

# NEWARK CONSERVATION AREA APPRAISAL



February 2022

Newark Conservation Area Appraisal



This document contains the Council's appraisal of the special character and appearance of Newark Conservation Area, with management proposals for the future preservation and enhancement of the area.

# Document details

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**Title:** Draft Newark Conservation Area Appraisal; February 2022

**Summary:** This document provides service users with information on the special character and appearance of Newark Conservation Area.

**Consultation:** Formal public engagement is due to be undertaken between 11<sup>th</sup> February and 25<sup>th</sup> March 2022. Newark Town Council and Newark Civic Trust was also consulted prior to the publication of this document, details of which are set out in the Consultation Document published in December 2021 and available on the Council's website. A public meeting is due to be held at Newark Library on the 9<sup>th</sup> March (6-8pm) and Newark Market Place on the 12<sup>th</sup> March (9am – 12noon).

**Approved:** It is anticipated that the final version of this document will be considered by the relevant Committee after April 2022.

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## Document availability:

Copies of this document are available via Newark & Sherwood District Council's Conservation Team and on the Council's website:

<https://www.newark-sherwooddc.gov.uk>

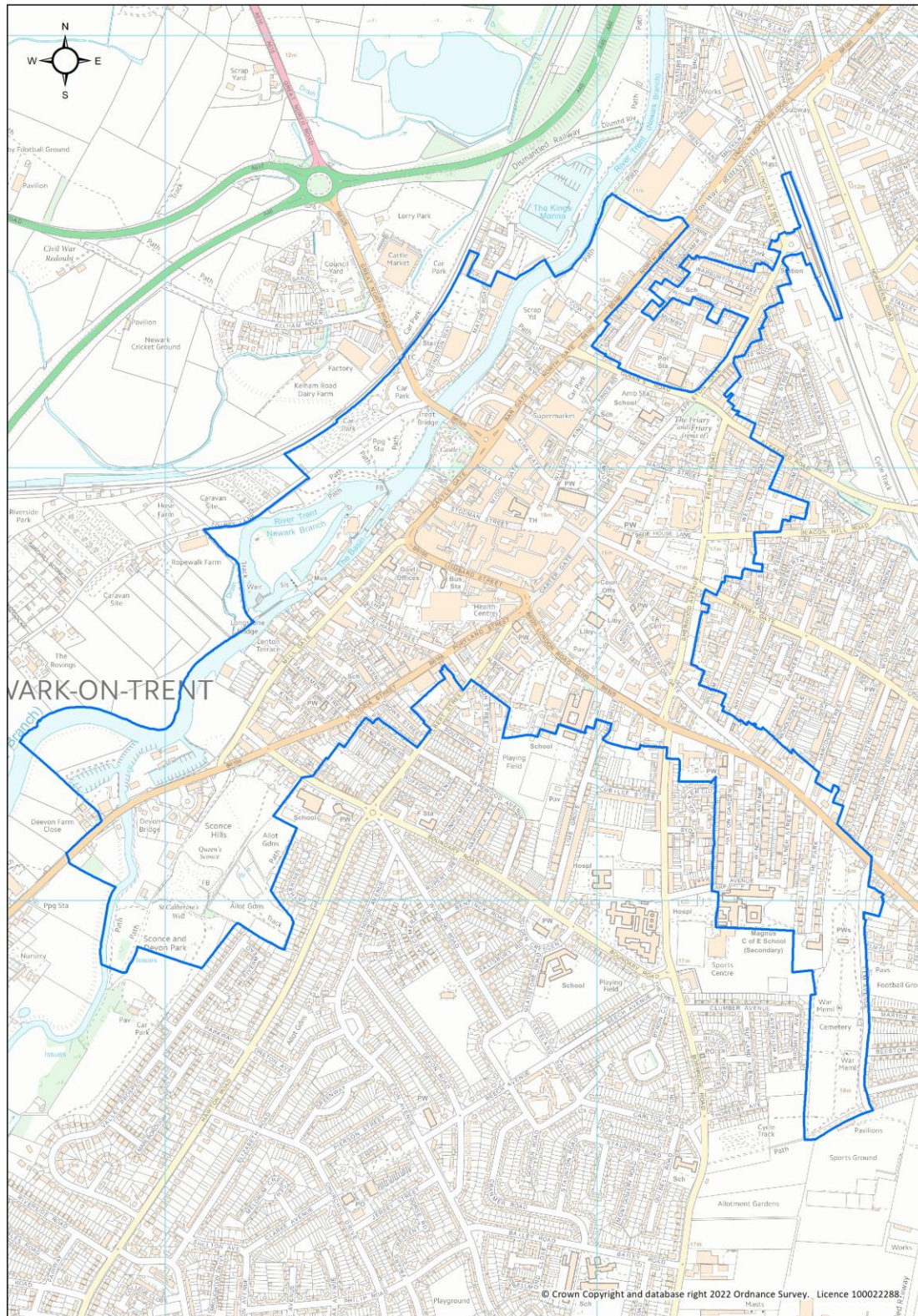
*Front cover photograph: Newark Market Place.*

# NEWARK CONSERVATION AREA APPRAISAL

## NEWARK CONSERVATION AREA APPRAISAL

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# INTRODUCTION | ONE



# NEWARK CONSERVATION AREA APPRAISAL

## INTRODUCTION | ONE

This Appraisal document is an assessment of Newark Conservation Area (CA). The aim of the Appraisal is to define the special interest of the CA that merits its designation and describes and evaluates the contribution made by the different features of its character and appearance.

### WHAT IS A CONSERVATION AREA?

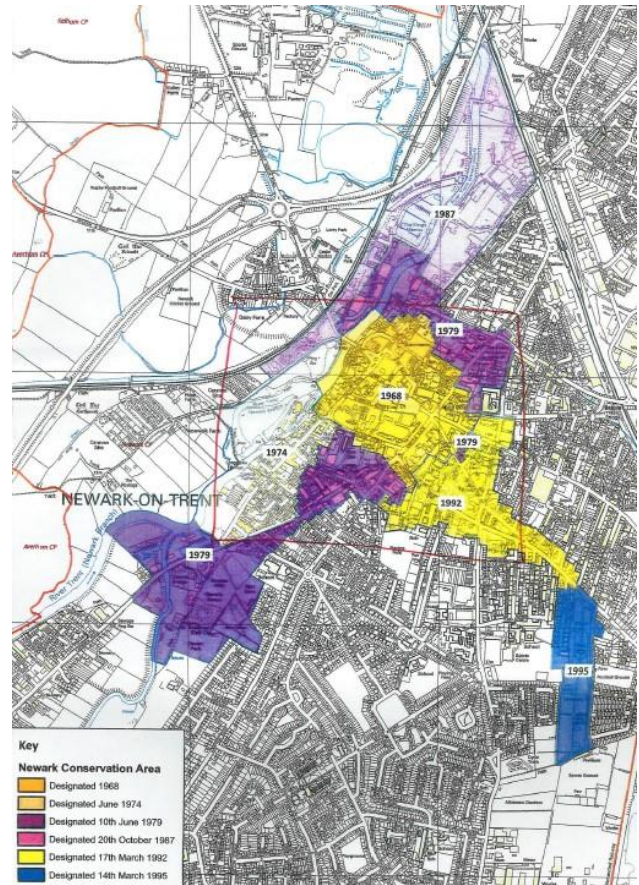
The first CA was designated in 1967 under the Civic Amenities Act and there are now over 10,000 in England. They are designated for their special architectural and historic interest.

In CAs there are some extra planning controls and considerations in place to protect the historic and architectural elements which make the place special.

The current legal basis for designating CAs is under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act'). The provisions of the Act also require the local planning authority to review existing CAs from time to time.

### NEWARK CONSERVATION AREA

Newark CA was first designated in May 1968 and focussed on the historic core of the town, comprising the medieval plan of the town radiating from the market place.

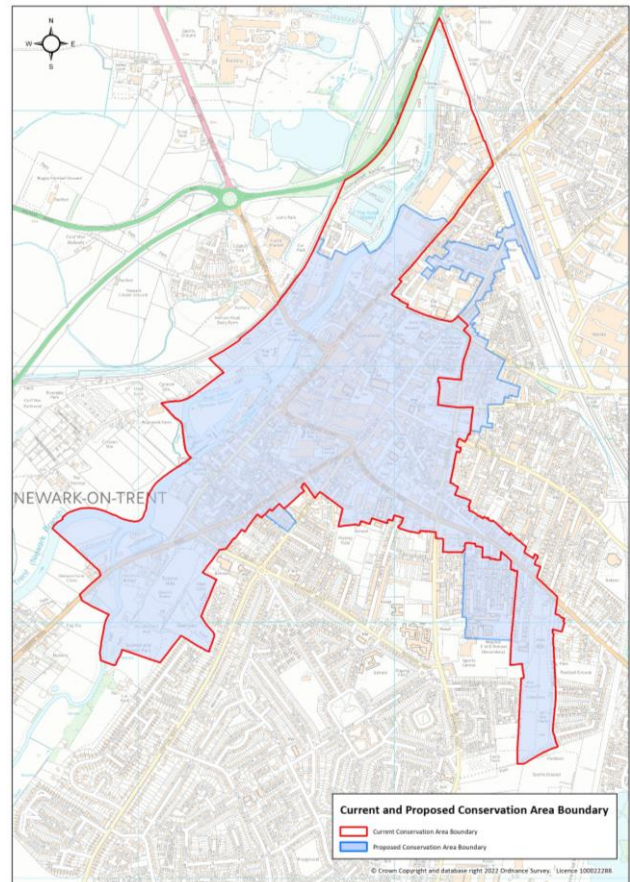


Map showing the different phases of extensions to the Newark CA. The original designation in 1968 is the central area, with two distinct additions in the 70s, followed by further changes between 1987 and 1995.

In 1974, the CA was extended to include Millgate, Parnham's Island and the traditional residential streets up to Victoria Street. The CA was then extended in four more stages: in 1979 when a more rational boundary to the central area was defined; in 1987 when the majority of Northgate either side of the Trent was included; and in 1992 and 1995 when the London Road suburbs and the Cemetery were added.

The CA was reviewed during 2020-21 in accordance with a District wide programme of CA reviews agreed via the Council's Economic Development Committee in 2018<sup>1</sup>. The revised boundary includes: i) The College and additional areas of Friary Road, part of Sleaford Road, Wellington Road entirely, and part of Beacon Hill Road; ii) Appleton Gate/ Northgate Station, comprising parts of Appleton Gate from Queen's Road (principally the eastern side of the roadway) to Northgate Station, and parts of George Street, Warburton Street, and Lovers Lane; iii) Magnus School area, limited to the original school building on Earp Avenue, and Hatton Gardens, Winchilsea Avenue and Milner Street (being a composite example of Edwardian planned housing and education); iv) Crown Street (having good 18<sup>th</sup> and 19<sup>th</sup> century housing stock considered to contribute to the Mill Gate/Victoria Street area of the town); v) as well as removal of parts of

North Gate, including the modern residential and retail development to the north of the Warwick and Richardson complex, King's Marina and modern development along Mather Road, Sikorski Close and Foundry Close.



Map showing the existing and proposed boundary maps that resulted from early engagement and survey work during 2020-21. The amended boundary will be considered by Members in a future Committee after the end of the current public consultation, taking into account community views.

Newark has been divided into different character areas and assessment of the special interest of the CA will be dealt with within each character area description.

for the relevant Economic Development Committee report or on request from the Council (contact details are available at the back of this document).

<sup>1</sup> A consultation report summarising public engagement on this process can be viewed as part of the background papers

Each character area has its own map identifying important building and topographical features. These have been chosen because they contribute most strongly to the character and appearance of the CA. The survey has largely been limited to that visible from the public realm. A list of character areas is as follows:

Area 1: Medieval Core

Area 2: Friary

Area 3: Barnby Gate

Area 4: The College Quarter

Area 5: North Gate Station Quarter

Area 6: North Gate

Area 7: Mill Gate & Sconce

Area 8: Riverside

Area 9: London Road

## WHAT IS AN APPRAISAL?

This document is an assessment of the character and appearance of Newark CA. It broadly defines and records the special interest of the area. This will ensure that there is an understanding of what is worthy of conservation. The appraisal process helps inform policies for the preservation and enhancement of the area and will provide decision-makers with a characterisation of the historic environment. This will enable a better

understanding of the impact of future development in the CA.

CA Appraisals are based on guidelines set out in the Historic England publication Conservation Area Designation, Appraisal and Management (2019). The following themes and sources have been explored in the preparation of this document:

- Archaeological and historical sites/monuments/buildings
- Social, economic and demographic background
- Current and past land use
- Geological and topographical mapping
- Building types, groups of buildings, density of buildings
- Place names and historical references (e.g. road and transport evolution)
- Aerial photos
- Important views, vistas and landscapes
- Historic Environment Record (HER) data
- Plot layout/building orientation and the importance of gaps between buildings and any wider open spaces

The Newark CA is a designated heritage asset in its own right, and contains numerous individual heritage assets. These include both listed and unlisted buildings. The Character Areas in Section 3 within this document gives an overall impression of the character and appearance of the CA, identifying some individual or groups of heritage assets and why they are

important. A full list of heritage assets is to be included in the appendices.

Whilst every effort has been made to create a comprehensive list, it does not necessarily provide a detailed assessment of each individually. It should not therefore be assumed that the omission of any information is intended as an indication that a building or feature is not important. A detailed assessment of significance specific to a building or site within the CA should always be carried out prior to proposing any change.

Further guidance and advice on CAs, including how to get pre-application advice, can be found on the Council's website.

## GEOGRAPHIC CONTEXT

Newark-on-Trent is a market town in the rich agricultural landscape of mid-Notts. It is the largest settlement in the District and located at a bridging point of the River Trent on two national routes, the Great North Road (A1) and the Fosse Way (A46). The modern road system largely bypasses the town today.

Newark lies 20 miles to the northeast of Nottingham, and 16 miles to the west of Lincoln. Mansfield is located 20 miles to the west, and Grantham 19 miles to the south. Southwell is only 9 miles to the west.

Newark sits on the eastern side of the District in a landscape characterised by the Trent valley washlands. The town is

surrounded by a low-lying agricultural landscape containing a traditional pattern of hedged fields and nucleated village settlements. Given the growth of Newark beyond its historic core, this landscape setting is now not very visible from the majority of the CA, which is usually surrounded by further urban development. However, this wider landscape character has informed and influenced the form and character of Newark as it is seen today.

The geology of this area is that of the Keuper marls (Mercian Mudstone) consisting of a bright red clay and an insignificant layer of sandstone called 'skerry'. When rain falls, a little soaks into the skerry but the greater portion flows off at once and forms the streams which are so characteristic of this part of the county (principally formed by glacial retreat towards the Humber). Near its eastern margin, this clay contains layers of gypsum which would provide significant industry for Newark in the modern era.

The traditional building materials of this area are red brick and pantiles, which are well represented in Newark's vernacular architecture.

Newark lies on the southeast bank of the River Trent. The River Devon is a tributary in the town. The historic core of the town grew up around the Castle and Market Place, and no doubt benefitted from having one of the few bridges over the Trent. River trade, and later railway traffic are important aspects of the town's development. The River Trent, as well as



encouraging the Town's industrial development as a means of transport and power, also supported local industry dependant on river valley conditions. Basket weaving, for example, relied on a good source of pollarded willow, and linen weaving needed damp conditions to prevent the threads becoming brittle and snapping.

The settlement today can be described as a single built-up area adjoined by the neighbouring parish of Balderton and Fernwood to the southeast. The historic estate villages of Farndon and Winthorpe satellite the town to the south and north respectively.

Newark Urban Area (Newark, Balderton and Fernwood) is the principal location for growth identified in the Spatial Strategy of the Council's Local Development Framework Core Strategy (March 2019). Growth in Newark is considered to exploit excellent regional and national communication links and its location at the junction of the A1, A46 and A17, the direct route to Kings Cross via the East Coast Main Line and the Nottingham to Lincoln cross country railway line. People in Newark have good, easy access to other towns in the region, and further afield by rail and road.

In 1964, Newark was identified as one of England's finest market towns by the

Council for British Archaeology<sup>2</sup>. Today, Newark is still a remarkable town suffused in history and architecturally rich, with a range of heritage assets. These include Newark Castle, the Queen's Sconce, the Church of St Mary Magdalene and a John Carr designed Town Hall. Not only do these structures on their own deserve recognition but when taken with the wider built environment, the River Trent and the landscape setting represent a significant attraction within the District.

The population of Newark-on-Trent is some 27,700 people<sup>3</sup>.

The modern major arterial roads of the A1 and A46 comprise significant infrastructure in the landscape. The modern A1 bypass between Muskham and Fernwood was opened in 1964 and the single carriageway A46 between Farndon and the A1 opened in 1990<sup>4</sup>.

Newark has three tiers of local government, comprising Newark Town Council, Newark and Sherwood District Council and Nottinghamshire County Council. The Town Council has devolved powers to manage important elements of the town centre such as managing the town's cemetery on London Road and Newark Market.

<sup>2</sup> The CBA identified Newark as one of only 51 towns of national importance.

<sup>3</sup> 2011 ONS figures for the built up area sub-division is 43,363.

<sup>4</sup> The Government has earmarked £500 million to upgrade this section of roadway. Public consultation on this upgrade is due in later in 2022, and could include a new bridge over the A1 and a flyover at the Cattlemarket Roundabout.

The CA boundary perimeter is 6 kilometres long, and covers an area of xxx square metres.

There are approximately 5,000 buildings within the CA. Of these, there are 348 listed buildings, of which 4 are Grade I and 11 are Grade II\*.

There are 5 Scheduled Ancient Monuments within Newark CA:

- Newark Castle
- Beaumont Cross
- Queen's Sconce
- Newark Town Wall (Lombard Street)
- Civil War town defences within the Friary Gardens

The Castle Gardens (Grade II) is the only Registered Park and Garden within Newark CA.

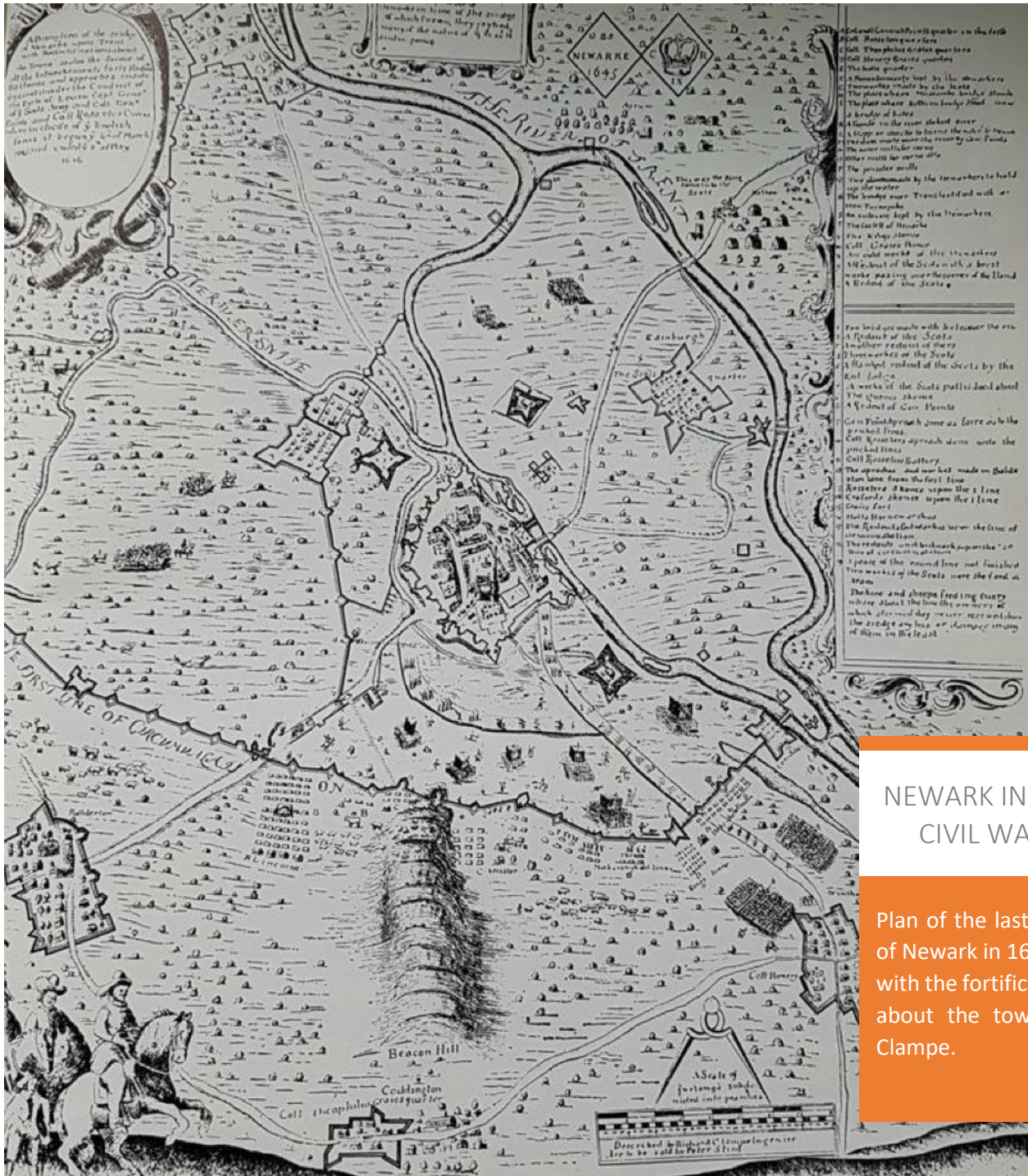
# HISTORICAL DEVELOPMENT | TWO



*“The history of Newark expresses itself to the eye clear in two structures: the castle and the church...” N. Pevsner, 1951.*

# NEWARK CONSERVATION AREA APPRAISAL

## HISTORICAL DEVELOPMENT | TWO



NEWARK IN THE CIVIL WAR

Plan of the last siege of Newark in 1645-46 with the fortifications about the town. By Clampe.

Newark has a long, and complex history. In his book on the history of Newark published in 1896, Cornelius Brown said: “No town in Nottinghamshire can exceed in historical importance the ancient borough of Newark, or, as it is more picturesquely described, 'The Key of the North' - a figure of speech well calculated to convey to the stranger a vivid idea of its strategical position when civil war ravaged the land.”

How did Newark develop?

With its fine collection of 18<sup>th</sup> century buildings, the initial impression of Newark is of an attractive Georgian market town. However, the extent of timber framed buildings represent a significant medieval phase of the town's history. This hints at a long settlement history, and buried archaeology in Newark extends back to prehistoric times. The absence of extensive re-development of the historic core of Newark has helped preserve both a fine collection of historic buildings as well as rich buried archaeology, with every period from Roman to post-Medieval being represented.

