuisance from bellowing beasts, and the roads leading to it were a sanitary nuisance on mart days.

## The recommendations

Inside the line of the walls the present lines of the main streets and present stone buildings on these frontages should be preserved, and the derelict buildings behind them should be cleared out. The buildings and shop fronts on the main streets should be controlled to prevent the use of incongruous materials and the covering of existing stone fronts with signs etc.

The long-term policy of improving the town as a whole should be constantly borne in mind. Given a fully agreed-upon policy the best results will not be attained by sweeping obstacles on one side, but by using them as the necessary character-giving incidents in the plan.

Outside the line of the walls all new industry should be kept in an industrial area near the railway station and all new housing should be placed in relation to schools, playing fields, access to the town for shopping, etc.

As to housing, very serious early consideration to the lines of planning with an intention to do the best rather than search for the cheapest should be the constant policy of the authority.

“Alnwick, with its historical associations, is one of the finest small towns in the North of England, and it is impossible to ignore the responsibility for preserving and adding to it with proper respect and care”

## Back issues

Any of our back issues can be downloaded in digital format from the Civic Society Web Site. We also retain some spare printed copies. Please get in touch if you would like a paper copy of any of these issues.

Examples of some heritage topics we have covered include:

Feb 2014: War Memorial, Green Batt Garden

May 2014: Duke's School Opening

Aug 2014: Kempe Window, Castle Quarter

Nov 2014: Market District, Ravenslaw

Feb 2015: Cawledge, Bondgate Quarter, Post Office

May 2015: Alnwick Moor

Aug 2015: Chapel Lane, Barnyards Walk

Nov 2015: Allerbun House, Dodd's Lane, Three Tuns Lane

Feb 2016: St Michael's Lane

May 2016: Library, Correction House Lane

Aug 2016: Allotments, Corn Exchange Lane

Nov 2016: Pickwick Lane, Schools

# Neighbourhood planning: more than 50 years ago

*Fifteen years after Lutyens and Greenwood (see, left), the 1963 Northumberland County Development Plan proposed:*

**Industry:** The main site allocated for industrial development is the industrial estate of about 27 acres at the south-east of the town.

**Housing:** It is proposed to provide land for new dwellings for about 2,040 persons during the period. The chief new residential areas proposed are as follows:

- Ratten Row on part of the allotments immediately to the north of the small Alwynside housing estate
- Hill Crest, between the Roman Catholic Girls' Grammar School and the Ravensdown Housing Estate
- St Thomas' Farm on the north side of Clayport between Clayport Gardens and the Shepherd's Rest public house
- South of Greensfield Avenue, on the market gardens site on the south side of Greensfield Avenue
- Hope House Lane, between Hope House Lane and the Roman Catholic Secondary Modern School
- Fisher Lane, astride Fisher Lane to the north and west of the Alnwick Infirmary

**Education:** approximately 4 acres of land near St. James' Park is allocated for school playing fields; approximately 2 acres of land adjoining the Alnwick South County Primary School is allocated for school playing fields

**Health:** land is held by the Newcastle Regional Hospital Board to provide general hospital facilities, a physiotherapy department and a maternity unit at Hillcrest. By 1981 the board may need extra land for an additional hospital ward and to re-provide the maternity unit adjacent to the Infirmary.

It is proposed to adapt the former day-nursery school in Howling Lane for use as a junior residential training centre for sub-normal children

**Open Spaces:** It is intended that existing open spaces should be retained and that a public park near the main

residential area should be provided. Approximately 5 acres of land lying immediately east of the Duke's School are allocated for use as a public park. It is also proposed to use part of this site for the construction of an open-air swimming pool

**Woodland:** it is intended that the many fine belts of woodland within the town map area will be safeguarded wherever possible

**Cattle Mart:** It is proposed that the existing cattle mart should be relocated near Alndyke Farm on the Lesbury Road and approximately 16 acres of land are allocated for this purpose

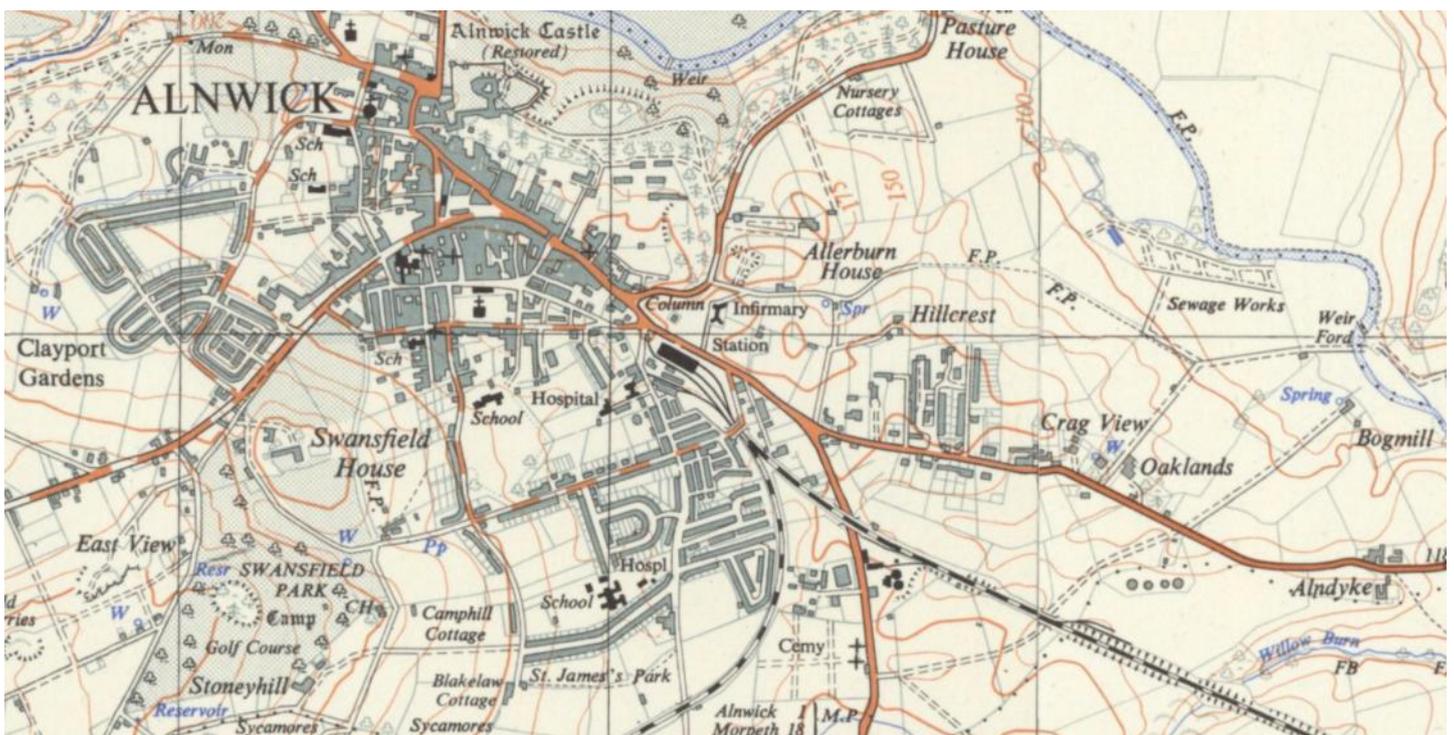
Approximately 0.8 acres of land in Clayport Street is allocated for a **Bus Station**

**Government Departments:** It is proposed to re-accommodate the departments of the Ministry of Agriculture, Fisheries and Food; the Ministry of Pensions and National Insurance; the Ministry of Labour; and the Collector of Taxes of the Inland Revenue Office in the proposed new Crown Office building to be built in Green Batt.