## HISTORIC CONTEXT

The most obvious physical expressions of Newark's older history are the Castle and tall spired Church of St Mary which symbolise the manorial lordship and burgesses of the post-

Conquest medieval period. Notwithstanding occasional interruptions, the Bishop of Lincoln was lord throughout this time, constructing and developing the Castle and Church which projected social and political power. Economic prosperity was also evident. Wool merchants and clothiers were a focus for commercial enterprise, ensuring that Medieval Newark compared to Nottingham in size.

Newark's older beginnings are much harder to read in the landscape however. The complex Palaeolithic site at Farndon Fields to the west of the town contain a nationally significant flint scatter over an area of approximately 15 hectares. There are some Neolithic-Bronze Age finds from within the townscape, notably a Neolithic flint scatter uncovered within the fill of a Saxon ditch uncovered during excavations at the Castle. A layer of contemporaneous worked flints was also discovered at Millgate, appearing to have been disturbed by Anglo-Saxon burials within a cremation cemetery.

Newark Castle is abundant with older significance uncovered through excavation works, including a Bronze Age flint scatter with smaller pottery fragments and an Iron Age coin recovered from one of the Saxon grave fills of the Castle's inhumation cemetery. However, although activity is evident in Newark, particularly around the Millgate and Castle area,

evidence of prehistoric occupation is very limited.

The town is situated nonetheless within a wider region of extensive early settlement, testament to the perceived fertile river valleys of the Trent. Aerial photography of areas around Muskham for example reveal extensive prehistoric settlement patterns. This is further encouraged by prehistoric material culture found in the local gravel workings.

It is believed that a Romano-British period settlement may have existed along the Fosse Way where it met the Trent in the North Gate area. The Fosse Way, built to link Exeter and Lincoln, was one of the principal highways of the Roman provinces. It is thought that the Romans developed a prehistoric trackway into a major military highway, probably around 45-47AD. This broadly follows the route of the A46 (before the relief road was built) and within Newark it runs down Farndon Road, Mill Gate, Castle Gate, Bar Gate and then North Gate.

Some settlement and cemetery remains were uncovered along North Gate near the railway line where the prehistoric track of Sewstern Lane

was thought to cross<sup>5</sup>. This included finding building remains, kilns and burials dating from the 1<sup>st</sup> to 4<sup>th</sup> century.

Given the later development of Newark, and otherwise favourable position on the River Trent and Fosse Way, one wonders if there may have been a Roman small town here. There is only limited evidence for this however, and no place name evidence.

The Roman settlement of Crococolana at Brough to the northeast of Newark gives us some context to the importance of the Fosse Way<sup>6</sup>. Ad Pontem (Thorpe) and Margidunum (East Bridgeford) were also Roman towns along this route. Millgate and Northgate follow the line of Fosse Way, and one imagines at the very least that small areas of settlement and outlying farms existed close to the road in these areas.

In the post-Roman era, there is evidence of early Saxon settlement in Newark, in the form of chance finds as well as a pagan (pre-Christian) Anglo-Saxon cemetery adjacent to Mill Gate, north east of the junction with Victoria Street, in use between the fifth to seventh century. In 1999,

<sup>5</sup> It is possible that Balderton Gate formed part of a prehistoric route – Sewstern Lane - linking the Welland and Trent Valleys. It is also thought that the Roman Fosse Way evolved from a prehistoric trackway which joined Lincoln and Leicester.

<sup>6</sup> Excavations within the wider site in 1905 showed an extensive area of much robbed building foundations with traces of one house with painted wall plaster. Finds included tile, iron and bronze

objects (including a cheekpiece of a helmet), and pottery of the 1<sup>st</sup> to 4<sup>th</sup> century. Coins found mostly dated from AD 81-383. Pits, drains, postholes, foundation trenches, and other features cut by later defences have been identified. Evidently a settlement which had grown up beside the Fosse road was later given defences. A plain lead coffin, found in 1941 contained the remains of a male skeleton.

an isolated high-status Anglo-Saxon burial of the sixth or early-seventh century has been found on the northern outskirts of Newark.

Newark is known to have been an Anglo-Saxon *burgh*<sup>7</sup>, but likely to have only been a smaller area than the later medieval historic core. It is likely that the Saxon burgh was within the triangle formed by Kirkgate and Stodman Street leading eastwards to the Market Place and westwards to the River and remains of Saxon defences have been found in excavations along Slaughterhouse Lane<sup>8</sup>. Newark is thought to have been fortified between 878AD when the Danes settled in Mercia and 917-18AD when the Saxons pushed into the Danelaw<sup>9</sup>.

Coins were struck in the town from the middle of the 10<sup>th</sup> century. There is also thought to have been a Saxon Church at the current site of St Mary Magdalene but nothing survives of this structure.

The name 'Newark' was first reliably recorded in the Domesday Book in 1086 and is taken to mean 'new work', the 'work' perhaps referring to a defensive 'fort'. The traditional theory for the name is that it was distinguished as a new fort from the older forts nearby such as Ad Pontem.

Domesday records in 1086 that Newark had belonged to Countess Godiva of Mercia prior to the Conquest. The survey also records a mill, a fishery and ten churches with lands. During the reign of Edward the Confessor (1042-66), Newark is associated with both Countess Godiva of Coventry and her husband Leofric, Earl of Mercia. In 1055, they granted the town to the monastery of St Mary at Stow, who retained its incomes after the Norman Conquest, when it came under control of Bishop Remigius de Fécamp. After his death in 1092, and following an exchange of lands, it passed into the possession of the Bishops of Lincoln.

Newark's first castle was probably a motte and bailey, built in the wake of William the Conqueror's push northwards during the winter of 1068-69, with Newark targeted as one of the key positions needed to establish control in the East Midlands.

An estimated 39 households lived in the settlement at this point, suggesting that it was a large conurbation relative to others<sup>10</sup>. A significant structure, perhaps a late-Saxon hall or ecclesiastical building dating from the mid-10<sup>th</sup> to mid-11<sup>th</sup> century, was discovered beneath the castle ramparts, accompanied by a contemporary inhumation cemetery. In addition, a sizeable Anglo-Saxon

<sup>7</sup> A *burgh* is a type of defended settlement. In Newark, remnants of the main ditch have been preserved in places.

<sup>8</sup> There is evidence to suggest that this rampart may have been timber reinforced (Kinsley 1993).

<sup>9</sup> Barley (1956).

<sup>10</sup> Palmer & Powell-Smith (2020).

cemetery was located on Millgate. Investigations over a 20 year period from 1958 revealed evidence of 367 cremations and finds dated to the 6<sup>th</sup> century AD.

Evidence for the post-Conquest period in Newark is much greater than that of the earlier era. In 1123 the bishopric passed to Bishop Alexander, who held the See until 1148. Nicknamed 'the Magnificent' by the papal court for his opulence, style and building, Alexander obtained a charter from King Henry I in 1135 which gave him permission to 'make a ditch and rampart of his fishpond of Niwerc upon the Fosseway and that he may divert the Fosseway through the same town as he shall wish'. The permission allowed the construction of a castle and a new bridge. The importance of a bridge should not be underestimated. There is no evidence of a bridge at Newark before this time, and the nearest crossings were at Nottingham (from 924) and Cromwell where a bridge had existed from the 8<sup>th</sup> century.

Despite the fact that Alexander, a man prominent in national politics, had purchased land next to Lincoln Cathedral on which to build a new bishop's palace, Newark's strategic location at the cross roads of the Fosse Way and the Great North Road made it a more attractive residential quarters. He therefore developed the existing Norman fortification as an episcopal castle

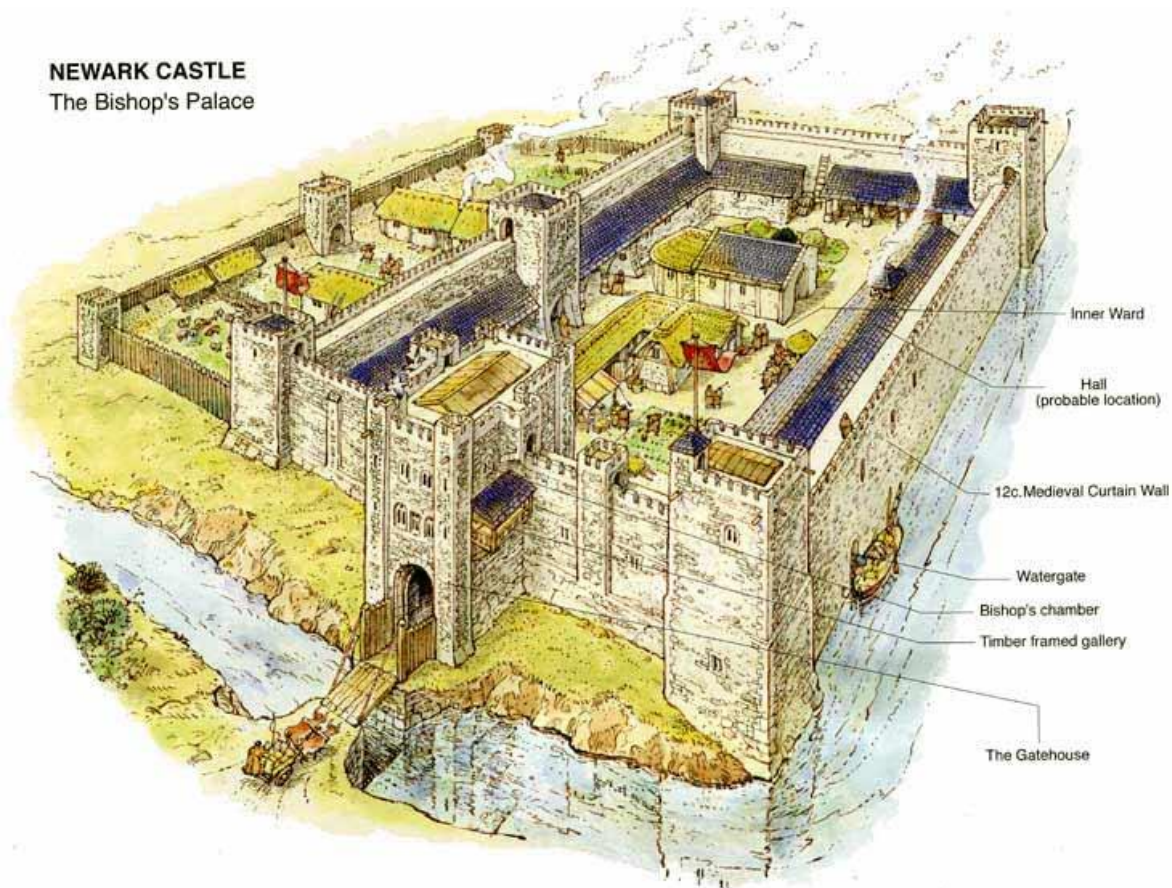
with two rectangular wards, a defensible stone inner court holding the principal apartments, and an outer court housing ancillary buildings with earth and timber defences. In 1139, the chronicler Henry of Huntingdon described Alexander's structure as 'a magnificent castle of very ornate construction'. Following Alexander's death in 1148, the bishopric was succeeded by Robert de Chesney, who held the See for 19 years.

King John would become an important resident shortly thereafter. The King visited Newark Castle for the first time in 1205. In the subsequent power struggle with the Pope, John took control of Newark Castle before entrusting it to one of his mercenaries Robert de Gaughy. In 1216, John would fatefully return to Newark. After relieving the siege of Lincoln by the rebel earl of the county, John travelled to Kings Lynn where he contracted dysentery. Leaving there on 11<sup>th</sup> October, he went to Wisbech and then Swineshead Abbey, losing his baggage during the journey. He struggled on to Sleaford and eventually Newark Castle, where he died on 18<sup>th</sup> October.

De Gaughy would later be forced to give up Newark Castle. The new King Henry III ordered a siege when de Gaughy refused to leave, and despite the failure of the siege, its occupant left on his volition for £100 silver compensation.



**NEWARK CASTLE**  
The Bishop's Palace



*Newark Castle as it may have looked in the 12<sup>th</sup> century.*

The medieval core of the town took on a planned form at this time, being much bigger than the earlier pre-Conquest settlement, with improved defences constructed along the southwest side of the Castle, along the east side of Lombard Street, along the west side of Carter Gate/Appleton Gate as far as The Mount, and along Slaughter House Lane. The course of the medieval wall, is partly known by the position of the gates, being at North Bar (Northgate), East Bar in the middle of Bridge Street and the third at the top

end of Millgate where it meets Castle Gate. Carter Gate and Appleton Gate are the remains of a medieval by-pass. The outer ditch probably dates from 878-918. This circuit was of some age when the Bishop's survey of 1225-31 calculated rents and tolls based upon those within and those in the new suburbs beyond<sup>11</sup>. Interestingly, this survey identifies a property between Carter Gate and *Burghdyke* which suggest was still open. A 3 metre deep V-shaped ditch containing 13<sup>th</sup> century pottery in the Slaughterhouse Lane excavations suggested that the ditch had begun to fill up naturally by the 13<sup>th</sup> century

<sup>11</sup> Traces of this fortification are recorded on Attenburrow's map of 1790.

before being deliberately back-filled by the mid-14<sup>th</sup> century. The ditch was also traced on Mount Lane.

The improved medieval town wall likely comprised a masonry wall nearly one metre thick, and was built prior to 1368, probably in the first half of the 14<sup>th</sup> century<sup>12</sup>. The Civil War plans of the town defences suggest a fragment of town wall existed across Beast Market Hill joining Civil War fortifications to the northwest of Bar Gate<sup>13</sup>. Sections of wall have also been identified at Old White Hart Yard and off the back of Carter Gate.

There is no doubt that Newark should be seen as an excellent example of Norman planned townscape, distinctive for its regular and symmetrical street plan focussed around a large market place, all within the defensive enclosure. However, we also recognise that the post-Conquest planning was more re-organisation of the previous Saxon burgh rather than a planted town.

In addition to his royal charter to Alexander to build a castle and bridge, Henry I also granted a charter for a five day fair in the town. It seems likely that this took place along Castle Gate, which was probably cleared and widened at this time for this purpose. Bishop Alexander also established St

Leonard's Hospital, founded 1123-1135, on the north end of North Gate.

The landmark Church of St Mary Magdalene has a Norman period foundation with a crypt and crossing piers dated c1180. The crossing and west tower are dated c1220. A large number of religious guilds were founded towards the end of the 14<sup>th</sup> century, the most important of which was the Holy Trinity whose chapel was to be found at the south transept of the church. The purpose of these guilds was to buy land, build chapels and alters, and maintain chaplains and priests. These guilds had a significant influence on running the town until the Reformation when they were disbanded.

Newark Castle would be substantially rebuilt in the late-13<sup>th</sup> /early-14<sup>th</sup> century. Although little is known about the siege in 1218, it is thought that the walls were in poor condition. The entirety of the river front wall pulled down and rebuilt in polychrome masonry with polygonal towers centrally and to the northwest corner of the site. Huge buttresses were added to the north side of the gatehouse and the whole run of the 12<sup>th</sup> century curtain wall was underpinned with a battered plinth. The Norman crypt, except for its south-east and south-west walls, was rebuilt on the same plan. Above the crypt, the great hall was rebuilt, with

<sup>12</sup> A small section of wall survives here behind 50 Lombard Street.

<sup>13</sup> Todd 1974; 1977)

three large traceried windows looking out over the river.

Oliver Sutton, Bishop of Lincoln 1280-1300, is largely credited with this work, primarily based upon fortifications he undertook at the cathedral close in Lincoln and an assumption that he was military minded. Sutton was also active in Newark at this time, reclaiming land from people whose title deeds were considered faulty. Nevertheless, this phase was probably completed by his successor John Dalderby who held the See 1300-1320.

A further phase of works, and final episcopal phase, took place c1471-80<sup>14</sup>. The gatehouse chapel was divided into two storeys with the insertion of a floor, while the five Norman windows on the entrance front were blocked and altered with three new windows cut in place of them. The main alterations were to the Great Hall, which was also cut horizontally into two floors, with new windows inserted at the higher level. New windows were also cut in the north-west and middle towers. The curtain wall on the west side of the gatehouse was re-modelled, with the existing 12<sup>th</sup> century timber gallery being removed and replaced by a

two-storeyed, timber-framed extension jettied out from the wall.

The settlement had grown beyond the defences by the 13<sup>th</sup> century<sup>15</sup>. Pevsner attributes this growth to Newark's position as a 'route-centre', and the evolution of the prehistoric track (Sewstern Lane) into the Great North Road. The population of the town in 1377 was some 2,000, and had grown to 3,000 by the end of the Tudor period. Comparatively, Nottingham was only slightly larger at this point.

Archaeological evidence for the extent and character of medieval life in Newark is sketchy and there are many gaps in our knowledge. We know that the Friary in Newark dates back to at least 1498 and that excavations have revealed some medieval buildings and burials beneath the existing house here<sup>16</sup>. Prior to the construction of Newark Palace Theatre in 1920, the site was occupied by a house with a 'stone ruin' in the garden, which is thought to be the remains of a medieval Chantry house, founded in 1356.

Dendrochronology evidence (tree ring dating) gives some insight into the more domestic and commercial buildings of Medieval Newark. The

<sup>14</sup> Historic England have identified Newark Castle as one of only 150 episcopal residences in England, adding to its rarity value.

<sup>15</sup> A survey from 1225-31 reveals that the town had by then extended beyond its defences and suburbs had grown up along all the roads approaching the town.

<sup>16</sup> We don't know exactly when the original friary was built, but the Observant, also known as the 'Grey Friars', came to Newark with the king's letters in August 1498. The Austin Friars are referred to by Cornelius Brown (1896) as taking up their abode at Appleton Gate in 1534. The Austin Friars may have been in the town earlier than this.

rear wing of The Old White Hart on the Market Place, for example, dates back to 1313 and is one of the oldest surviving examples of vernacular architecture in the East Midlands. The buildings of 40-44 Castle Gate, 22-24 Kirk Gate and 40-44 Carter Gate were constructed from timbers felled in 1330-50.

Documentary sources show that the names of most of the principal modern streets in the town centre can be traced back to the medieval period and there are a number of medieval buildings still standing within this area to demonstrate the age of the present street pattern. The Grammar School founded by the Reverend Thomas Magnus in 1529 still stands on Appleton Gate and the Bedehouse Chapel, Bedehouse Lane, dates back to the mid-16<sup>th</sup> century. At this time, the historic core of Newark would have presented as mainly timber-framed buildings, examples of which remain today. The old name for Lombard Street, *Potterdyke*, was first recorded in 1331, and *le Brigg* (Bridge Street) in 1499 which locates the causeway or bridge over this ditch.

Millgate, often referred to as *milngate*, certainly existed, as did *Castlegate*, *Bargate*, and *Northgate*. Slaughter House Lane is not mentioned as such, but a lane from North Gate to Appleton Gate is. Kirk Gate, Middle Gate and Stodman Street are mentioned on deeds, but

no reference to Boar Lane has yet been found. The Market Place is mentioned many times, often as the 'Forum' or 'Marketstede' or 'le payment'. Sadly, 'Rotten Row' by the south door of the church does not survive. Appleton Gate is often referred to as *Appultongate*. In the wider areas, Barnby Gate and Balderton Gate are also referred to, and Carter Gate appears in later medieval deeds.

It is natural to see that Newark's position on a major river route (navigable to the Humber Estuary) and on the junction between the Great North Road and Fosse Way were key reasons for social and economic growth. By 1600, the town had a population of 2700 and obtained its wealth from trade in wool, hides, leather, cloth manufacture, the traffic of coal and other goods on the River Trent and business brought by the growing use of the Great North Road. Like Nottingham, Newark would start to acquire its brick character after 1660.

Later in the 17<sup>th</sup> century, Newark was to become an important centre for different reasons, providing a dramatic backdrop to the climax of the English Civil War (1642-51). Newark would try to hold out as a Royalist stronghold throughout the conflict, culminating in three significant sieges and the surrender of Charles I (followed by his execution). Extensive

earthworks were erected during these actions, many of which survive and form the finest collection of Civil War earthworks in England.

The historic core of Newark was entirely enclosed within a line of defences with a number of outlying fortifications and defences. Although extensive parts of the defences survived within the town until the early 19<sup>th</sup> century, all that remains above ground now is the Queen's Sconce in Devon Park and a stretch of the rampart behind the north and east walls of the Friary gardens. The Queen's Sconce is particularly well preserved.

There are other, more subtle, relics of the town's role in the Civil War to be found. For example, the underside of the Castle gatehouse is still blackened with gunpowder used by Parliamentary forces in 1646 when attempting to destroy the castle after the town's surrender. The church spire of St Mary Magdalene has a hole visible just below a window, formed by a Parliamentarian cannon ball, said to have struck the church in 1644.

The Governor's House on Stodman Street (a building which dates back to 1471) was the residence of Sir Richard Willis, the Royalist governor during the Civil War, and was the target of a bomb. The bomb missed the Governor's house but did destroy Alderman Hercules Clay's House, now

the site of the NatWest Bank. Willis was the third of four governors to use the house. Richard Byron would have been governor at the time Hercules Clay's house was destroyed on 11 March 1644, during the second siege<sup>17</sup>.



*Siege Coins. These silver coins were minted under the reign of Charles I, as emergency coinage when the town was under siege.*

Nevertheless, prior to the Civil War, the Castle went through a period of significant decline. Bishop Thomas Rotherham was the last cleric to leave his mark on the site, with it reverting to the Crown at the Reformation. The Castle fell slowly into decay throughout the 16<sup>th</sup> century with a

<sup>17</sup> The date on the plaque on the building is 1643. This reflects the Julian calendar.

succession of owners unwilling or unable to affect repairs, despite permission from the Crown after 1581 to pull down one of the towers in order that material could be used for repairs. Following the death of the Earl of Rutland in 1587, one of the trustees of his will, Sir William Cecil<sup>18</sup> carried out significant repairs, including the large square headed windows on the river curtain wall. Importantly, it is assumed that this work was intended to benefit Cecil's nephew who married into the Rutland lineage through Lady Elizabeth Manners in 1588. Cecil's work resulted in a comfortable country house, with King James I staying here in 1603, while repeated visits by his son, Charles I, show that the building remained in good repair throughout the early 17<sup>th</sup> century. The loyalties of the town lay with the King. Not only was he a frequent visitor, but he owned a quantity of surrounding land. This included Exeter House, otherwise known as the Spital (as it replaced St Leonards Hospital). After it was used as cover by Parliamentary troops during the first and second sieges, it was demolished and the King's Sconce built on the site.

Most commentators declare that Newark became a focus of the conflict because of the strategic importance of the Royalist stronghold, both as a key position along a

navigable river route and stepping stone between Royalist Oxford and the north. Whatever the reasons, the folk of Newark found themselves under siege for lengthy periods. During the second siege, Queen Henrietta Maria is believed to have stayed 37-39 Kirk Gate, hence the long-standing old name for the property.