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The following limits to development should be observed:

- On the **North** side no development of any kind
- **Westward** development should generally be kept well below the 400ft contour and no intrusion onto Alnwick Moor should be permitted other than the rounding off of the existing estate
- **South and South-westward** new development should be contained between the 400ft contour and the embankment of the Alnwick Railway but particular regard will have to be paid to layout, choice of material and landscape detail, to ensure that new development will not be obtrusive to the landscape
- **Eastward** development should not extend beyond the Oaky Baulks housing estate, nor any further towards the river



# Planning matters

Northumberland Estates is behind proposals by Lichfields (a planning and development consultancy) for a new retail park situated off Willowburn Avenue, on land that is no longer required by Arcinova (formerly Sanofi / Covance). The scheme is expected to include a foodstore (rumours are already putting names to this), several non-food retail units and smaller units.

The developer believes that many residents of Alnwick and the surrounding area travel much further afield to other town centres and retail parks (e.g. Metrocentre and Silverlink) on a regular basis to do their shopping. They foresee that, as the population of the area grows, there will be a need to improve facilities in the town, meet the needs of local residents and reduce the need to travel to more distant food stores, other shops and services. They claim that the development will boost the local economy, create 90 full-time equivalent jobs and enhance the town's retail offering. The proposals can be viewed at [www.willowburnretail.co.uk](http://www.willowburnretail.co.uk).



Lichfields expects to submit a planning application later this summer. At that point we will be able to comment. The key issues will already be familiar to members from similar proposals in the past (for Alnwick and elsewhere). We would welcome your views on the position we should take, and indications of the strength of feeling.

Post Office, Market Street – Listed Building Consent was sought for the installation of an atm in the shopfront. We decided not to comment.

Listed Building Consent has been sought for replacement of first floor windows with “mock sliding sash windows” at 4 South Street. These are not visible from the street, so we decided not to object, but we have submitted the observation that we would like clarification as to the meaning of the term “new timber mock sliding sash windows”. New timber double glazed sliding sash windows would be most acceptable but we feel that it would be regrettable if the applicant intends to install casement or other window type designed to look like sash windows as we feel these are usually unconvincing.

McDonalds, on Cawledge Business Park, have applied to remove a condition requiring them to provide a right turn lane at the junction of the A1 slip road and the Shilbottle road for traffic heading towards McDonalds and Shilbottle from the northbound A1 and from Alnwick. We have submitted an objection. Whatever the traffic projections produced by McDonald's consultants may suggest, it is very evident that their restaurant and takeaway are generating significant volumes of traffic at all times of the day. The existing right turn is problematic in that traffic performing the turn can (and does) hold up other traffic heading for the southbound A1, causing from time to time a backup to the Willowburn Avenue / South Road roundabout.

Because of the impact on traffic levels in the vicinity it is only right and proper that commercial enterprises should contribute towards improvements to the road layout, otherwise each successive development in the area would be allowed to add to the traffic incrementally at no cost to themselves until, logically, the entire costs fall on the last development in line. As they have already committed to this improvement, McDonalds must be held to account. They will no doubt benefit at no cost to themselves when some other developer comes along and is expected to pay for the next upgrade to the road network in the vicinity. We urge rejection of this application.



We were pleased to note that the banners on Pattinsons in Bondgate Without have now been removed. It's a small victory in the ongoing fight to enhance approaches to the town, but a welcome one.

A number of members have raised questions about the lack of progress on the former Sion Chapel development in St. Michael's Lane. We, too, have concerns about the deteriorating appearance of the site, and (even more importantly) the long-term future for this important building. However, we have been told recently that the work has stalled, rather than stopped. We hope that really is the case.

An application has been submitted for development of nine housing plots, at the rear of the former Willis Garage site at Sawmill Industrial Estate (behind Aldi). The site is not earmarked for any particular change of use within the Neighbourhood Plan. It lies between the fire station site (earmarked for housing) and the Sawmill Industrial Estate (earmarked for Employment Site Regeneration). So using this for housing is not contrary to the ADNP. We have already regretted that the neighbouring site was used for retail space, rather than housing, so in principle we support development of housing in this location.

We find it more difficult to understand why the proposed development combines a mixture of two and three bed semi-detached units that seem a good match to the general area, with a four bed detached unit, which doesn't. We also note that this site lies alongside the track-bed of the Cornhill branch line. We continue to see this as an important asset for the future, and a potential sustainable transport route between developments south of the town and the town centre.



# Traffic Survey

On 16th May, members of the Civic Society, and Members of the Town Council carried out a traffic survey as part of our joint efforts to establish the broad effect that the opening of the new high school is having on traffic levels. We can now compare the results this year, against a similar survey that we carried out a year earlier - before the new school opened.

Overall we measured a 20% increase in traffic volumes around the new school since it opened. This is not as bad as we expected. The volume of traffic entering Wagonway has increased by 35% (which is more-or-less what we expected), but the volume of traffic heading towards town along South Road has dropped by 20% (which was unexpected).

We chose a Tuesday because it is one of most "normal" days of the week. Both surveys were carried out before the May bank holiday, at a time when most students are still at school - prior to many going on exam leave. The survey was carried out exactly one year after our earlier survey so that we could make a direct comparison.

We surveyed from 07:45 to 09:00, but concentrated on the peak hour from 8:00 to 9:00. In total, we recorded 4,442 vehicle movements. We made adjustments to ensure the comparisons were fair. These adjustments allow for vehicles entering and leaving Greensfield Court, vehicles executing a U-turn, and changes in the route to Arcinova. None of those will skew the overall result.

Unfortunately we didn't get to choose the weather. This can have a major effect on traffic volumes. Last year, it was cool and sunny, while this year it was overcast and milder. However, most importantly for comparison, the weather for both surveys was dry.

The overall increase in traffic hides a wide variation in volumes on each arm of each roundabout. Most notable was a drop of almost 20% in traffic heading towards the town centre at the South Road roundabout. This includes a fall of 31% in traffic turning right from the A1 underpass, and a 24% drop in traffic from the A1 slip road. At the time, there were roadworks taking place at the Oaks roundabout, which were a notorious cause of delay. Although work was not taking place at school travel times, many drivers may have been unaware of this.

It might be thought that much of this reduction is because traffic was diverting up Willowburn Avenue and along Wagonway, rather than using South Road. The volume of traffic entering Wagonway did rise by 35% but the results show that very little of this was traffic heading straight along Willowburn Avenue. That rose by only 6%.

In 1948, architects Lutyens and Greenwood produced a Planning Report for Alnwick (page 2). In discussing school locations they declared:

**".. to walk from the most remote dwelling at one side of the town to the most outlying school at the other should not take a child more than a quarter of an hour."**

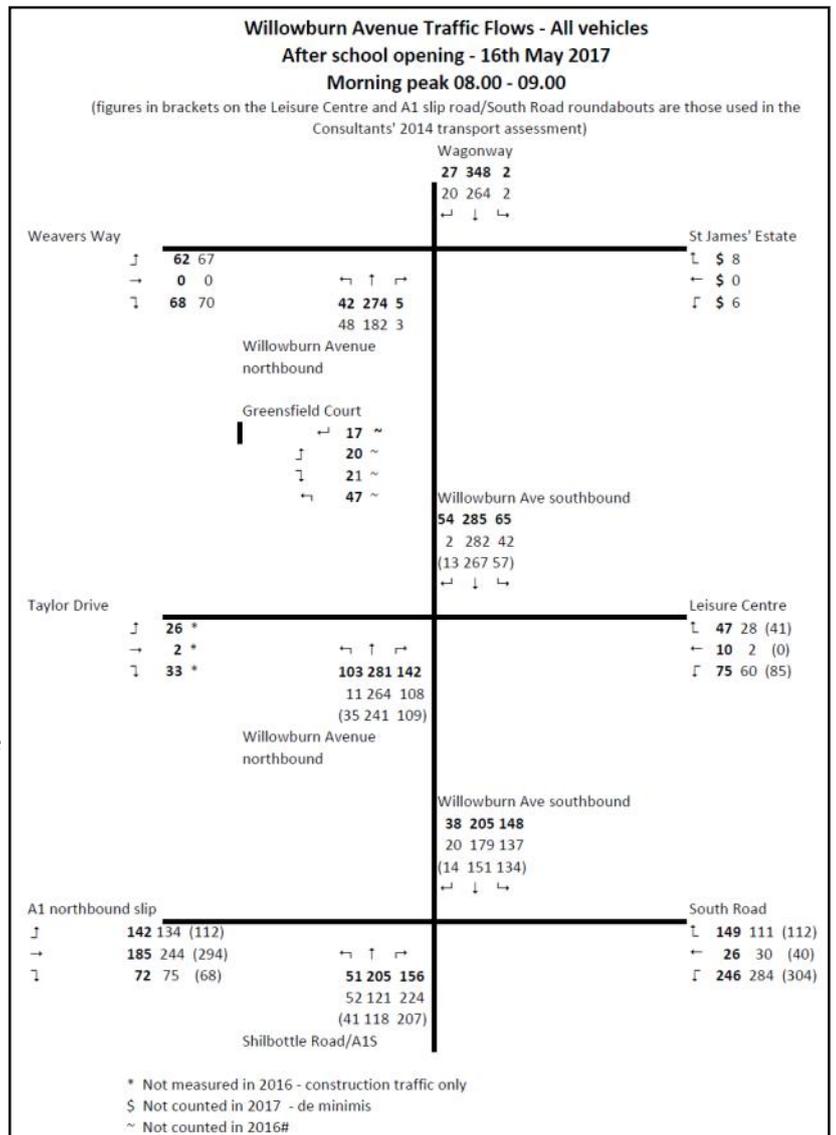
Today, nearly 70 years later, while mobility for most adults has increased immeasurably, we still expect our young people to walk for over half an hour to get to school. For those whose parents are not in a position to offer them lifts, we can offer them no alternative on wet days, yet in 1948 there were quite possibly more alternative bus services available.