The conflict was well documented, with two significant siege maps drawn by Parliamentarians and Royalists showing the defences and routes into the settlement. Clampe's map of 1646 is particularly useful in understanding the settlement extent at this point. Around the town, extensive earthworks were built. Surviving features such as the Queen's Sconce at the Farndon end of the town carry a high degree of archaeological significance and are protected.

The Castle had been restored as an aristocratic residence at the end of the 16<sup>th</sup> century but following the third siege of Newark in 1646 was left as a roofless ruin. After the surrender, Parliament ordered the town's folk and local villagers to assist in the dismantling of the siege works and the castle. Although the castle buildings were put out of action, being blown up with gunpowder, it is likely that the bulk of the castle still stood, becoming fair game for stone robbers. It is recorded that only one

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<sup>18</sup> Later Lord Burghley.

barrel of gunpowder was exploded in the gatehouse, hence the blackened arch. Allegedly the Parliamentarians were too afraid of the Bubonic plague running rife to stay and cause more damage. The church was slighted though with stain glass windows smashed, the font broken in two and statues of saints smashed from their niches.

The Great North Road linking London to Edinburgh was mainly constructed during the early 17<sup>th</sup> century. Passing through Newark, it meant that the town became an important coaching route, resulting in significant numbers of coaching inns and stables. The construction of locks and improvements to the Trent between Averham and South Muskham by the Newark Navigation Commission following an Act of Parliament in 1772 would ensure the town could progress as a port, with extensive warehouses, wharves and boat building resulting. A wide ranging commercial industry underpinned change in the town, with brewing, engineering, textiles, tanning and flour milling all featuring extensively in the late-18<sup>th</sup> and 19<sup>th</sup> century. The emergence of the railways in the mid-19<sup>th</sup> century further expanded Newark's offer as a centre of industry.

The emergence of the coaching era resulted in the demolition of the narrow medieval gates<sup>19</sup>, and the town began to assume it's more readily identifiable elegant Georgian character that still predominates today.

After the Commonwealth, the manor of Newark remained in royal possession into the 19<sup>th</sup> century, although leased to various private persons. These included the Dukes of Newcastle from the 18<sup>th</sup> century who eventually purchased it outright in 1836.

The earliest reliable maps suggest that the post-Medieval development of Newark took the form of infilling within the occupied area, and that the overall extent of the town changed little from the Medieval period until further expansion in the 19<sup>th</sup> and 20<sup>th</sup> century.

The 18<sup>th</sup> century was a period of prosperity for the Town and many improvements were made at this time. In 1772, John Smeaton (founder of the Institute of Civil Engineers and known as 'the father of civil engineering') was commissioned to create a viaduct from Muskham Bridge to Newark Trent Bridge to allow winter passage across the flood plain for the Great North Road. These road improvements boosted the lucrative coaching traffic and the

<sup>19</sup> An engraving of 1816 shows a ruined stone wall with arch, demolished in 1762, thought to be the north gate of the medieval town, located on Bar

Gate. The east gate (in the middle of Bridge Street) is given as being demolished in 1784.

town's inns and hostelries thrived. These road improvements increased traffic over the Trent and the existing timber bridge was found to be inadequate. In 1775, the Duke of Newcastle had a new bridge designed and built, which is the bridge still in use by the Castle (although the footways were not added until much later).

River traffic also grew in quantity and in 1772 an Act was passed to improve the Trent by the construction of locks, ensuring that it became a busy inland port with warehousing, boat building and wharfages based around the new Town Lock.

At this time the Duke of Newcastle decreed that Castle Gate was too narrow and should be widened, resulting in the attractive Georgian facades now seen on Castle Gate. At the same time, demolition and remodelling of older buildings were taking place in the centre of town for the new Market Place and the splendid new Town Hall, designed by the notable Yorkshire architect John Carr (built in 1773).

Georgian period Newark also sought to improve cultural life and a large bowling green was laid out in the castle grounds and a theatre was established in 1773. The theatre was on Middle Gate and remained open and active until it was sold in 1850.

While little survives, it was situated at number 25 Middle Gate<sup>20</sup>.

Industry continued to thrive and Newark was noted as a centre for tradesman and innkeepers with cotton manufacture and brewing being significant businesses. Transport, brick-making and gypsum extraction were also important local trades. Industry tended to concentrate on river and road routes and by 1800 a narrow industrial and commercial corridor had developed along the River Trent and Fosse Way.

In 1801, Newark had a population of 6,730 and was the County's largest town after Nottingham. It became a substantial inland port, particularly for the wool trade and its position on main roads continued to support the development of inns and hostelries. Newark retained its agriculture based trades, like the corn mills, tanneries and cattle market, and brewing expanded massively, with some new metal working industries as well. Paterson (1826) records that Newark "has extensive manufactories of linen and sacking, but its chief trade is corn, coal, wool and malt; the corn market being considered the largest in this part of the kingdom; it also derives considerable advantage from being a principal stage on the great north road from London".

Gypsum continued to be an important trade with evidence of gypsum

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<sup>20</sup> There is a wall plaque commemorating this on the front of the current building at 25 Middle Gate.



plaster floors being widely used in Newark. Cafferata and Co. was established in 1858 and was a gypsum company making, amongst other things, a local brick of the same name, widely used in Newark, noted for its hardness.

The brewing trade continued to thrive after the mid-19<sup>th</sup> century, and increasingly began to move from small-scale production in alehouses to small, purpose built breweries, which merged into ever larger businesses, the legacy of which is evidenced in the Castle Brewery buildings and those at Warwick and Richardson Brewery on North Gate.

At the end of the 19<sup>th</sup> century, malting and brewing was at its height in Newark and the town earned widespread acclaim for its 'pale ales'. Newark was particularly well-suited as a centre for brewing because of a good local source of barley, excellent transport links and the local source of uncontaminated water, high in gypsum, which Newark's underground geology provides.

As well as the obvious legacy of brewery and malting buildings, the industry fostered a wealthy local elite who bestowed on the town a number of significant public buildings, for example Sir William Gilstrap (a maltster) gave to the town in 1882 the Free Library on Castlegate, now the Gilstrap (used currently as a Registry Office).

Throughout Newark's 18<sup>th</sup> and 19<sup>th</sup> century townscape, it was common to see arrangements of yards and lanes, consisting of predominantly small domestic dwellings, but with inns, workshops and trade premises interspersed, generally laid out in a rectangular format. Some followed the line of former medieval burgage plots, which can be seen extant in 19<sup>th</sup> century maps.

The arrival of two railway lines in 1846 (Great Northern Railway) and 1852 (Midland Railway) gave further stimulus for economic and industrial growth, although this development was to the detriment of the town's coaching inns and river transport. Historical Directories and map regression reveals that principal industries at this time concerned malting, brewing, engineering, flour milling, tanning and textiles. Newark's prosperity at this time can be seen in some of the fine Victorian buildings around the town, like the Corn Exchange (1847) and the Ossington Coffee Palace (1882). The earlier rapid growth in population and industrial production was slowing down though and the last notable maltings, for example, was built in the 1890s. However, industrial expansion continued to be important to Newark's wealth and the town's engineering and new sugar refining

industries helped lessen the effect of the decline in malting and brewing<sup>21</sup>.

The parish of Newark's population rose from 14,992 in 1901 to 24,651 by 1961.

The late-Victorian and Edwardian periods saw a wealth of new ideas and commercial projects. Into the inter-war period, and some innovation in shop front design and distinctive architectural influences such as Art-deco began to appear on the high street, with well-known brands such as Burtons, Woolworths and Marks and Spencer appearing in the 1920s and 30s.

Unlike many industrial towns, Newark escaped extensive bomb damage during the global wars of the 20<sup>th</sup> century, but did suffer some localised damage to the eastern fringes of the town, the old Ransome & Marles factory being particularly badly hit on the 7<sup>th</sup> March 1941. The historic core though escaped relatively unscathed.

Post-War, investment in road building has seen the realignment of the A1 Trunk Road to the east of Newark, with the road crossing the Trent at Winthorpe on a modern pre-stressed concrete bridge. The bridge was designed by engineer A. Goldstein in 1964 and was accorded a Grade II\* listed status in 1998 as an

“architecturally exceptional example of an unusual type of bridge”.

The construction of a long awaited A46 Relief Road to the north of the town in 1990 has had a significant effect on the two main thoroughfares which run parallel to the river, Millgate and Castlegate, both of which were notorious bottlenecks for through traffic as the volume of vehicles increased dramatically in the 1980's. Both these changes helped to enhance the physical and visual quality of the town, Millgate in particular, and encourage its conservation and regeneration.

The advent of the concept of CAs introduced by the 1967 Civic Amenities Act resulted in the historic heart of Newark, centred on the Market Place, being designated a year later. After the reorganisation of local government in 1974, the new Newark District Council made positive moves to look at the Millgate area of the town just beyond the CA boundary. At that time the area had been blighted by unrealised plans for the demolition of one side of the road to make way for an inner relief road.

The local authority initiative to improve the area was given the title of the “Millgate Revival” and sought to provide a strategy for the conversion of industrial and residential buildings and encouraged

<sup>21</sup> The decline of the local hop industry in Nottinghamshire owes much to the inferior yield of clay, and the mass production of beer using cheaper

alternatives, ultimately leading to a local decline in production and consolidation of large breweries elsewhere.

the concept of mixed uses in the area. The initiative was nationally recognised when it won the prestigious Town Planning Institute Silver Jubilee Cup. In 1974 the CA was extended to include these areas, with many of the Georgian facades – other than those already listed - later being protected by Article 4 Directions.

Into the latter part of the 20<sup>th</sup> century, the riverside corridor was perceived to be in decline with the contraction and closure of many of the industries here. The Trentside had an air of neglect and became used for car parking, a lorry park and the cattle market, all of which failed to provide any sort of suitable setting to the Castle or its surroundings. Direct access to the river at that time was virtually restricted to the Wharf close to Trent Bridge and the Castle Grounds.

Following major waterside development initiatives in other cities there was a gradual realisation that river corridor in Newark was a valuable yet underused resource and a funding bid was secured to regenerate the area. All non-historic buildings were cleared and the remaining listed buildings - the two mass concrete maltings, the clock tower, former goods warehouse and Castle Station buildings were retained as an integral part of the redevelopment scheme.

A Riverside Park was also created opposite the Castle curtain wall and the limited riverside access has been addressed with the creation of the Riverside Walk, which now provides a number of attractive circular walks in and around Northgate and Millgate.

Upstream from Trent Bridge, the former warehouses (such as the Trent Navigation) off Mill Gate have also been restored and re-used, making the riverside a more attractive and vibrant area of Newark.

The area between the river and Northgate has also seen radical changes during the 20<sup>th</sup> century with the loss of most of the breweries and maltings that once dominated this area and the creation of the North Gate Retail Park. Whilst some land in the area is still awaiting redevelopment, the successful conversion of the former Warwick and Richardson's Brewery has acted as a catalyst to the development of vacant sites.

In the centre of Newark, redevelopment opportunities have been limited because of the well-preserved medieval street pattern, but two extensive developments, St Mark's Precinct and the Morrison's supermarket site, had a significant impact on the CA. Similarly, the redevelopment of the Potterdyke part of the historic core has had a significant impact. Whilst economic renewal had some heritage benefits, the scale, massing and limited design

aesthetics lead many to conclude that these developments are dominating rather than harmonious.

# CHARACTER AREAS | THREE



# NEWARK CONSERVATION AREA APPRAISAL

## CHARACTER AREAS | THREE

**N**ewark CA is a large and complex urban area. Discernible character areas or zones within townscape are often evident in larger CAs. They may reflect the predominant historic character that survives from earlier periods or the original function, class distinctions, design or current uses (eg residential, industrial, commercial, civic or transport-related). The sub-areas may overlap or have 'blurred edges', for example where a 19<sup>th</sup> century development is partly on historic urban plots and partly in former fields, creating 'zones of transition' between areas of consistent character.

Character areas identified and illustrated on a plan will provide not only a detailed description of the physical constituents but also an evaluation of the significance of the sub-area concerned and a summary of its special interest, in the context of the area as a whole, or of the wider settlement, if the CA covers only a part of it.

Newark CA can be split into nine character areas:

Area 1: Medieval Core

Area 2: Friary

Area 3: Barnby Gate

Area 4: The College Quarter

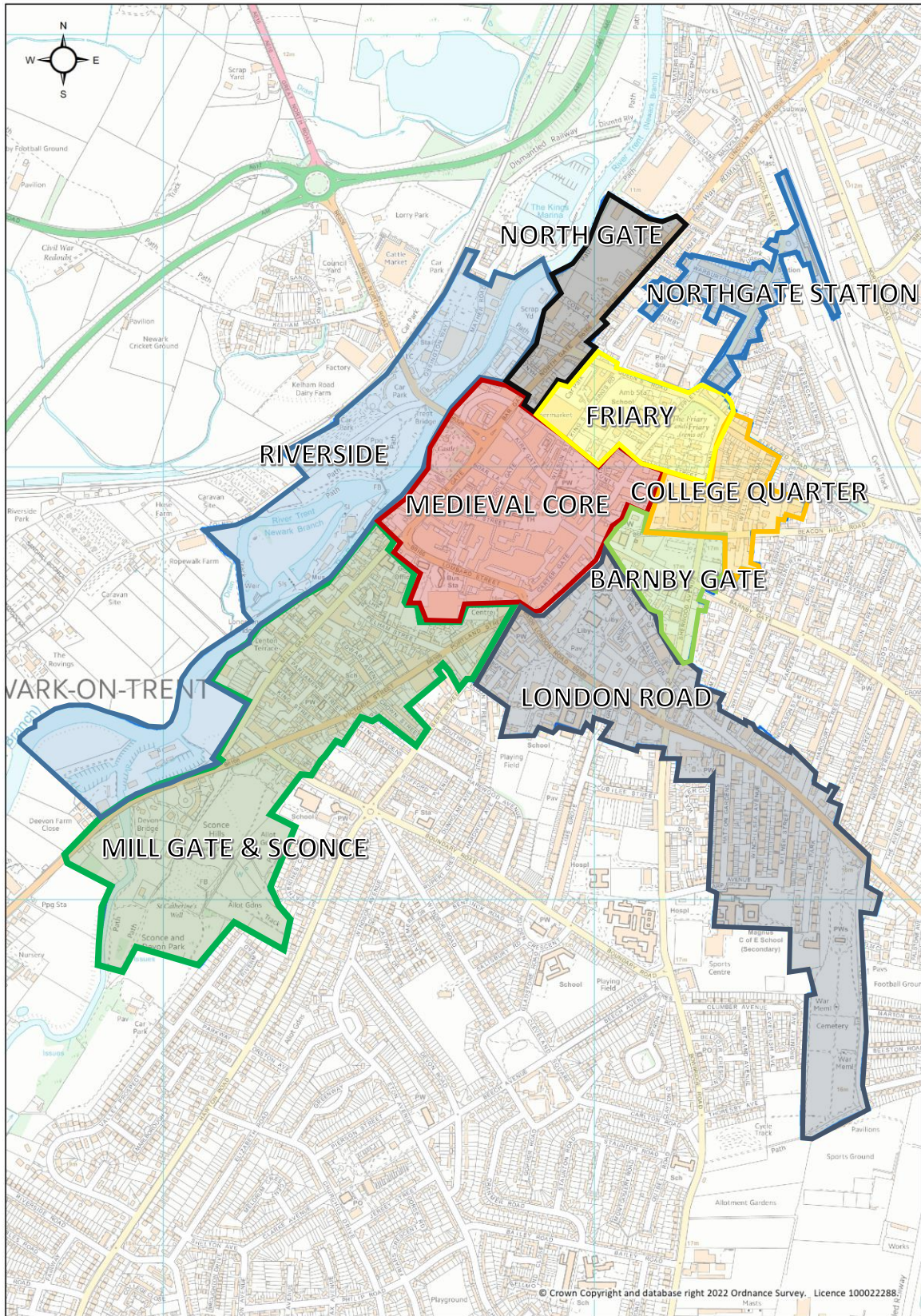
Area 5: North Gate Station Quarter

Area 6: North Gate

Area 7: Mill Gate & Sconce

Area 8: Riverside

Area 9: London Road



## CHARACTER AREA 1: MEDIEVAL CORE

The Medieval Core is the heart of Newark CA and comprises the planned town of the 12<sup>th</sup> century. The medieval origins of Newark's street pattern can still be seen clearly on modern Ordnance Survey maps, comprising an almost grid-iron pattern of roads around the market place with long yards and messuage plots running back. The street plan is symmetrical about its east-west axis with Newark Castle, Castle Gate and Bar Gate forming the perimeter on one side, and Lombard Street and Slaughter House Lane forming the sides to Carter Gate and Appleton Gate on the southeast limit.

This character area contains Newark's two best known landmarks, the fine medieval castle and the Church of St Mary Magdalene. The large open Market Place is an important focus at the heart of the CA, and the roads forming the medieval grid around it contain a high concentration of historic buildings.

The medieval core of Newark is an outstanding area of special historic and architectural interest. Not only is the medieval street pattern still intact, but the buildings generally are of the highest quality. The dominant element in the centre is the Market Place, a splendid space surrounded by consistently good buildings at the hub of pedestrian footfall drawn through narrow and intimate historic streets.

The Church of Mary Magdalene is screened from the Market Place, yet its magnificent spire is an overriding feature of the townscape, and acts as a landmark throughout the town.

The Castle and River Trent are the other significant landmarks, also visible and ever present, particularly for those traversing the old Fosse Way and Great North Road approach to the town. There is tremendous townscape, recreational and landscape potential inherent to Castle Gate and the riverside.

### CASTLE GATE, BEAST MARKET HILL AND BAR GATE

This part of the character area contains one of the main entrances to the historic core of the town over Trent Bridge and provides a positive first impression. To the right are the walls of Newark Castle, which run parallel to the river and provide a dramatic backdrop. The walls are floodlit at night, giving a theatrical appeal to this approach. To the left is the half timbered and red brick structure of the Ossington, which is one of Newark's most beautiful and important Victorian buildings and a building of landmark quality. This entrance also allows attractive views towards the spire of St Mary, which hints at the historic core of the town, beyond the frontage of Castle Gate. The greenery of the castle gardens is visible on the right behind the railings, but extensive views into the gardens are limited by the boundary planting.



The roundabout at the junction with Beast Market Hill, Bar Gate and Castle Gate is relatively low and unobtrusive and is attractively landscaped, recently improved with the addition of a bronze statue of Civil War soldiers atop a red brick plinth with railings. The view up Beast Market Hill terminates with the very pretty Queen Anne style Sketchley House, now occupied by Holden's furniture shop. The tower of the Violin School on Kirk Gate is also just visible.

From the top of Beast Market Hill, long views open up down North Gate and Castle Gate in either direction. Views northwest back down Beast Market Hill have the half timbered gable of the Ossington in the foreground and then open up to the river and take in the buildings of the regenerated northwest side of the river beyond.

## NEWARK CASTLE

The site of the Castle and grounds is well-contained and generally screened with only limited views in. The grounds are a total contrast in character and appearance from the relative hustle and bustle of Castle Gate.

The Castle is an impressive building and a dominant architectural feature. It has a long and distinctive curtain wall punctuated by a complete Romanesque gatehouse. It is this wall which today forms the stunning view of the Castle when entering Newark along the Great North Road.

A moat once ran in front of the gatehouse, giving a sheer drop crossed by a bridge. It was this drop which has protected the ashlar masonry on the gatehouse from stone robbers. The moat was filled in when the castle grounds were landscaped in the 1880s. The southwest tower is nicknamed 'King John's Tower' but, while the king did die at the castle in 1216, there is nothing to link this part of the castle specifically to the King.

After the Civil War, the abandoned castle and grounds were put to an extraordinary variety of uses and by 1788 the southern part of the grounds were given over to a bowling green and gardens, with the remainder of the site being occupied by stables, tenements, workshops, slaughter houses, a blacksmith's shop and a candle manufacturer. Squatters had occupied the northwest tower of the castle and the area had become something of a slum.

In 1839 the tenements were cleared and the area became a cattle market (which was moved from its congested street location on Beast Market Hill) with a public bath house built in the southeast corner of the grounds. The baths were notable for being the work of the eminent Victorian architect, Anthony Salvin, who was at this time engaged on a Government commission to oversee the restoration of the castle walls. It is interesting to speculate whether Salvin's brother-in-law, William Andrews Nesfield, an equally eminent landscape gardener,

had any influence on the improvements to the gardens which took place between 1845 and 1860. The parterre in the lower part of the gardens, next to the river, was in a style first used in 17<sup>th</sup> century France but revived by Victorians, especially Nesfield.

In 1877 the company running the bathhouse took on an area of the grounds and maintained them as gardens. In 1881 local benefactor William Gilstrap offered to build a library in the castle grounds, which was opened in 1883. As the new library impinged on the cattle market, it was proposed that the market should be moved to a new site and in 1885 it was relocated on Tolney Lane between the river and Midland Railway.

In 1887 the Town Corporation decided to landscape the castle grounds as a lasting memorial to Queen Victoria's Jubilee and a public park was opened in 1889. At this time the site was levelled and tarmaced, the baths demolished and a number of, less than sensitive, repairs were carried out to the castle fabric.

Henry Ernest Milner (1845-1906) was commissioned to design the gardens. Although none of Milner's plans survive, an engraving published in the Newark Advertiser in 1887 shows proposals for the park, the layout of which remains largely unchanged

today. While these plans contained a bandstand it seems likely that this was never built and the current bandstand was erected in 2000, designed in a style similar to other known Milner bandstands<sup>22</sup>.

The Castle Gardens are now a careful restoration of a Victorian planting scheme and is a well used public park.

## HISTORIC CONTEXT

Outside the castle grounds the area contains a consistently high quality of architecture, from the 15<sup>th</sup> century onwards. Castle Gate in particular contains some of the town's finest and best preserved Georgian buildings, which line the street in almost unbroken terraces. This area is also home to three of Newark's most outstanding Victorian buildings: the former Gilstrap Free Library; the former Ossington Coffee Palace; and the former Corn Exchange.

Castle Gate and Bar Gate have a long history dating back to at least the Romano-British period when they formed part of the Fosse Way, as it passed through the town from Exeter to Lincoln. A chance Roman find on the corner of Bar Gate and Slaughter House Lane supports the likelihood of Roman activity in this area.

Part of this area was within the old Anglo Saxon burgh and the curved wall around the Ossington, as it runs up hill to join Bar Gate, is thought to

<sup>22</sup> Including the bandstand at the botanical gardens in Lincoln.

have been the site of the town's early defences, which excavations have shown continued along Slaughterhouse Lane. It is interesting to note that properties inside the line of the defences in the Bar Gate area (including the Ossington Hotel) remain to this day at an approximately 2m higher level than those outside.