As adults, schools, local education authorities and planning authorities we are failing our children.

Some northbound traffic that leaves the A1 to come into town now seem to be avoiding this junction altogether, and staying on the A1 until the Denwick exit instead. The same seems to be happening in the other direction: some traffic heading from town to the A1 has diverted via the Denwick junction too.

As our surveys were on dry days it seems likely that fewer children were delivered by car than we had anticipated. The situation may be different on wet days.

Thanks again to all who participated. With your support, we hope to repeat the survey in 2018 so that we can assess further changes. Taylor Drive is now open as a through route. More changes will occur when the former middle school pupils join the new school in September.



# News in Brief

Historic England are inviting the public to help them tell the story of the places that have shaped England's story. They are looking for nominations of historical hotspots that deserve a higher profile for the groundbreaking moments in history they have witnessed.



You can make a nomination here:

<https://historicengland.org.uk/get-involved/100-places/>

More locally, in preparing our booklet on *Some Alnwick Heritage Heroes*, we are collecting a list of the most important heritage assets in Alnwick. We would love to receive your suggestions of places in town that carry greater significance than is generally recognised.

Members will have been pleased to learn that Woodhorn has acquired one of the "most important archives of Northumbrian social history" in obtaining the collection of papers from Dickson, Archer & Thorp Solicitors.

For more than 200 years, partners in the practice dealt with the business of local families, and were heavily involved in local organisations.

Who knows what we will learn, once a team of volunteers have cleaned, packaged, listed and shared the collection? We cannot be the only ones who look forward to finding out what those 400 archive boxes contain.



**LOTTERY FUNDED**

We have now secured all of the funding that we need to support publication of our booklet celebrating *Some Alnwick Heritage Heroes*. This includes contributions from the Heritage Lottery Fund, the Institute of Historic Building Conservation (Conservation Area Celebration Fund), and the North of England Civic Trust.

The National Library of Scotland holds a large collection of historic Ordnance

Survey Maps. They have gradually been scanning these and offering access online. A few weeks ago they added 25" Ordnance Survey Maps for Northumberland, including examples that cover Alnwick from 1897 & 1923.

Go to <http://maps.nls.uk> and look under "Ordnance Survey Maps", then "25 inch, England and Wales" then browse "individual sheets using a zoomable map". The example below is from 1923.



We were pleased to hear that Lindisfarne Sports Hall and playing fields are to be retained: at least in the medium-term future. We know how much energetic lobbying has gone into securing this decision, and those involved deserve our thanks.