Town defences also survive within what is now the Atrium on the corner of Castle Gate and Lombard Street. The remains comprise a 30 metre stretch of wall between 1-2 metres tall, built of thin coursed lias limestone. While the remains are hard to date it has long been assumed they are part of the medieval town walls and have been Scheduled on this basis.

Bar Gate was the site of the old north gate of the medieval town, which was demolished in 1762. A 19<sup>th</sup> century illustration of this gate suggests an Anglo Saxon or Norman date for the structure and the constructional details suggest it could have been the remains of a west porch to a medieval or Anglo Saxon church. It is also probable that a south gate existed somewhere near the junction of Castle Gate, Mill Gate and Lombard Street.

Castle Gate, Bar Gate and Beast Market Hill are all known medieval streets, with Castle Gate recorded as the 'Kings Highway' as early as 1135.

Beast Market Hill owes its current name to a cattle market existing on the Town Wharf in the 18<sup>th</sup> century. In 1839 the market was moved to within

the castle grounds, then as mentioned above, moved again in 1886 to a large site on the opposite side of the Trent.

The width of Castle Gate is interesting. It must have once been narrower by about 6m to allow for the castle ditch (which now lies under the pavement and road) for most of its length it is approximately twice as wide as other streets within the old borough of Newark. Comparison with other well documented medieval towns suggests that this whole street probably formed a single elongated market place and it is likely that Castle Gate was the site of an important market, either pre-dating or supplementing the present market place site. A charter was granted by Henry I to Bishop Alexander to establish a fair 'at the castle' and Castle Gate could well have been the site.

Castle Gate today is a predominantly Georgian street. Nevertheless, there are several structures which predate this and have survived a comprehensive 18<sup>th</sup> century redevelopment of the road: the jettied cottages at 40-44 Castle Gate (dated by dendrochronology to 1330); the Royal Oak public house (has hidden timber framing dating back to c1650); numbers 36-38 Castle Gate (has a half cruck frame dating back to 1656); and number 57-59 Castle Gate (c1700 in date, again with hidden timber framing).

In 1775 the Duke of Newcastle decided that Castle Gate was too narrow to accommodate increasing traffic flow and should be widened. The current appearance of Castle Gate, with its impressive terraces of fine Georgian town houses, owes a lot to this ducal ambition. While there must have been substantial demolition to facilitate this redevelopment, many earlier buildings did actually survive and Castle Gate at this time was not as densely occupied as it soon was to become. Most of this modification was complete by 1790.

A further adjustment to the road layout of Castle Gate was carried out in the Victorian period when a bottle neck called Hillend was widened, which also included the removal of two 3 storey Georgian properties, in order to create a curved junction onto Lombard Street. A similar act of road widening was carried out at the other end of Castle Gate, on Bar Gate, in the latter half of the 20<sup>th</sup> century with the removal of buildings fronting the eastern side of the street.

Industry was generally limited in this area, tending to be concentrated to the southwest on Mill Gate and to the northeast on North Gate. There was however a former slaughter house and cattle stall to the rear of 68 Castle Gate, and Bar Gate was also the site of J Mather & Co and later J. L Maltby, both 19<sup>th</sup> century metal

working companies. There was also a smock maker on Castle Gate – smock making being something of a Newark specialism between 1820 and 1870<sup>23</sup>.

Castle Gate, being the old Fosse Way, was also home to several coaching inns, seen today in The Ram, The Flying Circus, The Royal Oak and Mayze<sup>24</sup>. Lost names include the George and Dragon, Olde Market and Swan and Salmon. The Swan is mentioned on a deed of 1526 by which Robert Browne purchased a messuage in Castle Gate called 'le Swanne'.

Castle Gate contains several important sites that are a lasting testament to the importance of the brewing industry in Newark. The building now occupied by Holdens on Castle Gate was originally the home of Samuel Sketchley (1741-1831) who jointly opened Town Wharf Brewery, Newark's first brewery. The building was sensitively restored in the 1990s<sup>25</sup>.

The Gilstrap opened in 1883 as the town's first free library and is a fine stone building built in the Jacobean Revival. The building was given to the town by Sir William Gilstrap in 1882-3, who was originally a hotelier but then turned to malting. The building closed as a library in 1988 when it moved to a new building in Beaumont

<sup>23</sup> This may have been outer garments traditionally worn by rural workers.

<sup>24</sup> This was 40-44 Castle Gate.

<sup>25</sup> The front of this building has a car garage added in the early 20<sup>th</sup> century. Guy Taylor Associate renovations in the 90s restored the railings at the front, but maintained the larger opening on the right.

Gardens. Today it serves as a Registry Office.

The Ossington on Beast Market Hill was a former Coffee Palace, opened 1883, and is Newark's most enduring monument to the Temperance movement. The building was given to the Town by Viscountess Ossington as a memorial to her late husband, the 1st Viscount Ossington. It was intended to provide meals, accommodation and stabling, rooms for concerts, club and societies, billiards and a bowling green in the garden. It was not successful alas, and soon became a conventional hotel. During WWII, the building was converted for use as government offices and a painted sign still survives on the wall of the single storey building, referring to billeting for airmen.

Another noteworthy Victorian building on Castle Gate is the former Corn Exchange, built in 1847 in the Italian Baroque style by architect Henry Duesbury. It serves as a testament to the scale and importance of the grain trade and flour production in 19<sup>th</sup> century Newark. The building also hosted evening entertainments and the tall tower is a ventilation shaft for the stage area, which was required as the limelight used to illuminate the stage gave off toxic fumes. The building is currently vacant and in very poor condition.

## CHARACTER ANALYSIS

Overall, Castle Gate is one of the town's most striking streets, with its remarkably well preserved terraces of attractive Georgian town houses. The architectural quality here is so high that nearly every single building fronting the street is either listed or of local interest. There is a strong cohesion to Castle Gate resulting from a combination of the good street front enclosure and the repeated rhythms of the Georgian terraces, in particular a projecting central pedimented gable can be seen repeated along the southeast side of Castle Gate.

While most of the Georgian buildings are three storeys, Castle Gate also contains some of the town's older, timber framed buildings, which are lower in scale and have a stronger horizontal emphasis than the later Georgian terraces. The combination results in an attractive variety of roof heights and architectural features.

Castle Gate has almost continual street front development with only three significant exceptions: the car park area next to the Lloyds TSB Bank; Cuckstool Lane; and the gap site between 48 and 60. The car park next to Lloyds TSB is a site which, according to historic map evidence, always was open and seems to have been deliberately excluded from the Duke of Newcastle's 18<sup>th</sup> century redevelopment. While the site is open, the front boundary wall is important in continuing this sense of enclosure. The open nature of this site

does allow views to the spire of St Mary but also towards air conditioning units on the rear of buildings backing onto this plot and is one of the few less attractive areas of Castle Gate.

Cuckstool Lane is the historic name for the access provided west of the Castle down to the river. The entrance to the lane has been attractively landscaped with paving and curved low walls and benches around areas of planting.

The gap site close to the junction with Mill Gate and Lombard Street, which was formerly single storey cottages with dormers, is a very obvious break in the otherwise strong street front development on Castle Gate. Solid timber fencing screens the site from view and is an unattractive feature on the street. This site would benefit from redevelopment that would reinstate rhythm and enclosure to the street.

There are also smaller breaks in the street frontage on Castle Gate. One of these is the coach entrance to the Swan and Salmon yard which offers attractive views through an old archway, much in need of repair, down the rear ranges of outbuildings and out towards the river.

A narrow arched opening at the junction of Castle Gate and Mill Gate leads downhill through an alleyway (or ginnel) towards the river. There is attractive paving here and the dog motif in the brick wall is a local landmark. The alley way also gives

access to the Riverside Walk along Mill Gate.

There is another attractive narrow alleyway on the south side of the street between 29 and 31 Castle Gate which winds all the way through to Middle Gate and has an unusual projecting low stone sill, presumably to protect the walls from scuffs and scrapes from carts etc. These narrow alleys are an important townscape feature seen repeated throughout the historic core of Newark.

Leading off Castle Gate is Stodman Street and Boar Lane. The junction of Castle Gate and Stodman Street is framed by the chamfered corner of the Lloyds TSB building. While there are attractive views down Stodman Street towards the historic buildings here, particularly the renovated timber-framed former Woolpack Public House (now the Prince Rupert), the most striking view is west back down the street towards the former Corn Exchange, which is a focal building in terms of scale, design and historic importance.

Views east down Boar Lane offer glimpses of the church spire, but again the most eye-catching view is the reverse view west towards the Gilstrap.

Towards the south west end of Castle Gate the road merges into Mill Gate, offering attractive views down Mill Gate, with a transition to smaller, narrower and less grand properties. Castle Gate sweeps round onto

Lombard Street with the curve of the former car dealer garage and views open up down this road. The traffic guard rails and sloping stone slabs at the junction of Castle Gate and Mill Gate make access across the road limited and awkward but are relatively unobtrusive visually.

The Atrium on this corner is a relatively new building and is very visible from many vantage points owing to its height and mass. While effort has been made to integrate the building by means of materials and design, it is oversized for the site and dominates the corner.

The northern end of Castle Gate becomes Bar Gate and flows through on the eastern side where the building line is continuous. The scale of the buildings here remains mostly three stories, but there is more variety in building form and height than the more consistent terraces on Castle Gate. The Mayze public house is notable, being relatively low with a strong horizontal emphasis which contrasts with its more elegant neighbours. The Mayze no doubt being a much older building, and hints at hidden timber framing in its external envelope.

Views down Kirk Gate are very attractive. The three storey Georgian buildings at the junction with Bar Gate provide a strong frame to views, which then stretch out as the road curves gently and terminates with

views of the Parish Church. The east side of Bar Gate gives way to a flat roofed infill extension to the New King Wah, which while of limited architectural merit does at least maintain the street front enclosure here. Further on begins the modern buildings of the Slaughterhouse Lane redevelopment, built of sympathetic materials and design.

The west side of Bar Gate has the imposing timbered gable and balcony feature of the Ossington Hotel in the background and includes the single storey, curtilage listed, outbuilding associated with the Ossington Hotel, set behind a very attractive low curved boundary wall of blue lias, brick and metal railings.

Further along the west side of Bar Gate are Ossington Chambers, a striking terrace of Victorian former houses, built in the early-17<sup>th</sup> century style but constructed at the same time as the Ossington Coffee House. They have a strong vertical emphasis given by repeating steep front gables and rows of chimneys, the latter making for a particularly attractive roofscape. Ossington Chambers are set back slightly from the building line here, hinting at perhaps a small front enclosure now lost to pavement.

The row of Victoria and Edwardian shopfronts next to Ossington Chambers continues the building line and are attractive local interest

buildings. There is a particularly attractive chamfered corner detail with crenellations above, leading the eye down to The Wharf.

The curved boundary wall of banded brick and stone around the Ossington sweeps around from Beast Market Hill and down onto the Wharf. Owing to the change in levels it soon towers over the pedestrian and forms a strong townscape feature. There is some particularly attractive metal work gates and railings within this wall.

This wall gives way to a run of modern buildings which curve around the road. The building next to the Ossington has a neutral impact with its sympathetic and simple design. However, the next building along is a warehouse with a large metal roller shutter door and only high level windows, giving a blank and unattractive elevation. The footprint of these buildings does hug the street front and at least maintains the enclosure here. These modern buildings then give way to the attractive former industrial buildings, now converted to residential, which takes the eye around onto Bar Gate.

Generally this part of the character area conforms to the typical red brick and pantile character seen throughout

most of Newark, but it does have a number of more exceptional buildings, bringing to the area a wide range of architectural materials and features.

Roofing materials are often red pantiles, in common with most of Newark, along with the relatively widespread use of slates<sup>26</sup>. Plain tiles are used on the extensive roofscape of the Ossington.

Most of the buildings are terraces with simple side gables and gable chimney stacks. There is some use of half hipped roofs on corner plot buildings, for example on the corner of Castle Gate and Kirkgate. Sketchley House, now Holdens, is an exception with its doubled hipped roof. There are two terraces which use projecting front gables in repeating rows to good decorative effect. Gables tend to have simple verges or are parapetted, some using stone kneelers. Dormer windows also punctuate many of the roofs in the area.

There is also some use of parapetted gutters on Castle Gate as well as dentilated eaves, sometimes arranged in a double row. Rise and fall gutter brackets are common.

Walls are predominantly red brick, typical of Newark, with limited

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<sup>26</sup> Natural clay pantiles would have been made locally. Slate became widely available with the advent of the railways.



examples of painted or rendered brick. There is quite extensive use of Flemish bond brickwork with pale or burnt headers, especially on the smart Georgian terraces of Castle Gate, normally restricted to the more visible elevations. An interesting chamfered corner to 14 and 16 Castle Gate is formed from bricks, with a recessed round headed glazing bar sash under arched brick canopy. Brick string courses are also a common feature.

Whilst stone buildings are usually the exception in Newark there are some fine examples here. Newark Castle is of dressed stone with ashlar stone dressing, the Gilstrap Centre is made of rockfaced ashlar and the Corn Exchange of ashlar and brick, saving the ashlar for the more visible front and rear elevations. Bands of Blue Lias are used to decorative effect in the boundary wall around the Ossington. Stone dressings are quite commonplace and their extensive use here is a testament to the fashionable façade of most of the buildings on Castle Gate.

Timber framing is another walling material represented here, hidden at the Royal Oak and 57 and 59 Castle Gate, but more obvious at the jettied structures of 40-44 Castle Gate. Window and door openings use segmental arches, flat splayed arches and key stones are also seen.

Typical of the Georgian period are the six over six vertical sliding sash windows, which are common in this character area. Later Victorian and Edwardian sashes are also seen. Horizontal sashes, or 'Yorkshire sliders', are less commonly seen, for example at the Royal Oak public house. A few bay and oriel windows are also seen, typical of Victorian buildings or later Victorian alterations to earlier buildings.

Doors are also typical of the Georgian period, being six panelled, again with later four panelled Victorian versions also commonly seen. There are also some very attractive Georgian timber doorcases, using pediments and pillars. Some doors also have decorative fanlights above.

Being a largely commercial area there are a number of very attractive Victorian and Edwardian shopfronts here as well as good examples of modern, but sympathetic shopfront schemes. Also of note is a rare first floor shop window at 39-41 Castle Gate, on the corner of Stodman Street.

This part of the character area has some of the more unusual buildings in Newark, displaying polite architecture popular at the time. The former Corn Exchange is built in the Italian Baroque style and the stone balustrade above the eaves with

octagonal dome and bell turret are distinctive features in the roofscape of this area, especially when viewed from the Castle grounds as well as from longer receptors on the A46. The front façade with the three massive round headed alcoves is both imposing and impressive.

The Ossington, which is a former temperance coffee house, was built in 1882, by Ernest George & Peto. It is built in the Vernacular Revival style and makes use of attractive timber framing and unusual features such as pargetting, a projecting sundial and an attractive large wrought iron bracket lamp. There is also a very attractive square wooden timber summer house. The boundary wall contains two unusual half round turrets and some very attractive metal work railings and gates.

The Gilstrap, which was a former public library opened in 1883, was designed by William Henman of Henman & Beddoes of Birmingham, and is built in the Jacobean Revival style. It has unusual features like the octagonal wooden lantern with leaded ogee dome, crenellated windows and ornate finials on the gables. The boundary wall includes attractive metal railings.

Castle Gate and Bar Gate are generally treated in black tarmac,

which is unobtrusive, although poorly patched in places. Beast Market Hill has areas of concrete flag stones which are similarly inconspicuous.

There are several small areas of historic paving surviving in alleyways between buildings, which are rare and valuable to the character of the area. Attractive brick pavers are seen at the alley way at the junction of Castle Gate and Mill Gate as well as the alleyway between 45 and 47 Castle Gate, while stone flags are seen in the alleyway between 29 and 31 Castle Gate. Historic granite sets also survive under the coaching arch at the Ossington. There are also areas of good modern paving, including the scheme in front of the Ossington which mirrors the red and blue brick columns of the building within the pavement and is an interesting and complementary scheme. This area also contains a historic granite horse watering trough.

Also worth mentioning are the parking bays opposite the Ossington, which have been treated with granite sets. The entrance down to Cuckstool Lane has been landscaped with paving sets and curved benches around areas of planting. This area is also home to a smart K6 red telephone box, with another on the other side of the road<sup>27</sup>.

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<sup>27</sup> These iconic red telephone boxes were designed by Sir Giles Gilbert Scott.

Kirk Gate, Boar Lane and Stodman Street have all been repaved as part of a comprehensive town centre public realm scheme and are attractive and successful schemes. The bonded gravel used along the length of Boar Lane contributes to its character as a narrow, quieter lane, in contrast to the busy traffic flow of Castle Gate. The granite sets at the entrance to Slaughterhouse Lane are also attractive.

This character area contains some good examples of modern street furniture. There are a number of bespoke Civil War bins in the area which are charming and unique to Newark. There are also a number of modern bus shelters. Generally lamp stands are of a standard modern design but Castle Gate contains some reproduction historic lamp stands which suit this sensitive historic location. There are also a number of CCTV cameras which have been successfully integrated into the historic environment.

A number of park benches and litter bins are located through the Castle Gardens, generally associated with the formal pathways. The park benches are cast iron with timber and painted in black and gold and are replicas of those originally used. There are also interpretation panels located throughout the gardens and two large introductory signs at both entrances. The gardens also house a

three dimensional bronze model of the town which is an attractive and interesting feature for visitors.

Traffic management street furniture, notably the zebra crossings and traffic island beacons, are of a standard modern design.

With the exception of the Castle Gardens there are no other formal open spaces and the area is generally characterised more by its tight urban form. Similarly, areas of greenery and trees are very limited.

The terrace at The Ossington provides an elevated area of trees and greenery which is only really appreciated in glimpses.

The entrance to Cuckstool Lane has been landscaped and provides a small but pleasant open area, leading down towards the river.

The Castle Gardens are self-contained with well-defined boundaries. The gardens are enclosed by Beast Market Hill to the northeast, Castle Gate to the southeast, and surviving curtain wall forms the boundaries to the southwest and northeast. The interior of the gardens is screened with a backdrop of either castle walls or trees and shrubs, which both limit views into the gardens but also screen the traffic and noise from surrounding streets, helping foster a distinct change in character upon entering the castle

grounds. The tree and shrub coverage thins along Beast Market Hill and in front of the bandstand, allowing attractive views into the park towards the castle, as well as out of the park towards the river.

The northeast boundary consists of the original Milner designed low stone wall with new railings of a simple design, installed as part of the 1990s refurbishment. A section of the original railing survives near to the Women's Institute building. The traditional entrance to the park is in the eastern corner, at the convergence of Beast Market Hill and Castlegate, and is formed by fine pillars and gates (the iron gates were erected in 1951 to mark the Festival of Britain). The entrance in the southern corner is a modern creation and was constructed to ease pressure on the historic eastern gate, which was too narrow for modern vehicular needs.

The Gilstrap is situated along the eastern boundary of the gardens and this, together with the two formal entrances to the gardens, provides the main access points to the grounds. The building provides a focus to views of the gardens along Castle Gate and from within the gardens themselves.

The riverside area of the castle grounds runs directly below the dramatic ruins of the curtain wall,

which towers above the riverside walkway and dominate longer views from the north bank and Trent Bridge. Access along the river by the castle is via a gravel pathway and boardwalk, which gives way to a grassed area with parterre and gardens linking uphill to the inner gardens within the castle walls. A disabled ramp has been incorporated sensitively in to the design here, as at other points within the grounds. These gardens run past the gatehouse which again towers over the grounds here, making it better appreciated from some distance.

The inner gardens are located with the artificially levelled area behind the castle walls, which give a strong sense of enclosure to the gardens, punctuated by the window openings which break up this mass of walling. The Gilstrap to the east and a perimeter of mature trees and shrubs encloses the gardens on the other sides. The inner gardens are made up of a series of formal lawns and interconnecting pathways, interspersed by feature trees and areas of bedding and shrub planting. The pathway layout reflects the designs of Henry Ernest Milner of 1887, with some minor modifications and the addition of a bandstand, which whilst shown on the original design was never constructed. The paths are carefully laid out to direct

the eye to particular views. The bandstand provides a centre from which paths lead out to explore the gardens.

Running adjacent to and within the northwest curtain wall is an upper terrace, providing a promenade, which gives access to the former windows of the castle. The curtain wall here provide spectacular views out across the Trent as well as framing them. The views to the south of the River Trent and locks are particularly fine, while the views to the west over the river are dominated by the Riverside parkland. There are also good views to the north of the Trent Bridge and other riverside buildings, notable the former Nicholson's Iron Works. The Gatehouse frames attractive views along the river. Further views of buildings from within the park include the Ossington, the spire of St Mary's church and the tower of the former Corn Exchange. Otherwise views are limited by the good enclosure enjoyed by the grounds. The impact of modern industrial development is also visible, including a power station and wind turbines, distracting slightly from the panorama.

The trees within the castle grounds are an essential element of the character of this historic park and garden and are mainly the inheritance of H. E. Milner's original scheme implemented in 1887, although some pre-date this.

The larger trees are situated around the boundary with the exception of several specimen feature trees, such as a tulip tree (which commemorates Her Majesty Queen Elizabeth's II coronation in 1953) and several cedars, which are located on the lawns. There is a great variety of trees within the grounds, which reflect Milner's design philosophy, as does the grouping of trees on small mounds. Evergreen is also used, which helps preserve the park's greenery in winter. Several mature willows are located on the banks of the Trent adjacent to the northwest boundary of the site. Areas of tree planting is often associated with under planting of shrubs, part of Milner's original scheme for the park.

#### LOMBARD STREET

Lombard Street is towards the southwest edge of Newark's medieval core, and is drawn tightly along Lombard Street and stretches from the Castle Gate intersection with Mill Gate to the area where the Beaumont Cross once stood at the junction with London Road. Part of this area was designated along with the main historic core in 1968 with the rest being designated in 1974 and 1979.

#### HISTORIC CONTEXT

It is known from documentary sources and excavations that the medieval town defences enclosed roughly a

square area of which Lombard Street sat at the bottom edge. It is also concluded that these defences were built along with the castle after the Norman invasion of 1066. The name Potter Dyke (now Lombard Street) is first recorded in 1331 and reflects its position over the southwest line of the town ditch. Several excavations showed that the line of the wall lay directly under the line of the modern property frontages (on the northern side of the road).

Although at the edge of the town's defences, there is limited evidence for any activity on Lombard Street before the 16<sup>th</sup> century. Civil War maps from 1646 reveal that Lombard Street can clearly be seen within the town defences. Chapman's 1774 map indicates that Lombard Street is shown to have buildings on both sides of the street, as does Attenburrows's 1790 map. In particular it is noticeable that on the north side of the streets there are narrow burgage plots running off the Market Place which have yards to the rear and buildings fronting Lombard Street.

Wood's 1829 map shows the area in more detail. To the south the street was not as densely developed as the north with a large open space belonging to the Duke of Newcastle with extensive orchards. Also on this side of the street are two significant buildings set in large grounds. The first known as Potterdyke House is a

handsome town house which dates from the mid-17<sup>th</sup> century and has undergone re-fronting in the 18<sup>th</sup> century. The second is Lombard House, which dates back to the late-18<sup>th</sup> century. Other buildings of interest at this time are identified on Wood's map, including the Johnsonian Chapel on the southern side (which has since been demolished) and on the north side of the street, an Independent Chapel built in 1822 and designed by W. Wallen in a classical revival style (now an antiques warehouse). Also of interest is the major junction where five roads meet. This area has been known locally as the Beaumont from as early as the 14<sup>th</sup> century and is the former site of Beaumont Cross. To the south of the junction on the corner of Lombard Street is a row of cottages marked as Farndon Row on old maps.

Development on Lombard Street continued, and by the mid-19<sup>th</sup> century, Christ Church had been built on the north side, designed by J. D. Paine in 1836. The 1st series Ordnance Survey map of 1880 shows that by the end of the 19<sup>th</sup> century, a brewery including two malshouses had been built at the Beaumont Cross end of Lombard Street. The Robin Hood Brewery was owned by John Smith Caparn and in 1879 moved to the Castle Brewery on Albert Street which he owned with Douglas Hankey. In front of the malshouses is shown a

hotel, formerly a row of historic cottages that would become known as the Robin Hood Hotel<sup>28</sup>. In the early 20<sup>th</sup> century, the bus station was opened to the rear of the Robin Hood Hotel. This remained the case until the 1960's when the Robin Hood was enlarged and the bus station was relocated.

By the late 1960's, demolition had taken place on the north side of Lombard Street to reveal backs of buildings and hotel yards. A large open area started to be used as car parking and the enclosure of the street on the north side has denuded. During the 1970s, this area was redeveloped and the St. Marks Shopping centre was built which incorporated shops and a multi-storey car park.

### BEAUMOND CROSS

The date of the Beaumont Cross is not known but it is thought to date back to at least the 14<sup>th</sup> century and consists of a medieval stone socle and shaft which stands on four octagonal steps<sup>29</sup>. The origin of the Cross is not known but it has been suggested that the Cross may be an Eleanor Cross, erected between 1291 and 1294 by King Edward I in memory of his wife

Eleanor of Castile, marking the nightly resting places along the route taken by her body as it was taken down to London. Another theory is that the Cross is a memorial to Viscount Beaumont, erected by his widow following his death at the Battle of Towton in 1461. Alternatively, it may simply have been a boundary marker being placed at the crossroads.

The Cross underwent a series of repairs in 1778 and again in 1801, which included the addition of conical stone cap and weather vane. In the modern era, railings were erected around its base, presumably to protect it from the increasing traffic levels at the junction. In 1965 it was moved to its current position in Beaumont Gardens on London Road. The Cross is currently in a fragile state of repair and although there have been plans to move it nearer to its original position, its condition would make this unlikely.

### CHARACTER ANALYSIS

On entering Lombard Street from Castle Gate, the road gently curves with buildings set tight to the road edge. Continuing down the street, buildings on the left hand side are predominately brick and two or three

<sup>28</sup> The former Robin Hood Hotel appears to have originally been three town houses. The first historic reference to the Robin Hood as a public house is 1781, and it is assumed that the three townhouses had been adapted into one by this point. The buildings can be understood on a 1790 survey plan

when occupied by Mrs Brough and Mrs Mough with service elements probably including stables, brewery and kitchens. In 1832, the site is recorded as an inn run by John Allen.

<sup>29</sup> Likely to be a modern addition.

storey in scale, with the exception of a single storey building of character which terminates the row. Behind this row of buildings is a section of wall which is part of the earlier town defences and a scheduled ancient monument.

Adjacent to this building is a narrow street which leads to a former congregational church built in a classical revival style with single pedimented stucco porches and a pilastered front which stands prominently in the street scene. To the right of this narrow street is an imposing former church built in an early English style using buff bricks. This building fronts Lombard Street and is slightly set back from the road edge behind railings.

St. Mark's Lane leads off from Lombard Street mid-way down, but its older roadway has been truncated by the entrance to the former Marks and Spencer. Adjacent to this is the 1976 development of St. Mark's Place which fronts Lombard Street and incorporates a multi-storey car park. Whilst the scale is similar where it fronts the street, the development is set back from the road edge and gives a stark contrast to the surrounding Georgian buildings. Pevsner wittingly describes it as too many 'neo-vernacular gimmicks'.

Towards the Beaumont Cross junction, buildings are set tight to the road

edge keeping a sense of enclosure and are three storey in scale. In between these buildings is a narrow street which was formerly the Sacaren's Head Yard, and the vista along this street is now unfortunately terminated by a multi-storey car-park. At the Beaumont Cross junction, the road gently curves to reveal buildings on the corner of Carter Gate and London Road and the Castle Brewery building beyond.

The southern aspect of Lombard Street is in stark contrast. The former Robin Hood Hotel has recently been renovated and provides an attractive composition at the junction, but the modern Travelodge and medical centre are slightly dominating above the listed building range.

Continuing down the street on the south side is a row of buildings which give a strong sense of enclosure within the townscape. The new retail units adjacent to the former Robin Hood Hotel have high glazed openings with a pedimented top, feeling subservient before a bookend taller element forming the side of the new hotel. Beyond is a continuous row of good historic building stock. These buildings are two and three storey in scale and predominantly brick and are a mixture of listed buildings and buildings which contribute to the townscape quality. Potterdyke House also has a strong sense of presence within the street scene.



Sadly, townscape character becomes very fragmented after this point and enclosure is lost. Modern development such as Asda and the bus station poorly relate to the historic environment, and large modern office structures such as the telephone exchange further detract from the historic character of the area.

The former car show room at the juncture with Mill Gate is a point of interest however, and is a good example of our early motoring heritage (this being the curved glazed showroom onto Mill Gate).

Period buildings on Lombard Street predominately consist of red brick which are either two or three storeys in scale. Many of the historic buildings are Georgian era in a classical style. A notable exception to the use of red brick is the former Christ Church which is built using buff brick in an 'early English' style. Elsewhere bricks are used for decorative effect, including for example where buff bricks have been used to form headers and in string courses at both first floor and eaves level. Several buildings in the area are built using Flemish bond with pale headers to provide an overall decorative effect. A small number of buildings have had the brick work painted or been rendered, but this does not appear to be anything other than a modern intervention.

Roofs are either gabled or hipped and traditional clay pantile or slate, with some more recent use of concrete pantiles. Verges on gables are simple and dentilated and cogged eaves are common. Gutters are usually traditionally set on rise and fall brackets. On higher status buildings, parapet gutters are used.

Six over six vertical sash windows prevail in the early 19<sup>th</sup> century properties, with a range of different sash styles being used during the Victorian period. A number of windows in Georgian properties have been replaced with Victorian sashes. No 34 Lombard Street has metal windows which were popular in buildings of this type between 1920-1950. No 23-25 Lombard Street has fine examples of decorative oriel bay windows at first floor level.

Georgian period doors are common, being six panelled, with later four panelled Victorian versions also seen. There are some very attractive Georgian timber doorcases, using pediments and pillars. Some doors have decorative fanlights above. Occasional bootscrapers survive.

The use of stone within this area is extremely limited and confined to door and window lintels, window sills and a limited number of doorcases. Many of the properties in this character area are retail at ground floor level and the shopfronts vary

greatly in quality and style. Evidence of boot scrapers can be seen.

The majority of pavements in this character area are plain tarmac. However, there are some areas which have been paved. Of note is St. Marks Lane which has a mixture of slabs edged with pavers and heritage street furniture. Unfortunately the overall effect of this scheme has been degraded with tarmac being used to carry out repair work.

The area at the Beaumont Cross Junction at the top of Carter Gate was part of a 1990s town centre improvement scheme which improved the street surfaces and furniture. This scheme greatly enhanced the quality of the environment at this point and Lombard Street would benefit from a similar scheme. The junction itself however is poorly treated by modern highway strategies, with an odd central dog-leg pedestrian island interrupting the desire line. Highway signage and crash barriers clutter the space, and the overall junction poorly relates to the historic environment.

#### KIRK GATE, MIDDLE GATE AND STODMAN STREET

The Castle and Market Place are connected by two angled parallel lanes (Kirk Gate and Stodman Street) with a central perpendicular road (Middle Gate). Chain Lane and Boar

Lane form a well-used central cross. Alleys and ginnels can be found throughout.

The medieval arrangement of messuages along these narrow streets is an important element of significance and can still be understood in the plot and building arrangements. The density of listed buildings is high, and there is a picture post card quality about views up and down the streets, most notably along Kirk Gate towards St Mary's Church where it is framed by jettied timber framed buildings.

#### HISTORIC CONTEXT

The medieval street pattern of Newark is clearly expressed in the grid-iron pattern between Castle Gate and the Market Place. Long yards and messuage plots provide significant evidence of medieval planning. Kirk Gate, Stodman Street (*Stodmerstreet* or *Stodemere*) and Middle Gate are all mentioned in medieval deeds furthermore.

However, no passageway along the line of Boar Lane can be evidenced.

The timber-framed buildings in this area are amongst the oldest structures in the town. Dendrochronology has suggested that 22-24 Kirk Gate was built in 1337, comprising a house with upper floor, and as a jettied building, a very early example of its type. Mid-15<sup>th</sup> century

exemplars include 37-39 Kirk Gate (1440), the Prince Rupert (1452), 17 Boar Lane (first bay is 1451) and the Governor's House (1471/74). All have more than one floor, and apart from the Boar Lane example, are jettied to some extent.

Recent excavations behind 8 Middle Gate have uncovered remnants of a medieval building, comprising stone foundations, intersected by kilns and later industrial uses.

The Prince Rupert (formerly the Woolpack) is a two-thirds Wealdon House (sometimes referred to as a 'half Wealden'). This essentially means the building was a single storey hall set between two wings that are jettied at first floor<sup>30</sup>. The Rupert has a queen-post roof. This type of construction is likely to have been prevalent in Newark by the 16<sup>th</sup> century.

It is probable that the end of the Civil War necessitated extensive rebuilding in the medieval core. Timber samples from 12 Chain Lane can be dated to c1700 and the outbuilding behind 21 Boar Lane is 1679.

These were a precursor to extensive rebuilding and remodelling in the Georgian period in which local red brick would become the stock facing material. 3 Middle Gate and 37

Stodman Street are particularly good examples.

The Old Kings Arms on Kirk Gate is an early-18<sup>th</sup> century inn with cast iron royal arms and a blank arcade on the ground floor.

The early 19<sup>th</sup>-century Purefoy House at the start of Kirk Gate is a narrow 2 bay building with a stucco façade with pilasters and pediment.

At the end of Kirk Gate near Wilson Street is the former Nottingham and Notts Bank (1887) by Watson Fothergill, comprising a distinctive Italianate Gothic with large biforated doors to a fine banking hall with polychrome brick walls. The tower is distinctive and can be glimpsed in longer views. It was reduced in height in 1957. The manager's house was incorporated into the building (with the oriel windows). Now used by Newark College as a school for violin making.

The former Savoy Cinema (now fronted by Halifax) sits atop the remnants of an early-18<sup>th</sup> century maltings. Owned by the Branstons, the Savoy Malting appears to have been a complex site expanded in the 19<sup>th</sup> century with an office complex on the corner of Middle Gate and Stodman Street.

<sup>30</sup> This is a prevalent construction in Kent and Sussex.

There were some interesting 20<sup>th</sup> century developments throughout this part of the character area, with new retailers such as Woolworths, Marks and Spencers and Burtons. Not all survive, but the facades of both 14-15 and 32 Stodman Street represent good inter-war vernacular (the Burton family foundation stones and bespoke metal grilles can still be seen on the shop stall riser).

The 1908 former Post Office on Kirk Gate designed by Saunders and Saunders was built by a local firm G. Brown and Co, and makes a good contribution to streetscene.

There is a good Art Deco building at 13-15 Kirk Gate, which is dated 1937 with ramped parapet and a decorated string with tall metal windows with horizontal panes.

## CHARACTER ANALYSIS

Kirk Gate offers one of the best routes for experiencing all aspects of Newark's medieval core. With the exception of the car yard at the Castle Gate end (where historic brewery related structures appear to have been demolished in the post-War period), buildings are tightly packed all the way along with a variety of 2 and 3 storey buildings from all periods. The jetties of timber-framed buildings give a picture post card quality on approach to St Mary's Church, providing a spectacular

closed vista of the full tower and spire.

From the eastern end, Middle Gate is bookmarked by the 15<sup>th</sup> century timber-framed 22-24 Kirk Gate with its upper floor jetty and curved braces. Opposite is the interesting former pub the Boar's Head (1883) which has decorative lettering atop a frieze.

3 Middle Gate is close by, and is a tall three storey mid-18<sup>th</sup> century town house with a pediment over the front three bays and a Roman Doric column

Middle Gate contains a variety of architectural types with a range of honest traditional-style shop fronts, making this a good retail quarter. The gabled entrance to the old covered market is an attractive centre piece and has been sensitively renovated in recent years (see Town Hall entry in the Market Place section below). There is a Georgian former inn at the junction of Chain Lane which has had its carriageway arch replaced with a shop unit.

Stodman Street is a parallel road to Kirk Gate, both leading towards the Market Place. In addition to some medieval elements, it contains a wealth of later post-medieval buildings of good quality. Whereas the Rupert is a slightly diminutive building against the back drop of 2, 3 and 4 storey buildings, the

Governor's House (24 Stodman Street) is an impressive element at the end of the roadway before it hits the Market Place. 16<sup>th</sup> century with a coved and oversailing upper storey, it makes an impressive contribution to the streetscape.

Rythm and fenestration are key traits of these facades, despite the impact of some poorer (neutral) contributions in the post-War era and some articulation of varying scales and form.

#### CARTER GATE, BRIDGE STREET AND APPLETON GATE

Carter Gate and Appleton Gate follow the southeast edge of the medieval core, intersecting Bridge Street where it is thought the east gate would have sat.

Carter Gate and Bridge Street are important commercial routes today, and Appleton Gate contains the National Civil War Centre as well as being a direct route to North Gate Station.

#### HISTORIC CONTEXT

Cartergate is an important medieval by-pass, culminating at the end of Bridge Street. This was formerly the *Dry Brig* (perhaps referring to a draw-bridge or because a dry moat here defended the inner ward of the

town), where until 1784 stood one of the medieval town gates<sup>31</sup>.

Appletongate continues the line of the by-pass and just beyond the east end of the Church, and on the opposite side, sees the important former Magnus Grammar School. This was endowed in 1532 by a native of Newark, Thomas Magnus, Archdeacon of the East Biding of Yorkshire.

#### CARTER GATE

Carter Gate is medieval in origin, sitting along the line of the old defences. A few medieval buildings survive, notably 40-44.

Carter Gate has arguably seen some of the greatest change in the modern era. The unfortunate demolition of a fine 18<sup>th</sup> century hotel building adjacent to Sport Direct resulted in some very poorly designed retail units.

#### APPLETON GATE

Appleton Gate is medieval in origin and is listed in a survey of medieval streets in 1225-31. There are references to it forming part of the route from Nottingham to Lincoln used by travellers to by-pass to the east of the Old Borough, giving them a means of avoiding paying tolls<sup>32</sup>.

<sup>31</sup> Bridge Street is labelled as Dry Bridge on 1827 map.

<sup>32</sup> Barley (1953a).

Whilst Appleton Gate was not included in the old borough, an extract from the Civil War map of 1644 shows that the Appleton Gate was significant enough to be included within the town's defences. During the medieval period there is evidence that there were buildings on Appleton Gate. The main references refer to the Chantry built in the 14<sup>th</sup> century and the Grammar School built in 1532.

The Chantry on Appleton Gate was built in the 14<sup>th</sup> century for the accommodation of Chantry priest and was established by Widow Alice Fleming, so that the priests from chantries around Newark could associate together. The house was set in substantial grounds which included a deer park and chapel. In 1702-14 the main building was replaced by a Queen Anne style house by Samuel Foster. The lodge house was located on the corner of Barnby Gate and what is now Sherwood Avenue.

Attenburrow's Map 1790 shows the extent of the estate at this time the land marked as Mr Sikes which refers to Joseph Sikes who was the three times mayor of Newark and resided at Chantry House.

Unfortunately despite being an exceptionally fine building the main house and chapel were demolished in 1919 to make way for the Palace Theatre. The clock and tower from the

chapel were incorporated into the Magnus School Building on Earp Avenue, whilst the associated Lodge house survived until its demolition in 1936.

The former Grammar School which is the earliest surviving building within this character area was built in 1532 and founded in 1529 by the Rev. Thomas Magnus (Archbishop of Yorkshire's West Riding) to provide free education for boys in Newark. Outgrowing the original building, a three storey brick building was added in 1817 to the Appleton Gate elevation virtually obscuring the old stone building.

The new extension housed the then headmaster of the school the Rev. John Burdett Wittenoom and was designed by John Sadler Sheppard in a classical style. Further buildings were added to the school in subsequent years until its relocation in 1909 to the new purpose built school on Earp Avenue.

Attenburrows map of 1790 shows that by the late C18 the area was well developed with buildings along both sides of Appleton Gate, on the west side the buildings are close together being of tight urban grain and a narrow lane running off to the west marked as Mount Lane consisted of small cottages with a square to the rear. In contrast the east side had buildings set in more substantial

grounds. These buildings included Chantry House, the Grammar School and the Vicarage (No.10). Woods map of 1829 shows that this remained virtually unchanged at the beginning of the C19, however it is noticeable that a row of cottages on the west side known as Jallands Row had been developed by this time. By the late C19 the 1st series O/S map shows that the Magnus Street, which was laid out by 1870 and the County Police Station and County Court building, had been erected on the Corner of Appleton Gate. Ten years later the Newark Advertiser office was built on the opposite corner.

By the beginning of the 20<sup>th</sup> century, several shops were established in the area. In 1920, the distinctive Palace Theatre built for Miss Emily Blagg in a unique architectural style with cupolas and onion domes. It opened in July 1920 and incorporated two shops into the design.

By the 1950's many council owned cottages within Newark were deemed overcrowded and insanitary, this started a wave of house clearances in which the cottages which originally formed Mount Square off Mount Lane were cleared and the area made into a car-park park. However, Jallands Row which was built in 1800 was more fortunate and survived the clearance being restored in 1982.

## CHARACTER ANALYSIS

At the Beaumont Cross entrance, the buildings vary in scale and quality. Modern development is much more extensive here than most places within the town centre, and not overly positive. Good Victorian and Georgian stock survives, but arguably some of the most interesting buildings include the Arcade.

Carter Gate benefits from good surfacing.

Bridge Street is a relatively short section of roadway, but is of a consistent 3 and 4 storey height

Regular fenestration and arrangements of bays helps draw one's eye in both directions. Attractive cobbles and surfacing adds to the character of the old buildings. The Midland Bank and the fine town house at 1 Bridge Street provide an excellent frame to the entrance of the Market Place.

The quality of the buildings on this section of Appleton Gate is exceptionally high with virtually all of the buildings being listed and two being graded II\*. On entering the character area from the Magnus Street end of Appleton Gate, the street gradually rises towards the historic core with the Castle Brewery building being prominent on the skyline in the distance. Continuing along Appleton Gate the roads

gently curves giving the Palace Theatre a strong presence in the street scene, its onion minarets adding interest to the skyline. Beyond the Palace Theatre on the western side of the street the buildings form an almost continuous facade of red brick three storey Georgian buildings tight to the road edge with the exception of the Old Grammar School building which is slightly set back, built of rag-stone and smaller in scale.

On the eastern side buildings vary in scale, the continuous building line is broken by the entrance to Mount Lane and again by the area in front of the church which provides open space and a pleasant amount of greenery. Buildings are predominately shops at ground floor level with accommodation above and tight to the roadside following the medieval line of the road.

Mount Lane is located on the west side of Appleton Gate. This narrow lane consists of a row of cottages which are a mixture of old with some relatively modern buildings set slightly back from the road edge towards the end. The lane has a strong sense of enclosure being narrow with buildings tight to the road edge. In contrast to Appleton Gate the cottages are modest in scale. Looking up the lane from Appleton Gate there are pleasant glimpses of trees within the garden of rest. Looking back down the Lane the views

are terminated by the obliquely angled entrance to the Palace Theatre.

Looking back down Appleton Gate the road gently curves to reveal the Palace Theatre on the right and the Old Police Station beyond.

Continuing down on the left hand many of the buildings have entrances to narrow passageways which lead to buildings to the rear. At no. 39 the entrance to the passageway is unusually shaped to allow barrels to pass through, whilst above the entrance at no. 41 the Jallands Row sign refers to the two rows of cottages which are accessed via this entrance.

As the road gently slopes downwards, on the left the sense of enclosure is lost at the entrance to the car-park. The entrance is where a building once stood and the blank wall of the end building has been decorated with a mural which is now partially obscured by trees. On the opposite side to this is the entrance to Magnus Street. This street has the now three storey Newark Advertiser building which is an imposing three storey corner building whilst on the opposite corner is the former Police Station Building. Glimpses of the church spire can be seen from several points in this area.

The historic residential properties in this area are predominantly built of red brick and are either two or three



storey in scale. The exceptions to this are the Former Grammar school which is constructed of rag-stone and the Palace Theatre which although constructed of brick has a stucco facade. The majority of buildings on Appleton Gate are classical in design built during the mid C18 to early C19. No.10 Appleton Gate dates from 1730 and is a particularly fine example.

On some buildings brickwork is used for decorative effect with curved bricks forming corners, decorative sill bands and details at eaves level. On the Old Police Station blue bricks are used to effect forming a decorative pattern whilst on the Newark Advertiser building, buff bricks are used to form headers and sill bands.

Roofs are either gabled or hipped and traditional clay pantile or slate, with some more recent use of concrete pantiles. Verges on gables are simple and dentilated and cogged eaves are common. Gutters are usually traditionally set on rise and fall brackets, however on higher status building parapet gutters are used.

Six over six vertical sash windows prevail in the early-19<sup>th</sup> century properties, with a range of different sash styles being used during the Victorian period and a number of windows in Georgian properties have been replaced with Victorian sashes. The cottages on Mount Lane and

Jallands Row are exceptions to this both having 2-light Yorkshire sashes.

Stone is only occasionally used in this character area for window and door lintels, sills and door steps. The only example of stone used as the main building material is the former Grammar School. A large proportion of buildings in this character area are classical in design and incorporate typical architectural details such as ornate stone doorcases, fanlights and six panelled doors, an example of which can be seen below.

Many of the retail properties within this character area retain historic shop fronts, some of which are of particularly high quality and incorporate details such as ornate console brackets, pilasters and leaded lights.