A number of members have remarked on the plethora of advertising notices that are appearing on lamp-posts

around the town. In our view these detract from the appearance of our historic centre, which is what draws visitors in the first place. We are planning to raise the issue, and we would welcome feedback on how strongly members feel about the impact these are having on the town.



"Vehicular anti-social behaviour" isn't a term we have come across before, but we understand what it means, and we recognise it as a growing issue in the Market Place, and elsewhere. A working group is looking at possible solutions, including timed barriers or bollards, to limit access into the Market Place. We have doubts about relying

on physical barriers to control this kind of behaviour. We fear that, at best, they will simply displace the problem to other parts of the town. In the 21<sup>st</sup> century it ought to be possible to come up with a solution that has sufficient sensory capability to detect where problems are occurring, enough independent mobility to relocate to any trouble-spot, and the communication abilities to challenge any trouble-makers. For the sake of argument, let's call it a Police Officer.

## 50 years of Conservation Areas

2017 marks the 50th anniversary of the 1967 Civic Amenities Act and the establishment of the first conservation area in Stamford, Lincolnshire. To mark the event, we are commemorating Alnwick Conservation Areas by celebrating the contributions made by Some Alnwick Heritage Heroes. Meanwhile, Historic England, Civic Voice and the Institute of Historic Building Conservation have been building a picture of attitudes to conservation areas.

Almost all respondents to their survey felt that Conservation Areas had been successful at protecting heritage.

- Most conservation areas appear to be in a stable condition.
- Very few believe modern design to be inappropriate in Conservation Areas.
- The reasons for wanting to continue living in a conservation area include the quality, historic character and general condition of the area.

The picture, however, is not all positive.

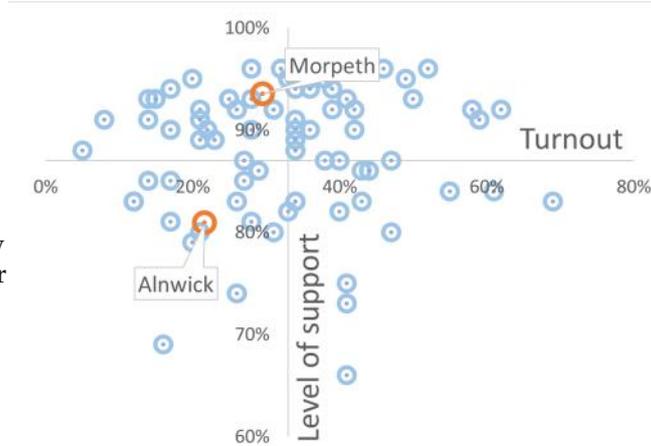
- The controls in conservation areas are not well understood.
- Street clutter, the loss of traditional paving materials, advertisements, a lack of maintenance and loss of historic details were the five most significant concerns.
- The most frequent concerns with loss of historic detailing are with doors and windows, signs and advertising, shopfronts and the deteriorating condition of front elevations generally.

# The ADNP Referendum: what next?

The Referendum on the Alnwick and Denwick Neighbourhood Plan was held on 15th June. As members will already know, the result was 1,174 in support, and 277 against. Turnout was 21.6% of the electorate, and this represents 81% support from those who voted.

Over 200 Neighbourhood Plans have reached the referendum stage. On average the level of support has been 89%. Turnout varies quite widely, but averages just over 30%. So the level of support, and turnout in Alnwick and Denwick were slightly below average. In Morpeth, on the other hand, the level of support was relatively high, and turnout slightly better than in Alnwick.

Turnout was higher than many of us anticipated - given that the ADNP referendum followed shortly after both a Northumberland County Council election, and a Westminster election. A considerable amount of work went into the plan, and in an ideal world it would have been nice to see even more support. However, the team had grappled with some complex issues where opinion in the town is divided. So achieving more than 80% is impressive. Anything more than 50% means the plan has been approved by local people, and it is brought into legal force within 8 weeks of the referendum. At that point, the Neighbourhood Plan becomes part of the statutory development plan for Alnwick and Denwick, and decisions on planning applications will be made in accordance with the policies in the plan.