The Palace Theatre also retains its original historic shopfronts, is a landmark building and has a unique architectural style. Towards the rear the building is relatively plain with the only ornate detailing being executed on the front facade mimicking Indian style architecture.

The paving in this part of the character area mainly consists of concrete slabs. The only exception to this is an area of granite setts adjacent to the Palace Theatre.

The street furniture in this area varies with heritage street lamps outside the

Palace Theatre but modern lamps in front of the open space by church. These modern lamps detract from the street scene and should be replaced. Similarly bespoke designed litter bins are mixed with less appropriate plastic lamp post mounted bins and a more consistent approach could improve the overall quality of the area. Street signs are a particular problem in this character area with a number of signs being particularly poorly sited. An example of this can be seen outside the Palace Theatre.

Appleton Gate has a limited in the number of trees as the Townscape analysis map shows, however, pleasant glimpses can be seen of greenery in the garden of rest .The area in front of the church is the main open space but falls just outside this character area. To the east of Appleton Gate are the college grounds which provide a pleasant green open space with mature trees. This can be accessed on foot along the road which runs to the side of the Palace Theatre. This area also affords view of the rear of properties on Appleton Gate and views of the church spire on the skyline.

#### ST MARYS AND CHURCH WALK

This part of the character area sits behind the buildings on the northern side of the Market Place and is bounded by Wilson Street, The Mount and that part of Appletongate in

front of the east end of the church and the War Memorial Gardens.

The area is dominated by the magnificent Parish Church of St Mary Magdalene with its circa 70 metre spire and the impressive north nave aisle which faces the Garden of Rest. It is one of the most tranquil spaces in the heart of the CA and provides a setting not only to the church but also a number of the town's most significant listed buildings.

#### HISTORIC CONTEXT

Archaeologically this area is significant with the old rampart running along the north side of The Mount. It then turns south along Mount Lane and continues in this direction and comes within a few feet of the east wall of the church before continuing behind the current Appleton Gate and Carter Gate frontages. To the north of The Mount the land falls away suddenly as the walk is set high above a retaining wall in front of the old Mount School buildings. This is the assumed line of the ditch in front of the rampart.

Mount Lane marks the approximate extent of Newark in medieval times when a large man made mound or look out post allowing extensive views to the north first gave the area its name. It was formerly known as Parsons Mound which as late as 1806 was still visible according to the

recordings of William Dickinson, but disappeared in its entirety in 1820 when the Mount School was developed on this site.

The Church of St Mary Magdelene forms the centre of this character area and is the second on the site, with the first one being Saxon in origin. Unfortunately, there is no trace of the remains of this Church, however, it is likely to have remained for around the first century after the Norman Conquest, until around 1160 when a church and manor were granted to the Bishop of Lincoln and the building of a new Norman church in this area began. Today only the crypt and crossing piers remain. The location of the Norman crossing piers within the nave is indicative of the original Norman church's cruciform shape, as the present church is today.

The western tower was begun in 1230 and is a fine example of Early English architecture, with elaborately ornate detail, although the large window in the tower is fifteenth century. The final stage of the tower was added nearly a decade later, and therefore the architectural detail forms part of the Decorated period with an octagonal spire of some 70m in height, forming the highest spire in Nottinghamshire. Indeed view's Lincoln Minister and Belvoir Castle are enjoyed from here and in the seventeenth century the tower served as a look our point for Newark garrison during the Civil war.

The Decorated south aisle also dates from the early 1300's, with the spire. The nave, north aisle, south aisle porch and clerestorey were built (or in some cases, re-built) after the Plague, which halted the building work for many years, meaning that the remainder of the church is Perpendicular in architectural design, completed in 1498. Later additions include the transepts and chantry chapels, completed in 1539.

The Church did not escape the restoration movement and was restored in 1853, notably by Sir George Gilbert Scott, who also built nearby Kelham Hall. The Nave roof, south porch and spire were later restored in 1913.

The Church owes its grandeur and beauty to the constant benefactors of Newark townsmen over twenty-centuries – evidenced in part by the large number of private chantries, founded in the fourteenth and fifteenth centuries. The size of the Church is indicative of Newark's prosperity from trade over time. Notably, the church is supported by the Magnus Bequest, a charitable foundation created in the early 1530's by Thomas Magnus who, amongst other things (including the establishment of the free grammar school on nearby Appleton Gate) provided for occasional sums to be used for the general well-being of the

church and well as founding a song school.

Similarly to the Church, the churchyard has evolved over time, although it always appears to have been situated to the north of the Church as evidenced by the charter of Henry II (between 1154 and 1169) which mentions the 'house with the land on the northeast of the Mother Church of Newark.'

In 1349, Newark suffered from the plague and as such additional land in Appleton Gate was enclosed with a licence granted for the dedication of the churchyard on the 5th May 1349. It is, however, unclear whether this included all of the area between the east end of the Church on Appleton Gate, as it is today.

Various buildings were also located in or on the edge of the churchyard, with a chapel dedicated to St Katherine and St Martha built in 1293 by Henry de Newark, although it was demolished in 1312, when its material was used towards building the south aisle. It is unclear where this was located, however the discovery of three skeletons under the area to the south of the church in 1995 may indicate that there was once a graveyard there, in which case this chapel may have been near the site of the south aisle.

By the end of the 18<sup>th</sup> century, the churchyard had become overcrowded and as such an Act of Parliament was obtained in 1773 for the sale of some of the charity estates to enable building to the Town Hall and Shambles and for enlarging the church yard. £200 was given for the purchase of "thirty seven perches" of the glebe belonging to the Vicar and let as gardens, for enlarging the churchyard and it is likely that this related to land to the east of the Vicarage and this area is shown on Attenburrow's map of 1790.

This vicarage was demolished in 1818 to make way for further extension to the churchyard and the land up to The Mount added to the churchyard. A replacement Vicarage was provided by the purchase of No 10 Appleton Gate an imposing house on the opposite side of the street, now known as Martin Forster House.

In 1856 the north church yard ceased to be used for burials as it was full, and following the development of Newark cemetery on London Road. In 1905 this area was then formally laid out for public use and later transformed into a Garden of Rest in 1950. The east churchyard also was adapted during the early twentieth century as it was chosen for the Memorial, in honour of those who died in the Great War.

The Garden of Rest was again altered in the 1960's after the controversial demolition of a row of terraces along the eastern side of Wilson Street in 1968. These terraces mirrored the ones found to the other side of the road and were built in 1766 by the Reverend Bernard Wilson. Following considerable concern regarding their dilapidated condition, Newark's 'Action for Conservation' study, carried out by Nottinghamshire County Council and Donald Insall and Associates, in consultation with the Borough Council examined a range of options for the area. Interestingly the County Council wanted to keep the terrace and described it as one of Newark's 'building curiosities' and detailed the terraces key qualities in relation to the unity of the street and in the simple repetition of doors and windows achieving a certain austere grandeur. Plans for the re-development of the area focussed upon its use as a car park, with some discussion about demolishing the whole of the area for parking, due to its location next to the Market Place. Fortunately, this did not happen and after much debate it was decided to demolish part of the terrace, and as a concession, the site developed as an open area, and not a car park.

Historically, land to the south side of the church comprised of two rows of terraced buildings known as

Ironmongers Row, separated from the back of the buildings facing the Market Place by a narrow alley, Ironmongers Lane. A gap between the terraces allowed direct access to the south porch of the church from the Market Place.

In December 1891 a fire broke out in a drapery shop on the Market Place and the flames spread rapidly threatening to engulf the Row. One of the shops on Ironmongers Lane was Wilkinson's tallow chandlery where there were large stores of candles and it was feared that if this building caught fire it would seriously put the Church at risk. Almost immediately after the fire was put out there was a call for a public subscription to buy the buildings on Ironmongers Lane and demolish them to form a fire break between the Market Place buildings and the Parish Church. The buildings were then demolished in 1892.

## CHARACTER ANALYSIS

For a study area so well contained, and with a Parish Church so immense in scale and overall presence, the impact on the immediate surroundings and the wider area by the Church is not as significant in visual terms as may have been imagined, with the only reasonably clear views of the building available from Appleton Gate and from the gardens where The Mount and Mount Lane meet.

Much of this is due to the disposition of the urban grain in the area but mainly due to the presence of trees in and around the Garden of Rest and the War Memorial Garden. Important low level glimpses of the Church are, however, gained from the Market Place, particularly adjacent to no. 23 Market Place. The spire is also viewed from this area, towering above all the buildings here.

The Church can also be more readily appreciated from longer distant views and is truly a landmark building in Newark, visible from areas around the Town and the wider hinterlands.

The Garden of Rest is one of the most pleasant green spaces in the centre of the town. This area is well enclosed on the north side and around towards Mount Lane by a red brick boundary wall a little over a metre high topped with slim stone copings. Viewed from along Mount Lane the Parish Church provides an attractive backdrop to the space and the lack of a high wall along Church Walk North helps to enhance the space. The wall along the North Walk begins as a relatively high retaining structure at the Kirk Gate end but due to the land rising towards the southern entrance to the Garden, it ends up as a low wall which does not disrupt the openness of the space or the view of the church.

The boundary of the Memorial Garden along Appleton Gate is more

informal and open in nature, consisting of low stone walls punctuated with taller stone piers. This allows further uninterrupted views of the Memorial and Church and increases the overall connectivity with Appleton Gate.

The North and South Church Walks enjoy similar physical characteristics from Appleton Gate to the east end of the church and the fact that both thoroughfares have a slight dog-leg approximately halfway along their length brings parts of the church and the other significant buildings into view adding to the townscape character. A dwarf wall and railings on the Garden side of both Walks allows uninterrupted views across the War Memorial Garden. Whilst both Walks have a heightened impression of being set within a well defined informal space, the South Walk is probably the more tightly enclosed with a number of buildings on the south side sitting hard up to the edge of the Walk from its junction with Appleton Gate.

The view from Appleton Gate up the South Walk is probably the more attractive of the two, the church tower and spire terminating the view. Apart from the view across the Garden of Rest this is probably the most expansive view of the tower to be taken from within the character area.

The view up the North Walk is long and more expansive, the Song School and the listed building at the head of Wilson Street giving a backdrop rather than a focus. The North Walk has a not so tightly constrained view from Appleton Gate but this does not make it less attractive. The railings in front of Kirkwood House defines the pathway and the tall wall to the east of the house, behind its garden, gives a different sense of enclosure as it is set back a few metres from the railings. From this east end both Walks pass either side of the main body of the Church eventually meeting Church Street; the North Walk at its junction with Kirkgate and the South Walk close to the entrance to the Market Place on Church Street.

The character of the Walks immediately beyond the east end are considerably different to each other. The South Walk opens out in front of Church House a fine 18<sup>th</sup> century stuccoed set piece building which has been considerably improved with the re-introduction of new railings along its frontage which compliment the railings alongside the War Memorial Garden. Beyond here though the area expands in front of the Church and whilst the space remains well enclosed the church now has some “breathing space” and can be better appreciated as a result.

There is still a measure of enclosure of the space all the way to Church Street but its character and use has changed appreciably, as in recent years the area has been quietly transformed into a pleasant open area accommodating a distinctive raised landscaped seating area set in a circular pattern with a small amount of ground cover planting. This area is the focal point of a pleasant pedestrian link between the Market Place, Appleton Gate and Church Street. A full view of one of town’s finest buildings, the front of the former White Hart Hotel, most recently the offices of the Nottingham Building Society (sadly now vacant), can be appreciated from here together with a glimpse of the building on the corner of the Market Place and Bridge Street made famous by Lord Byron. These first glimpses give an indication of the quality of the buildings that can be appreciated around the Market Place.

The space is also surrounded by a variety of listed and other buildings of local architectural and historic interest and the Grade II chimney for the old church boilers is sat in the corner of the former Wing Tavern yard. Part of the front of the listed buildings at No 25 and the rear of 22-23 Market Place helps considerably in enclosing this space

and hints at the diverse nature of the architectural stock in the town centre.

The rear of the rest of the buildings facing the Church on the south side of the space have had some unfortunate alterations carried out especially in changes to some of the upper floor window detailing. Beyond the South Porch of the church to Church Street itself the buildings have not suffered quite as much with respect to unfortunate alterations and the rear of No. 16 Market Place has an important role in helping to define the enhanced space in front of the Parish Church. On the opposite side of the re-laid Yorkstone entrance and forecourt to the church No. 28 Wilson Street performs a similar function though the visual impact is not quite as marked as the single storey addition to its south elevation does not project a strong architectural presence and disrupts the architectural integrity of the south elevation.

Wilson Street on its eastern side inevitably bears little resemblance to the tightly enclosed street originally developed with its matching three storey terraces and feature pavilions at each end. The two “pavilion” buildings remaining from the demolition of the eastern terrace stand out as feature buildings still contributing to a wider townscape interest.

Primarily now though the eastern side of the street appears as an area of soft landscape which has replaced the terrace. Since 1968 the modest landscape scheme, which occupies most of the gap between the two pavilions, has provided a break between the more formal street and the Garden of Rest. The red brick mock-Tudor Song School (1866) is quite prominent behind a tall brick boundary wall, some of which may have been the back wall of the terrace. The entrance to the Garden is very modest and this general environment could be improved as a benefit to the street and the Garden itself.

Leading from Appleton Gate, along Mount Lane, buildings here sit along the kerbside and enclose the view towards the Palace Theatre. Further along, this opens out and modern dwellings, although have been designed to respect the scale of the historic cottages, reduce the enclosure as they are stepped back from the kerbside and are not really successful in their context. In particular the ground floor garages intrude into the main elevations and as such are incongruous.

Whilst the area has only a few buildings within it, the architectural details, particularly (and unsurprisingly) to the Church dominate, and overall there is a wide variety of materials on display. The



Church is built in buff to cream oolitic Lincolnshire Limestone possibly from the Ancaster quarry, similar to the stone used at nearby Wollaton Hall and Belton House, representative of its status within the town with detailed architectural embellishment, expressive of the periods of architectural development.

The War Memorial is the only other all stone structure and is constructed from Portland Stone. The walls along the Memorial Gardens on Appleton Gate are also stone construction, matching the memorial. Of the other buildings in the study area most of them are built of brick, as is traditional in Newark. Both 1 & 2 Church Walk South are particularly attractive, being early 18<sup>th</sup> century buildings with steeply pitched roofs, unfortunately reroofed with inappropriate interlocking concrete tiles.

On Church Walk North, Kirkwood House is a tall and deep plan building set against the east side of the Garden of Rest, again built in brick with stone dressing under a slate roof. The Song School is a brick building dated 1866 with very attractive stone dressings under a slate roof with distinctive stone cross mullioned windows. Stone is also used to good effect on the plinth, quoins, first floor band and on several shouldered coped gables. Opposite Kirkwood, on the side of the South Walk, No 3,

Church House is the only building with a stucco finish on its front and side.

The only other remaining structure in the study area is the freestanding brick octagonal tapered chimney shaft probably part of the original church heating system. It has stone and blue brick dressings and has a coped top with metal support brackets.

Boundary treatments are also important with cast iron railings running along the north and south Church Walks, enclosing the Memorial Gardens. The walls enclosing The Mount are built in brick with a stone coping that shows signs that it was surmounted by railings let into the stone. The coping stones may have come from another part of this area as it is unlikely that railings would have been used along a wall of this height.

Variety is not restricted to the range of materials used; the architectural detailing throughout the restricted number of buildings, excluding the church, is quite varied. A number of the buildings are simply gabled though 2 Church Walk has a steep hipped roof and No 3 has a shallow pitched slate roof behind a low parapet. All the buildings display a wide range of architectural detailing from splayed or multi keystone lintels, stone doorcases and Tuscan columns to chamfered quoins and coped gables. This latter feature is

evident on the Song School which displays a number of stone features giving it an outstanding architectural character not readily appreciated in its enclosed position on the western edge of the Garden of Rest. The smaller cottages along Mount Lane are more humble in character and appearance with simple, yet still attractive, architectural detailing. These are constructed out of brick, although today the right hand row has been unfortunately altered with the insertion of uPVC windows and doors and a painted finish.

The modern housing along Mount Lane whilst built of brick, have interlocking concrete tiles, brown stained windows and limited architectural detailing and as such have little positive impact upon the area.

Overall however, this limited number of, mainly listed, buildings displays a wealth of architectural detailing, including the reinstated railings on the Church Walks, giving the area unique townscape quality which provides the Parish Church with an appropriate architectural setting.

There are a number of areas of historic street paving within this character area alongside the Church and within the Garden of Rest which positively contributes to the character of the area.

In addition, the area has also benefitted in the past two decades from a sympathetic and comprehensive approach to the improvement of the Church area. The Mount itself was re surfaced in the late 1980's when very large Yorkstone slabs were used as the main pathway material with dished granite stone setts forming gutters running on either side. The slabs are offset to give a little more interest and it is all contained within brick walls, the one enclosing the Garden being particularly attractive having a stone coping and a feature two course plinth detail.

The Walks have also been sympathetically addressed in a similar way; the North Walk having a simple Yorkstone slab finish, but the more extensive South Walk uses a slightly wider range of materials such as Riven Yorkstone to highlight the narrow carriageway from the Market Place. Setts are used as a containing material around the bicycle park and as a part of the circular seating area. Small areas of resin bonded gravel are used to good effect as well. The only street furniture is the seating in the Garden and in the area behind the Market Place.

The Church grounds form a significant open space which makes a very important contribution to the character of the area, in itself and in allowing views of the Church. The

Walks either side of the open areas and The Mount also helps to maintain this feeling and the paved landscaped area to the south of the church, next to the chimney, also makes a telling contribution. The Garden of Rest is well covered in trees and low level planting and there are some modest trees along the Wilson Street frontage, helping to enclose the street by shielding the western edge of the Garden and in a modest way mitigates against the loss of the original terrace block.

## MARKET PLACE

The Market Place is the heart of the character area. It comprises an irregular rectangular space that is approximately 90 metres long (between Town Hall and Bridge Street) and 80 metres on its longest side (between 1 and 47 Market Place) and 50 metres on its shortest side (between 34 and 23 Market Place). There is an island of 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> century buildings in the northwest corner.

The west side of the Market Place is dominated by the Palladian Town Hall. There is otherwise a distinct catalogue of styles from the 14<sup>th</sup> century surrounding the Market Place, the oldest of which is the former White Hart.

The impressive spire of St Mary overlooks the Market Place behind

the northern range of buildings. The landmark church is an important feature of the Market Place, and can be seen at all times. The 14<sup>th</sup> century spire has been an ever present feature as building phases have ebbed and flowed in the Market Place, an important reminder of the importance of the church in the function of market trading.

## HISTORIC CONTEXT

A royal charter by Henry I in 1135 gave Bishop Alexander permission to hold a market in the town.

The Market Place is mentioned extensively in medieval deeds, often referred to as *Marketstede* or the *Forum*. It has also been referred to as *le payment*. The 'Hall of Pleas' in the Market Place is also referred to.

The oldest building on the Market Place is the former White Hart, albeit the oldest timbers are from the rear range (1312) rather than the front which is dated to c1450. Other building ranges such as the Arcade hide older timber-framed buildings, typically from the 15<sup>th</sup> century onwards.

Archaeological investigations in the northern end of the Market Place in the 1990s revealed an area of cobbling 0.5m below the surface. It was felt that several distinct phases could be understood, with 15<sup>th</sup> century pottery sherds found in the earliest

phase, and a surface water drain formed from bricks and pantiles associated with Victorian drainage from newer stratigraphy. Several cellars were also uncovered.

There was a large lamp within the centre of the market square in the 19<sup>th</sup> century, and the surface was entirely cobbled. Blagg (1906) refers to the post sunk in the northwest corner with a ring for a bull, tethered “in the gold old *baiting* days”. Others have referred to it as a bear baiting stake. A replica of the ring and chain is kept in the Archives, along with some original spiked dog collars associated with bear baiting. The adjacent Victorian water pump is assumed to have been moved from elsewhere.

The long-standing historic uses of the market area have been adorned by many fine period buildings. Whilst almost every period after the 14<sup>th</sup> century can be identified to some extent in the Market Place and surrounding historic streets, the preponderance of Georgian buildings is one of the unique characteristics of Newark CA. Paterson (1826) records: “Newark, situated on the river Trent, is a large, neat and respectable town, many of the buildings are new, and the market place, though not spacious, is extremely handsome”.

The coaching trade, and the increase in commercial and industrial activity

appears to have had a significant impact on the town. Of course, this did not equate to total demolition (unlike perhaps the Duke of Newcastle approach on Castle Gate), but in many cases a remodelling and addition of a superficial brick skin to a front façade. Nevertheless, in addition to the Georgian polite stock and remodelled older buildings, newer designs made their stamp with Baroque Revival (NatWest and the Midland) and an interesting twist on Classical Revivalist (former Burtons). Indeed, the late-Victorian, Edwardian and Inter-war periods have all left an indelible mark in the most prominent part of the CA.

Nevertheless, the 18<sup>th</sup> century Town Hall is the stand out municipal building, being a fine example of its period and type.

## TOWN HALL

Newark Town Hall was built in 1774-6 in the Palladian style by the architect John Carr of York. An Act of Parliament was granted in 1773, allowing sale of charity property by Newark Corporation to enable the construction of a Town Hall and shambles (meat market). Until this date, the shambles had been near the churchyard. The new Town Hall was designed to perform three different functions: to provide a Council Chamber and offices for the Corporation; a public Assembly

Room; and two market halls and two dwelling houses to generate revenue.

The public part of the new building complex was only the width of the central three bays of the east elevation (behind the portico). The two bays to north and south of the facade each served a house. The public functions of the building were thus arranged on a long thin site running west from the Market Place in an enfilade (a suite of rooms with doorways in line with each other) west from the entrance, comprising a front hall originally used as a corn market, a stair hall (serving the Council chamber and public Assembly Room on the first floor) and a columned, aisled buttermarket beyond them<sup>33</sup>. West of this was an area with stalls for the shambles.

The principal elevations were to be in white Mansfield stone<sup>34</sup> with secondary construction in red brick, and the roofs of slate. In 1774 Matthew and John Sheppard were contracted to build the brick part of the Town Hall and in 1776 to build the brick part of the house adjoining to the Town Hall (purchased by the commissioners of Mr Eastland). The total cost was £17,000.

Carr's plan was published in idealised form in Richardson's *Vitruvius*

*Britannicus* of 1807. It is largely as built but shows a corridor from the entrance with a heated room on each side, lit from windows to the loggia, rather than the large open vestibule. The first-floor plan was almost the same as the ground plan except that to the east there was single large room extending across the three bays behind the loggia of the Town Hall (the 'Hall for the Corporation') with a fireplace at each end.

The two bays flanking on each side of the loggia (east elevation) each with a door to the outer bay were self-contained houses, with conventional plans of two main rooms to a floor and a stair to the rear of the entrance. The house-plans were evidently constrained by the site, and the front door to each house led into a principal room and each house was slightly different.

The southern house is shown with an additional set-back bay to its south, with a second street door.

The house to the south was not built immediately as there were great complexities with the land ownership. A watercolour of 1774 shows the Town Hall and the house to its north but the two southern bays are unbuilt. In their place was the Green Dragon Inn, which was not demolished and

<sup>33</sup> A buttermarket is a place to sell dairy produce, commonly found in market towns from the medieval

period. Several historical directories refer to the rear as the shambles and the butter and poultry markets.

<sup>34</sup> Thought to be quarried from Dunnington.

replaced by the present building until 1786-9.

In the early 1800s, the two houses were incorporated in the Town Hall. The former house to the south of the entrance range seems to have been extended to the southwest in the early 19<sup>th</sup> century. The 1829 town map shows its southwest wing closer to the original buttermarket than at present. It seems likely that the map is erroneous, since the tripartite windows to all three floors of the rear elevation of the Town Hall appear to be primary and must have faced an open area from the outset.

Various alterations were made to the Town Hall during the 19<sup>th</sup> century. The western end of the original buttermarket and Assembly Hall range seems to have been extended to the north and south c1900, but both areas were rebuilt in 1989-90 and 2001.

Courts were held in the Town Hall throughout the 19<sup>th</sup> century. White's Directory of 1832 describes it as "...an elegant stone fabric, upon a rustic basement, with four handsome pillars in the centre, supporting a pediment ornamented with the corporation arms, above which is a statue of Justice and the Lion and Unicorn. The apartments are commodious, and handsomely finished, especially the Assembly Room, which has beautiful Corinthian

pilasters, and a rich coved ceiling. The Borough Sessions are held half-yearly, at one end of it, and at the other the corporation meet to transact public business."

The Borough Gaol adjoined the Workhouse in Hawton Road at this date. The Post Office Directory of Derbyshire & Nottinghamshire, 1855 confirms the continuity of this usage: "A Court of Record for the borough, for recovering debts up to £300, is held quarterly at the Town Hall; the County Court is held monthly, and Petty Sessions for the county fortnightly in the County Sessions' room; Quarterly Sessions for the county and an Annual Session for the borough are held in the Town Hall."

From the mid-19<sup>th</sup> century, the north side of the ground floor (the former north dwelling house) was occupied by the Borough Police Station, formed c1830s. The force was expanded in 1857, and this may be the date of the surviving, associated cell block to the north side of the original buttermarket. The cells opened onto a stone-paved passageway, which seems originally not to have been roofed, but to have been enclosed by the metal grille that has been preserved in the extant arrangement (the brick wall from which it originally sprung has been removed).

On 3 July 1882, the Borough Council resolved to erect a covered market on

the site of the shambles, between the buttermarket and Middlegate. Four plans were examined, those of C. Bell (London) (£2,000) and Mr Lees of Nottingham (£2,048) having iron and glass roofs. Mr Bell's plan was adopted. The foundation stone was laid in October 1883 and the market was opened in October 1884. The plans for internal fittings were prepared by George Sheppard, Borough Surveyor, who also made the only known contemporary drawing of the New Market, published in 1886.

In celebration of the opening, the Newark Advertiser wrote thus: 'The area was formerly covered by the shambles but the shops were very old and dilapidated... various difficulties arose owing to the property dealt with belonging to three distinct bodies, the Corporation, and the Trustees of Bell's and Phillipott's Charities, and also owing to the question of ancient rights of light. The iron roof is supported by elegant but powerful iron pillars standing on stone corbels. The interior is of white brick and the floor is of concrete. The roof is of wood, boarded and the exterior slated in. A long range of windows on the north side admits plenty of light while at night the building will be illuminated by two large Bray's lamps of seven lights each, and four gas lights round each pillar. Each of the lock-up shops is also fitted with gas burners. The exterior of the building is

of red brick. The circular window at the Middlegate end is filled with coloured glass. There are 17 lockup stalls let at £5-4-0 p.a. apiece exclusive of gas. In the centre are 25 stalls rented at £3-18-0 p.a. each. All have been let.'

The memorial stones were originally on either side of the entrance, with a drinking fountain in the central wall.

The New Market Hall does not seem to have been a commercial success. In 1896 a local paper wrote that: 'The large and commodious New Market Hall, built for business which never came, offers at once seclusion... and a perfect quietude and atmosphere of repose, around which... the town's trade and commerce runs without disturbing the solitary interior.'

Historic photographs record that a campaign of 'restoration' was undertaken in 1936 but it is unclear how extensive this was. Further works were undertaken in 1950 including 'alterations to main entrance and provision of male cloakroom and toilets' and in 1959 the main entrance was altered. The Main Staircase was replaced 'post war', possibly in 1950.

By the 1970s, the interiors had deteriorated. In the 1980s, extensive renovations were undertaken which included the creation of a new retail space in the covered market. The

covered market has enjoyed renewal again in the last few years.

### CHARACTER ANALYSIS

In addition to the Town Hall, most buildings around the Market Place are of significance (most are listed, and of those, several are high grade).

The former White Hart Inn in the southeast corner is referred to by Pevsner as one of the paramount examples of late-15<sup>th</sup> century timber-framed architecture in England. It has a highly decorated front façade with 24 closely placed uprights with tiny terracotta figures of saints, one with a book, the other with a palm (regularly repeated).

The inside is equally impressive, with a purlin roof c1500. The older wing to the south has the remains of a crown post roof (c1350) which may have belonged to the great hall of an earlier inn.

The south side of the Market Place is dominated by two ranges of former inns: the former Saracen's Head (1721) and the Clinton Arms (c1700s). Both have collonaded (or loggia) frontages with Tuscan style columns. The Clinton Arms has Gibbs rusticated surrounds (being quite a fad at this time).

There are several heavily restored buildings, notably the 1960s rebuilt Moot Hall (now Starbucks) and the

Queen's Head. The replica Moot Hall (1967) reconstructed the 1708 building, bearing the arms of John Holles, Duke of Newcastle. The 7 bay building is quite similar in appearance to the Saracen's Head (other than being 1 bay wider and having no dormers).

27 and 28 Market Place comprise a particularly fine c1730 range, originally a grand house with stately doorcase, with a segmental hood and a bull's eye window in the tympanum on very elaborate consoles. Now offices with shops (including late-19<sup>th</sup> and 20<sup>th</sup> century phases).

Tucked away in the northwest corner is the pedimented former subscription library c1830 by William Fowler.

The Market Place itself is covered by a scalloped pattern of granite setts enclosed by a partly cobbled roadway with some minor sections of black-top.

A bear-baiting stake, metal water pump and collection of K6 telephone boxes form a group in the northwest corner.

Modern market stalls bearing the livery of the Town Council are used for the frequent market days. A number of metal posts with crown finials adorn the space and are used for lighting, being particularly spectacular at Christmas.





## CHARACTER AREA 2: FRIARY

This character area is focussed on the Friary and Kings Road, with the north side of Queens Road marking the boundary. Three other roads, the north end of Friary Road, a section of Appleton Gate and the whole of Kings Road are set within the character area, as is Slaughter House Lane.

The character area displays a diverse character in architectural, archaeological and visual terms and contains one of the town's most important historic buildings (the Friary), a scheduled ancient monument (Civil War defences in Friary Gardens), a large supermarket and education buildings. It also contains a number of pleasant open spaces where significant views of the Parish Church can be appreciated.

### HISTORIC CONTEXT

This area forms part of the medieval settlement of Newark, with the Friary as a medieval site. The area surrounding the Friary contains significant archaeological deposits dating from the Civil War when Newark was a key garrison held by the Royalists, until it surrendered on the orders of the King in 1646. The Friary was protected by a rampart and ditch which formed the north east corner of the town defences. Today these are discernable within The

Friary Gardens, and are protected as a Scheduled Ancient Monument. The bank abuts the northern boundary wall of the Friary Gardens and follows the inside edge of the wall as it continues south east into Friary Road up to the corner of Magnus Street. The defences also passed along the Queens Road frontage as a continuation of the Scheduled Monument. The ramparts are likely to still retain significant archaeological potential in the form of buried deposits; the ditch will also survive as a buried feature with significant archaeological potential.

The Friary is the oldest building situated within the character area and was founded in 1499. The Observant Friars built here between 1475 and 1507 however these were forced out of Newark in 1534 and the buildings were occupied by the Augustinians from 1534 to 1538. The Observant Friars had been preceded by members of the Augustinian Order who had built here in 1334, the site presumably well situated for passing travellers. The Friary itself was recorded in a 1543 royal survey as having a mansion house, cemetery, church, hop yard, gardens and orchards. Excavations have revealed some building remains and burials around and under the present houses, however little is known of this. The Friary was dissolved in 1539 and by

the end of the Civil War was a private house.

Newark Maltster Henry Branston later bought the property in 1867 on the sale of land from the Middleton Estate. The house was described as having “an entrance hall, dining and drawing rooms, 2 kitchens and scullery, butler’s pantry and servant’s hall. The first floor contained a nursery, 4 principal bedrooms, 5 secondary rooms and store and a water closet”. It was a fine old family house or mansion with 3 acres of garden enclosed entirely by massive walling, stabling for 8 horses, coach and saddle houses, cow shed and Brewhouse.

The original building was 14 metres square but in the intervening years it had been much extended and improved so that the property Branston bought was a completely altered dwelling. Branston added a drawing room to the east wall in 1867 and it was thought that by the time these works had been completed, the Friary rivalled the Chantry House, Handley House (on North Gate) and the White House (on Mill Gate) as the “most enviable private house in Newark”.

Newark Town Council paid £3750 in 1936 for the Friary and grounds and two years later they were embroiled in intense controversy over their proposals to lower the high and

impressive walls around the property. A few years later the building was used by the Auxiliary Fire Service as a wartime Headquarters and by the Royal Engineers as a base. When the services left after the war it was handed back to the people of Newark and used as a health centre.

Over time it was clear that the building was in need of some considerable structural repairs and neither the owner of the building, Newark District Council, nor the Health Authority, who owned the lease, was in a position to fund this. In 1976 the repair to the roof was estimated to cost £16,000 and the Health Authority decided that they couldn’t afford any part of the cost and decided to terminate their lease.

The District Council considered converting the building into a museum use as a replacement for the buildings they occupied further up Appleton Gate but estimated repair and conversion costs of around £89,000 proved to be too much for them as well and in early 1980 they invited offers for the freehold of the building.

Stardun, a local development company eventually bought the building. It became clear early on that substantial structural stabilising work needed to be carried out to render the building safe before any serious repair works could be carried out. It was eventually converted to

four flats in 1987 and a nearby range converted to a single house. The remainder of the land in the ownership of the District Council to the southeast of the main building was retained by them as part of the gardening function of the authority with glasshouses, for a period of 16 years before being sold for housing. The Friary Garden is retained in public ownership for the benefit of the people of the town and the smaller walled garden is a shared private space for the owners of the flats.

Magnus Street, to the south of the Priory was developed after 1867 when the land was sold of Lord Middleton's estates and is described in the Newark Advertiser of the 24th February 1869 as "a new street running from Appleton Gate into Priory Lane, between the Chantry House and the Priory." The Advertiser seemed to be relieved that "it is now in the hands of gentlemen who, seeing the necessity which exists in Newark for a middle class of houses, suitable for tradesmen or retired persons with limited means, have determined not to sell for cottage property of which there is a tolerably large supply. The land has been conveniently divided into twenty lots and we understand that the condition on which it will be sold is that no houses of less value than £200 shall be erected." By 1870 the street had been laid out and the County Police Station and County

Court Building erected at the Appleton Gate end, and three sets of plans were passed by the Improvements Commission in 1871.

Historically, the land adjacent to the Friary on the other side of Appleton Gate was open. From map based evidence it appears that this site has been in some kind of agricultural use from before 1870 when the plot was divided into two parcels of roughly one third, two thirds split with the larger plot on the Queens Road corner. A few years later the whole site was split into equal thirds with indications that a horticultural nursery business was developing. By 1914 the enterprise had doubled in size and there appears to have been no above ground development until the Ambulance Station and Orchard School were constructed.

The Mount School, situated adjacent to the cemetery gardens of the Parish Church was built in 1826 by W.M. Fowler (who designed the Library on the Market Place) with a later cross wing built in 1838 and a bell tower in 1877. It was named after the adjacent carriageway 'The Mount' which marked the approximate northern extent of Newark in medieval times. The Mount is said to have taken its name from a large earth platform which was used as a look-out across open country to the north. Remnants of this were still visible in the early 19<sup>th</sup> century,

however these traces were removed upon development of the school.

The open land to the north of this site was divided into 54 allotment garden plots. The whole of the site appears to have been enclosed by a brick wall with photographs showing that on the Kings Road frontage the wall reached a height of approximately 2m with slightly higher pillars at regular intervals. The wall and its detailing also seems to have been replicated along the top half of the opposite side of the road upto the Slaughterhouse Lane corner. Photographs also show that the area was quite well covered with trees. The area remained as a playing field for the School, and a new school was built, although the listed buildings of the old Mount School remain.

The 1841 Tithe Map of the area behind Northgate on the eastern side of this road shows that the formal gardens and grounds of Northgate House extended as far as Kings Road and stretched down that road as far as the rear access to Collingham Row. The original name of Kings Road was Appleton Close, and was renamed in 1836 when it was widened after the sale of the Crown lands. The land to the east of Collingham Row access appears to have been almost totally clear apart from a small building at the junction of Kings Road and Queen Road. The Kings Road frontage was built up with attractive small terraced

cottages, some with coach arches, in the 19<sup>th</sup> century and they were set either side of the impressive free Christian Church facade which was erected in 1884 and opened in November of that year at a cost of £1,100. It is built in blue lias stone, sometimes known locally as Coddington stone, with Bath stone dressings and is one of the few stone buildings in the CA.

The area behind the Church was also developed with a Malthouse situated adjacent to Collingham Row, fronting Queen Street. This was a 3 storey, 12 bay malting demolished in the 1980's to make way for the Morrisons car park and a number of cottage and apartments on the North Gate corner. The area now occupied by a garage, small brick building fronting the road and a small car sales pitch on the opposite side of the road, was once part of a Malthouse complex. The brick building with the gable to the roadside is the last remaining building of the complex and was the town's last remaining Smithy that was in use until the middle of the 20<sup>th</sup> century. A small remnant of the malting can be seen behind this block with part of another buildings wall retained as a modern boundary between plots.

Collingham Row, a double row of 22 tenements owned by William Handley the local brewer, was also demolished in 1956 as part of a borough wide plan to clear up to 800

houses considered to be unfit for human habitation. Collingham Row was situated off Queens Road and had a long, narrow pedestrian access to Kings Road.

The Row was one of 200 or so yard or court housing schemes which existed in Newark. Most were pulled down in the 1950's but some, like St Leonards Court and Jallands Row survive and make a significant contribution to the town's historic heritage. None of the houses in Collingham Row had gardens or back doors, no sink or proper kitchen, no bathrooms or running water and the tenants had to make do with using communal lavatories provided in the late-19<sup>th</sup> century in one of the houses. Water for all household needs had to be collected from a single tap in the middle of the yard. Five cottages fronting Queens Road, were also demolished as part of the clearance programme with all residents relocated to Hawtonville. All traces of this are lost and the site was eventually replaced by the Morrisons Supermarket.

Slaughterhouse Lane to the west of the character area is a historic thoroughfare and contains significant archaeological deposits with excavations revealing a large (possibly 18m) late Anglo-Saxon rampart. Medieval town defences also ran along Slaughterhouse Lane. This area was extensively

redeveloped in the 20<sup>th</sup> century for Morrison's supermarket with the building being carefully constructed at foundation level to avoid affecting the archaeology in this area.

## CHARACTER ANALYSIS

The roads either side of the Friary Gardens lead to the town centre from Queens Road are two of the three roads that rise up a gently sloping incline from the northern edge of the CA. Both Friary Road, to the east of the Gardens and Appleton Gate to the west have this characteristic but they present subtle differences in their overall character and appearance. On the eastern side of Friary Road, the edge of the extensive 19<sup>th</sup> century suburbs stretching to the east of the town centre contain the road and provides a pleasant backdrop to the area (falling within the College Quarter character area).

On the Friary Garden side, the wall which begins at a consistent height of around 1 metre, runs up the road from the junction with Queens Road and increases in height to over 3 metres to the Magnus Street corner. The simple Lias stone low wall along the northern and eastern edges is replaced to the south of the Friary Gardens access road by a more substantial retaining wall constructed in both narrow beds of blue lias stone and more substantial blocks of yellow limestone.

Good management of trees and shrubs at the edge of the gardens have allowed the Friary and the new

build houses off Friary Road to provide a more significant backdrop to the Scheduled Monument and the Gardens, especially when viewed from the northern edges of the site.

The area is full of archaeological, historic and architectural importance. The magnificent early 17<sup>th</sup> century Friary, a small number of sensitively designed new build elements and a well established and mature landscape Garden collectively give this part of the study area an understated feel. The buildings themselves and the spaces between are important and contribute to the character of the area and should be preserved.

From the Appleton Gate side of the Gardens the continuation of the wall helps to enclose the street. The wall increases in height towards the Friary grounds and here is a listed structure in its own right. This lower end of Appleton Gate is a relatively wide road and longer distant views towards the town are sometimes disrupted by parked cars. The interest of the area is very much dependent upon the enclosing nature of the Friary wall and the lesser brick wall on the opposite side of the road. They add interest and they channel views up towards the town. From the bottom of the road the first glimpses of the beginnings of the historic core become evident so this area is important as

transition to the medieval core en route from the North Gate Station.

Magnus Street contains a number of buildings of architectural quality and interest. The three sets of semi-detached dwellings being set just behind enclosing walls gives a pleasant street scene. The wall and railings on top on the opposite side of the street help to reinforce the sense of enclosure and the landscaping of the area between the street and the modern college building give the area a more informal and green character.

The buildings occupied by the Ambulance Station and the dilapidated Orchard School are architecturally some of the most disappointing developments to have taken place in the CA<sup>35</sup>. They are a collection of 1960's and 70's brick and prefabricated buildings which seem to have developed in a piecemeal fashion as the uses, particularly the school, have expanded to meet increased demand. Fortunately the school sits behind the brick wall set along the western side of Appleton Gate and the single storey buildings do not overly intrude visually on this side.

From a distance, as a collection of disjointed flat and shallow pitched roofed buildings from both the Appleton Gate and Queens Road sides, they have little townscape

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<sup>35</sup> A new £15 million Orchard Special School has been built on London Road, Balderton.

value. The boundary wall is a significant structure but it has had substantial breaches in it to provide accesses to the site which are unfortunate and have been built with brick highway splays which exaggerates the visual damage that they cause.

The Ambulance Station and a number of ancillary buildings accessed from Queens Road are however visually disruptive elements on the edge of the CA. They contribute nothing in townscape terms with the continuation of the wall which contributes so much to the character of the Appleton Gate frontage having been demolished along the Queens Road frontage to accommodate the development. The assortment of white painted concrete bollards which now defines the front boundary serves to highlight the damage to the townscape that the loss of the wall has made.

Both the former school and Ambulance Station provide an opportunity site for betterment, but any redevelopment will need to consider carefully the special qualities of this part of the CA.

The Mount School occupies an important site in the context of the CA, being one of the few genuinely open areas in the middle of the town which allows fine long distance views of the Parish Church spire. The rebuilding of the Mount School main teaching block took into account the sensitive nature of the site and the long distance views to the Parish Church. The scale of the

new block has been derived from the need to preserve the vistas across the site both from Queens Road and King's Road.

The old school buildings have been fully redeveloped by the St Leonard's Trust on the area north of Mount Lane and feature a sheltered housing scheme. This development is self-consciously modern, with timber cladding and green roofs set at very contrasting angles to the more traditional vernacular of the area. This appears to work best when viewed from King's Road. From the context of the very sensitive setting of the Church of St Mary, the development has a very different feel as one travels along Mount Lane, but the boundary enclosure and trees within the Garden of Rest help reduce the impact of the development.

The restoration of the listed original Schoolroom (which has been sensitively converted to communal facilities and warden accommodation) as part of the redevelopment was a heritage benefit.

In townscape terms, this whole site makes a considerable contribution to the character of the historic core. The playing field to the north of the new school has an important role, providing not only the setting to the school but also to the wider townscape, and to the setting of a number of important listed buildings including the church.



Kings Road has similar townscape characteristics to Appleton Gate as it rises towards Wilson Street but the views are obviously not contained in the same way with the open playing field projecting the buildings on the western side of the road into greater prominence. This is particularly so when travelling west along Queen's Road from where the scene opens up gradually beyond the Ambulance Station to reveal firstly the terraced houses at the corner of King's Road, the front facade of the non-conformist church and the extensive eastern side of the supermarket.

Taken as a whole, the building frontages facing the school site and playing field presents an interesting and varied piece of townscape. The uncompromising supermarket block has sought to mitigate its mass with a pantile pitched roof, but it is inescapably dominating.

Queen's Road struggles to exude any kind of cohesive character. This is a busy arterial road, and the development fronting but just outside the CA is an assortment of substantial blocks displaying a number of disparate architectural styles. With the exception of the cottages at the corner of King's Road, most buildings at this juncture have been built within the last 60 years or so and as a generalisation are not particularly fine architectural examples of their period. The wider views that can be gained from along the road towards the town centre, hints at a higher

quality environment, and the view of the parish Church spire from here is one of the town's iconic views. The modern car park to Morrisons unfortunately introduces a further element that dominates the appearance of the Queen's Road frontage.

Slaughterhouse Lane is fronted by the entrance and south side wall of the supermarket. The bulk of the building contrasts with the scale of the domestic properties on the opposite side of the paved area. However this imbalance is possibly helped by being in close proximity to some larger retail buildings so that it does not intrude overly into the townscape. Overall though, the Lane does unfortunately have a tendency to have a service yard atmosphere due to its barren appearance.

#### MATERIALS AND ARCHITECTURAL DETAILING

For such a small study area there is a variety of materials used in the construction of buildings and structures which adds strength to the architectural and historic quality of this part of the CA. The Friary is an architecturally significant building and is probably the town's only domestic building constructed almost entirely of stone (albeit with small areas of brick dressings). The building displays a wide range of architectural references due to its extensive remodelling in 1720 and between 1868 and 1877, so the collection of stone mullioned windows,

wooden cross casements and the like together with coped parapets and gables makes for an interesting architectural composition.

The former Methodist Chapel on King's Road is built in bedded Blue Lias stone with quite ornate stone detailing. It has a high central gable with two gabled side porches and prominent buttresses on the front.

The dwellings on Magnus Street are no less interesting, being built in a local pressed red brick with 4 or 5 courses of quite exuberant buff brick detailing at the top of the high gables and at eaves level. Some still retain their simple wooden vertical sliding sashes in stone window surrounds though there are subtle differences in details with a few splay bay windows and a much later square bay window. Two of the splay bays also have stone decorative balconies emphasising the care taken in designing these slightly upmarket buildings.