We already have an example. Following the referendum, but before the order was made, an outline application for residential development on land at Willowburn Trading Estate was refused, unanimously by the county council's strategic planning committee. The decision notice explains: "The proposed residential development would result in the loss of employment land and the creation of residential (C3) land use at the site, contrary to policy E3 of the Alnwick and Denwick Neighbourhood Plan, without any level of public benefit that would justify the loss of employment use and the breach of policy. Policy E3 of the Alnwick and Denwick Neighbourhood Plan which, following referendum and, whilst not yet 'made', is afforded very significant weight in the determination of this application".

This may not be the end of this particular story, but whatever happens at Willowburn, this development is important evidence that the planning policies in the Neighbourhood Plan really do give local people a say in how the town develops.

Alongside the planning policies, the Neighbourhood Plan also includes a wide range of Community Action Proposals. These are the opportunity for the community to shape development in areas that planning policies cannot reach. The Community Action Proposals will be the next priority that needs attention.

## Quiz: Twenty-one years on...

In 1996 the Alnwick Conservation Partnership undertook a photographic survey of the Conservation Area. The pictures were taken by John Housby. They cover most of the Conservation Area, and fill three large albums.

The Society was an active member of the partnership, and used the images when discussing planning applications in subsequent years.

Volunteers at Bailiffgate Museum have now scanned the images so that they can be preserved for future historians.

Can you identify the locations of some changes that have taken place over the last twenty years? The answers are on the back page. (note that only one of these examples has involved loss of significant heritage).



## Diary dates

### Civic Society...

October 11<sup>th</sup>, our ever-popular, annual Any Questions event, 7:30 in St James Centre, Pottergate. As always, we will invite a stimulating panel, and look forward to a lively (but civilised) discussion.



November 3<sup>rd</sup> is the planned launch date for our booklet celebrating *Some Alnwick Heritage Heroes* at Bailiffgate Museum. There's a lot of work to complete first, but we hope members will put this milestone in their diary now.

### ...and more

30<sup>th</sup> Aug - 29<sup>th</sup> Oct, Bailiffgate Museum: Dig-it, a hands-on exhibition exploring the archaeology of the region

From 1<sup>st</sup> Nov, Bailiffgate Museum: Alnwick Then and Now, Unlocking Memories of some of the town's familiar buildings.

Until 1<sup>st</sup> Oct, Discovery Museum, Newcastle: All the Fun of the Fair charts the history of Newcastle's Hoppings fair, first held on the Town Moor in 1882

25<sup>th</sup> Sept / 30<sup>th</sup> Oct: Tyne / Wear Archives: Go behind the scenes and see the hidden gems at Tyne / Wear Archives



## About Alnwick Civic Society

Alnwick Civic Society was formed in the 1970s, 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](mailto:peter.ennor@gmail.com))

**Treasurer and Membership:** Gill Parker

**Honorary Secretary:** Sue Smith

**Other Executive Committee members:**

John Hipwell

Mary McIlroy Hipwell

Elizabeth Jones

David Lovie ([davidlovie307@btinternet.com](mailto:davidlovie307@btinternet.com))

Peter Reed / Newsletter

([peter.reed@aligre.co.uk](mailto:peter.reed@aligre.co.uk))

**Web:** [www.alnwickcivicsociety.org.uk](http://www.alnwickcivicsociety.org.uk)

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

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



Three of our Alnwick bridges are listed Grade-1 on the National Heritage List. We have more Grade-1 listed bridges than Newcastle. Hull deserves our congratulations on acquiring their first Grade-1 listed bridge.

## Quiz Answers

- A) Foot of Pottergate. Now flats
  - B) Bondgate Without. Now Robert Adam Court
  - C) Former Workhouse and Militia Barracks, now Militia Court
  - D) Top of St. Michael's Lane, now Bed and Breakfast
  - E) Former coach works in Howick Street, now Jubilee Court
  - F) Lisburn Street, Bus Depot. Care home currently under construction
- Alnwick's Grade-1 listed Bridges are the Lion Bridge, Denwick Bridge, and Canongate Bridge.
- In Newcastle, the High-Level Bridge and Salter's (medieval) bridge are listed Grade-1.