The same care had been taken on the wall opposite where a checker brick pattern had been incorporated in to the garden wall. The wall at the Appleton Gate end starts as a six course wall topped with a stone coping and a simple horizontal rail but after a while it has a more intricate pattern and the height of the wall increases as the street follows an incline down to the Friary Road corner.

All the dwellings on Magnus Street including the new building at the

corner with Friary Road have slate roofs as do the small cottages on Kings Road. Pantiles have been used on the terrace of three new dwellings in the Friary grounds and the detached building next to the Friary itself and on the supermarket roof. The houses on King's Road also have distinctive profiled stone window surrounds with timber vertical sliding margin light windows.

The listed Mount School buildings are unusual as the main parts are stucco, which is typically reserved for the high status buildings in Newark. The brick built Bell Tower provides an interesting contrast to this. Roof-coverings are slate and there are decorative stone dressings and glazing bar sash windows.

Boundary walls are important in the area and the most disappointing parts of the study area are where the walls have been removed, particularly on the eastern side of King's Road and along Queen's Road. Where they remain they are important components of the townscapes interest, the lias stone wall around the Friary being particularly important. Other walls already mentioned have a positive role to play in the character of the spaces and the walls fronting the houses on Magnus Street add a further dimension to the character of the street. The gate piers to the Friary grounds are also particularly worthy of mention being square with quoins

and pier caps finished with dome finials.

The whole of the study area is paved in either tarmacadam, some on Friary Road a pale pink colour or plain concrete slabs. As far as street furniture is concerned there is a distinct lack of quality in the area with standard lamp posts used throughout. This is certainly an area for future improvement.

The study area depends to a significant degree on the contribution of the open spaces of the Friary Garden and the Mount School site and the trees in the Garden and around the Ambulance Station and Orchard School for its overall character.

Another important area of open space is situated to the south side of Magnus Street, and coupled with decorative iron railings and decorative walling, provides a natural enclosure to the streetscene and screens the modern and unattractive college buildings behind.

It is important that the trees and bushes in the Friary Grounds and Garden are maintained to sustain its strong green character. Although the trees around the Appleton Gate and Queens Road junction do not have the same scenic quality as the others in the area, they are important trees in the context of the CA.

### CHARACTER AREA 3: BARNBY GATE

The Barnby Gate character area is towards the east edge of Newark's medieval core. This area is as a wedge of land which lies between Balderton Gate and Bede House Lane. Part of the character area lies within the 1968 designation with the rest of the area being designated in 1992. Part of Guildhall Street was designated in 1979.

#### HISTORIC CONTEXT

Although this character area was not included within the defences of the old borough, following the Norman Conquest the town expanded and the survey of 1225-31 of the streets within the town at this time shows that Bede House Lane which was known as Coddington Gate, Barnby Gate and Balderton Gate were all included.

Whilst there are no specific records of medieval buildings within this area, it is likely that buildings existed along this major route to the north and lease records of 1471 refer to a messuage (dwelling house with outbuildings and land attached) in Balderton Gate called the Guildhall used by the Trinity Guild. There is no precise evidence as to where this building was located, however, it may be likely that it was situated around Guildhall Street.

The earliest surviving building within the area is the Bede House chapel

which dates from 1556 and is built of lias limestone rubble and ashlar. This chapel originally formed part of a group of buildings which were owned by a charitable institution founded by William Phillipot. Bede House formed part of this group, built at the same time, and stood on the corner of Bede House Lane and Barnby Gate. Built as an almshouse for the care of the poor, it was run by friars as a charitable foundation. Unfortunately all the buildings within the site were demolished in the 1950's with the exception of the chapel.

Attenburrow's Map 1790 shows the buildings which existed at this time and it is clear that both Balderton Gate and Barnby Gate had a significant number of buildings. It is noticeable that what is now known as Guildhall Street is marked as Parish Lane and that Sherwood Avenue is shown as Cherry Holt Lane.

Buildings on the west of the area towards the historic core are shown close together, being of tight urban grain, in contrast at the east edge of the character area there are open spaces including the grounds to the former Chantry on Appleton Gate which is shown as an area between Bede House Lane and Barnby Gate. Buildings of note at this time included the Methodist Chapel which is shown on the west side of Parish Lane (now Guildhall Street). This was later to move to a new building on Barnby

Gate and the new chapel designed by James Simpson opened on the 2nd July 1846. Also shown is 35 Barnby Gate which is an impressive early 18<sup>th</sup> century building with coach house. This building is now the Newark Town and District Club.

Two breweries were established on Barnby Gate in the 19<sup>th</sup> century. One was the Oliver Cromwell Brewery which was established around 1869 by James Hooton and the Rutland Brewery, which was established before 1869 by John Wallis and located behind the Rutland Arms Hotel. After changing hands, both of these breweries became the Newark Brewery in 1889 and subsequently were taken over in 1892 by Warwicks & Richardson Ltd who owned North Gate Brewery.

Development continued at this time with the east side of Guildhall Street becoming more densely populated.

The Picture Theatre was built in the early-20<sup>th</sup> century on the corner of Barnby Gate and Sherwood Avenue. This building started as a skating ring and then became the Picturedrome. Other significant buildings shown include the Drill Hall on Sherwood Avenue.

By 1934 the open air swimming baths had been built on land between Barnby Gate and Bede House Lane, formerly belonging to Chantry

House on Appleton Gate. The public baths also had fine neo-classical changing rooms which have since been demolished, however, the baths have since closed but the area is used for a basket ball court.

## CHARACTER ANALYSIS

On entering Barnby Gate from the Appleton Gate end of town there is a strong sense of enclosure with the buildings following the line of the road. The view down as long as the road is entirely straight. The buildings on the left hand side are mainly three storey brick built, with the exception of the two storey building at 11 which dates from the early 17<sup>th</sup> century. Continuing down on the left hand side is the Rutland Arms Hotel which is substantial in size and has an elliptical carriage arch. Further down on the corner is the Methodist Church which is set back from the road and has railings as a boundary treatment. In contrast the right hand side of Barnby Gate which has a mixture of buildings of differing scale and styles. In particular the building built in the 1950's Brutalist style does not sit well against the adjacent building.

Continuing along the right hand side is a former chapel which is slightly set back from the road. Buildings beyond this point are mainly brick built, two and three storey in scale and mainly commercial. Some having fine examples of shop fronts. Of

particular note is the early 19<sup>th</sup> century range located on the corner of Barnby Gate and Guildhall Street.

On the opposite side of the road at this point is a fine three storey 18<sup>th</sup> century town house. Adjacent to this building is its former coach house which has been restored. Continuing down Barnby Gate on the left hand side is the park set behind a row of lime trees whilst to the right is a modern infill building and a pleasant row of early 20<sup>th</sup> century buildings. Looking back down Barnby Gate towards town the view is terminated by buildings on Appleton Gate.

#### GUILDHALL STREET

Looking down Guildhall Street from Balderton Gate, the road slopes gently up and falls away and there is a strong sense of enclosure with buildings either side of this narrow street. The view down the street is terminated by a car park with greenery behind.

Looking back up the street towards Balderton Gate, the street gently curves with the Victorian building being prominent on the corner, the view is terminated by the bungalows in Knights Court.

Continuing north down Guildhall Street on the left hand side is a building with a plaque on the side elevation relating to the Jersey School founded by Henry Stone in 1688. Continuing down on the left a glimpse

can be seen of the church spire, and to the right is a row of relatively modern housing set behind a close boarded fence which detracts from the street scene.

Wesley House is an imposing former Methodist Chapel building set back from the road. To the side of this building is a small courtyard area which affords views of the rear of buildings on Barnby Gate and a framed view of the church. It is notable that there is an historic boundary wall on three sides of this area and in front of the main elevation of the chapel building is a section wall built of blue lias stone. Continuing to Barnby Gate the sense of enclosure is strong with two and three storey early to mid-19<sup>th</sup> century buildings.

#### BEDE HOUSE LANE

On entering Bede House lane from Barnby Gate the road curves sharply to the right. The view at this point is of the Rectory gardens which provides a strong element of greenery. To the right hand side of the road is the Bede Chapel built of blue lias stone. It is now surrounded by relatively modern single storey dwellings. In contrast on the opposite side is the Barnby Gate Methodist Church. To the rear of this building is a small yard area which is assessed through the archway of the Gate House. Looking back down Bede House Lane towards Barnby Gate the view is terminated by the former Devon Brewery building.

Continuing around the bend of Bede House Lane there is a pleasant amount of greenery and a garage building to the right which has an unusual design. The College building is situated on the left whilst to the right is a high boundary wall belonging to the Newark Club building and beyond this is Sherwood Park.

#### SHERWOOD AVENUE

On entering Sherwood Avenue from Balderton Gate the most interesting building is the former drill hall (now an office), built in 1914 in a neo-classical style. Continuing down Sherwood Avenue the quality of the townscape degrades and enclosure on the right hand side is lost with buildings being set back behind a wide grass verge. On the left are a range of different relatively modern buildings. This area is one which could be greatly improved. The junction at this point also detracts from the area. On the right of the junction is a building of note which has an historic boundary wall. Greenery is evident on both sides of the road with the park to one side and the bowling green and tennis courts to the opposite side. As the road slopes downwards a view can be seen of the college building which sits prominently on the corner of Bede House Lane and Sherwood Avenue.

The main open space within the area is Sherwood Park which is located either side of Sherwood Avenue and provides a pleasant green area in a town centre location. The area of the

park between Bede House Lane and Barnby Gate is enclosed by brick boundary walls and railings, and has mature trees with grassed area and borders. Facilities include a children's play park, skateboarding and basketball.

#### MATERIALS AND ARCHITECTURAL DETAILS

The majority of period buildings within this character area are typical built of red brick, predominately using Flemish bond and are two and three storey in scale. Roofs are gabled or hipped of traditional construction with chimney stacks, clay pantiles are predominate in the area although some roofs are covered using slate and clay plain tiles.

A high proportion of properties within this character area date from the 18<sup>th</sup> century and typically the fenestration consists of timber vertically sliding sash windows which are usually 8x8 paned or 6x6 paned with upper floors being 3x3 paned. During the Victorian period some windows have been replaced with larger paned timber vertically sliding sash windows which are typically 4x4 paned.

On Guildhall Street the cottages have fine examples of timber Yorkshire sliding sash windows. The former chapel building on Guildhall Street has a fine example of a Gothic window, whilst Jersey House on Guildhall Street has good examples of traditional casement windows.

The use of stone in this character area is limited. The Bede House Chapel is built of blue lias stone with ashlar dressing and unusually for this area, also has a graduated stone slate roof which has a tent-roofed wooden bell turret. The use stone elsewhere in the area is limited to decorative features such as window and door lintels, sills and door steps and doorcases

Lintels are predominately brick with only a few examples being of stone, however examples of decorative stone work can be seen on higher status buildings such as the Newark Town Club which has a fine stone decorative doorcase and the Barnby Gate Methodist chapel. The Victorian St. Mary's church rooms on the corner of Guildhall Street uses stone to great decorative effect.

Other buildings of architectural interest include the Rutland Arms hotel and former coach house on Barnby Gate which both incorporate elliptical coaching arches into their design. The garage on Bede House Lane has an unusual gothic style brick arch.

Many properties within the area are commercial and have shop fronts at ground floor level. These vary greatly in quality, however there are some fine historic examples that survive on Barnby Gate.

Remains of historic floor surfaces can occasionally be seen under the tarmac. Barnby Gate partly benefitted from improvements to the streetscape in the 1990s with the use

of granite setts and new paving on the pavements.



## CHARACTER AREA 4: THE COLLEGE QUARTER

The College building fronting Friary Road and Bede House Lane comprises a good quality education building c1930 with imposing neo-classical proportions in dressed stone with red brick side wings.

Wellington Road includes many fine late-19<sup>th</sup> century villas and terraces with a high retention of period features such as original joinery. Attractive detailing can be seen throughout. This is an exceptional example of its type.

There are several large polite houses such as Hatton House and Friary Field within this area, as well as fine historic trees associated with their gardens. Hatton House (formerly a school) is Grade II listed, being a mid-19<sup>th</sup> century stucco house. Tadorna on Beacon Hill Road is also Grade II, c.1800, also in stucco.

### HISTORIC CONTEXT

Whilst there is no evidence of any medieval settlement along the Sleaford and Boston Road (now known as Beacon Hill Road) it is thought to have been a medieval route out of the centre of Newark. However, there is no evidence of any buildings along this route at this time. The exclusion of this area from the Civil War defences confirms the lack of significant buildings in this area.

Although Attenburrow's map of 1790 only shows a limited part of the area, it is clear that the area was predominantly fields owned by Lord Middleton the Duke of Newcastle and by the early 19<sup>th</sup> century, Wood's map shows this remained unchanged with the exception of two dwellings shown to the south of Sleaford and Boston Road.

By the late-19<sup>th</sup> century, the 1st series Ordnance Survey map shows that the Great Northern Railway Line to the east had been completed. With the completion of the railway the industry in the Beacon Hill area expanded and this contributed to the expansion of housing around this area. Notable changes by this time included the development of a wedged shaped area between Friary Road (formerly Friars Walk) and New Sleaford Road with terrace housing, within this area is also a larger house set in grounds. This house was known as Friary Field and was built c1870. At this time Sleaford and Boston Road was known as Sleaford Road and the road running parallel to the north known as Lower Sleaford Road. The map also identifies a large house set in substantial grounds marked as Lindum House to the east.

Development continued and by the end of the 19<sup>th</sup> century the area became heavily developed with buildings on both sides of what is now

shown as Wellington Road<sup>36</sup>. The area is almost totally residential at this time with a mixture of terraces and villa style housing. Some of the grounds of Lindum House had been developed and the house re-named, being shown on later Ordnance Survey maps as Hatton House. By the 1920's the grounds of Hatton House had diminished further with the development of Lindum Street named after the house. Virtually no development took place after this date with the exception of the construction of Newark Technical College. The college, which was built on the grounds to Chantry House opened in 1931 and is now part of the Lincoln College Group.

#### CHARACTER ANALYSIS

On entering this character area from Sherwood Avenue, the College building on the corner of the junction gives a strong sense of presence occupying a corner plot. On the opposite corner is the equally imposing brick and stone gateway to Friary Field. The character area includes part of Beacon Hill Road which was one of the main routes out of Newark to Sleaford and Boston.

On entering Beacon Hill Road the housing is predominately detached residences set within grounds. Houses

of note include 9 Beacon Hill Road which sits in a mature garden overlooking the bowling green. 8 Beacon Hill Road is a Grade II listed Georgian residence with a former stable.

Gardens within the area provide substantial greenery with some properties having a large number of mature trees which make a positive contribution to the streetscape. Virtually all of the properties have boundaries with either walls, hedges or railings and of particular note is the blue lias stone wall which belongs to the former Newark Workings Men Club which is set back from the road, accessed down the drive<sup>37</sup>.

On entering Wellington Road there is a strong sense of enclosure. Buildings are predominately two and three storey red brick Victorian Villa's set back from the roadside with small front gardens. Many properties retain their boundary walls some with hedges providing an element of greenery. Properties are built in blocks of two and three all with differing decorative features. Historic map regression shows the road was developed at different stages and the style of the properties reflect the varied architectural details being used on groups of buildings.

<sup>36</sup> Originally known as New Sleaford Road.

<sup>37</sup> This has recently been converted and fully renovated with some sensitive new build elements within the grounds.

## MATERIALS AND ARCHITECTURAL DETAILS

The historic residential properties in this area are predominantly Victorian and Edwardian stock, built of red brick. Buff brick is used for decorative effect on a number of properties although 9 and 11 Wellington Road stand out being substantially built of buff brick.

Properties in this area are predominately two storey in scale, however there is a terrace of three storey villa style houses on Wellington Road.

Roofs are either gabled or hipped. Verges on gables are simple and eaves details vary from being simple such as dentilated or cogged to more exuberant designs. Gutters are traditionally on rise and fall brackets.

Windows vary in design but are mainly large paned timber vertical sliding sash. Six over six vertical sash windows prevail in the early 19<sup>th</sup> century properties, with a range of different sash styles in the Victorian properties. Casement windows are also seen in later-19<sup>th</sup> century properties. Some properties have unfortunately lost their original windows and in some cases the replacements are inappropriate, some are double glazed timber construction that are poorly detailed with chunky glazing bars and others

are constructed of uPVC which is an inappropriate material.

Many properties have bay windows which vary in style, some are at ground floor level only whilst others are also on upper floors. Bays are either squared or canted and have a wide range of different decorative features.

The use of stone on these buildings is reserved for mainly window and door lintels, sills and door steps. The lintels vary in style with some being plain whilst others incorporate keystones into the design. Other architectural features of these properties include decorative stone plaques and door canopies.

Doors in this area vary in style but are mainly solid timber panelled, some are partially glazed with decorative leaded glass and others have leaded lights over.

Paving within this area uses standard modern materials, being mostly patched tarmac. While it does not detract from the setting of the buildings the area would be enhanced by a more consistent and sympathetic scheme. There are no obvious remnants of historic paving surviving. Street furniture consists of standard street lamps.

Some attractive mature trees are found within the grounds of the College, particularly along the

boundary of this building. Generally, however, trees and open spaces are restricted to the many front gardens of the private houses within this area. On entry to Wellington Road, trees are situated behind brick boundary walls soften the appearance of the street. These gardens are generally well kept and form an attractive part of the character of the area.

## CHARACTER AREA 5: NORTH GATE STATION QUARTER

Appleton Gate is an important historic route to North Gate Station. There is a good range of Victorian housing stock, including the prominent Great Northern Terrace and a number of fine villas.

The Grade II listed station and former station hotel adjacent form a positive group at the terminus of Appleton Gate.

Several historic brewery buildings survive on George Street. The 1889 Lovers Lane school is an important example of the eminent architect T.C. Hine. Victorian housing on Warburton Street contributes to this setting, along with an attractive non-conformist chapel. A distinctive stone infant school (now scout hall) and vicarage to the former St Leonards Church complete the grouping.

### HISTORIC CONTEXT

Newark's Great Northern Northgate Station was arguably the town's most important station being on the Edinburgh to King's Cross (the East Coast Main Line). Built for the Great Northern Railway Company, it was opened in 1852 with three platforms.

Historic map regression reveals that the station yards were extensive, with cattle pens and goods yards. Sydney Street was bounded by extensive

malthouses and a granary, with sidings directly along side. Prior to the 1880s, the outlook southwards was open, with extensive orchards.

The former Bowling Green Inn was known as the Railway Hotel in the late-Victorian period with substantial gardens to the rear.

Terracing quickly grew after the construction of the station, with the first phases along Lincoln Street, Summers Road, Currie Road, Meyrick Road, Newnham Road and George Street. Only the Great Northern Terrace has been built on Appleton Gate at this time. Northend Chapel, a large Methodist Church with Sunday School and hall was erected, along with St Leonard's Church during this 19<sup>th</sup> century period.

St Leonard's Church was a simple stone town church designed by Evans and Jolly of Nottingham. They won a competition to design the church in 1871, judged by Sir Gilbert Scott. It was built in 1873 for £7,000. It was sadly demolished in the late 1970s. The vicarage survives. A former infant school sits to the south, and is contemporaneous (the date stone says 1871).

The County Junior School on Lovers Lane is a beautifully designed board school of 1889 by T.C. Hine. Hine was a prolific and well-regarded architect, and this may well have

been his last project. The main range is Queen Anne style with a pilastered feature on each main façade.

Brewing has had a significant impact on the area. Two maltings were located on George Street. The oldest was at the west end of the street, and is thought to date to c1800. It was later converted to a boy's club, with the kilns removed to makeway for a car park. This and the larger surviving structures at the other end of George Street were owned by Gilstrap Earp. This range is much later, c1880. The kilns were demolished for modern housing development, but as you enter from Appleton Gate, you can read a malting that is thought to have housed a petrol-propelled malting plough, invented and made locally<sup>38</sup>.

#### CHARACTER ANALYSIS

The route of Appleton Gate is important, being a significant throughfare between the town and North Gate Station. The west side of the road has been significantly adulterated by modern development, but the other side carries a significant and long run of good quality Victorian terracing, punctuated by the distinctive three storey Great Northern Terrace which has 2 storey bays and tall regular chimneys. The former Newcastle Arms contributes to this grouping.

Towards the station, polite villas set at an angle from the road are of a good quality. The Hollies is particularly attractive.

Trees are positioned along much of the road, and give a suburban feel.

North Gate Station is now branded as Newark Northgate. It terminates the views along Appleton Gate and is an elongated linear range. Modern clutter and car parking dominates the immediate setting of the station, albeit this testifies to the continued importance of the route. The main station range has been extensively remodelled. The southern range with the original waiting rooms has an unusual construction with iron posts projecting above the roof supporting the valanced canopy by suspension rods. There are also traceried brackets under the canopy. The 5 bay waiting room section has a wooden panelled dado with large glazing bar windows above, and various half-glazed windows.

The former Bowling Green public house opposite forms an important group with the station, having previously served as a station hotel. This predates the station however, comprising a late-18<sup>th</sup> century coaching inn.

Warburton Street and George Street comprise a good grouping of maltings

<sup>38</sup> Newark Civic Trust (1993).

and Victorian terracing, connected by the important T.C. Hine school and former Methodist Chapel.

Although modern development has significantly altered the character of Lovers Lane, the former infant school, vicarage and old dairy form a strong grouping at the entrance to the CA from the south.

#### MATERIALS AND ARCHITECTURAL DETAILS

The period terraces are primarily Victorian, comprising good red brick and natural slate. Similar palettes of materials can be found with the surviving brewery elements. However, there is great variety in the significant buildings.

The Station is brick and timber with cast iron elements, and a mixture of hipped and gabled Welsh slate roofs and chimney stacks. The adjacent former Bowling Green pub is rendered brick with slate roof and six over six sashes on key elevations.

The use of lias stone at the infant school is unusual.

## CHARACTER AREA 6: NORTH GATE

The North Gate character area is to the northeast of the town and follows the part of the Fosse Way, a major road running southwest to northeast through the town. The character area also includes a wedge of land between North Gate and the River Trent. The Town Wharf and Bar Gate area formed part of the original 1968 designation, with North Gate forming part of the later 1979 and 1987 extensions.

### HISTORIC CONTEXT

The earliest known archaeology in this area is Roman and excavations have found chance Roman finds, building remains, burials and a kiln, dating from the first to fourth century. Roman remains were found with the construction of North Gate Retail Park and the buildings here are set on a raft to protect the buried archaeology. These Roman finds have suggested a pattern of Romano British settlement adjacent to the Fosse Way in the North Gate area.

The Fosse Way itself is a Roman road (although probably built up from an earlier prehistoric trackway linking Leicester and Lincoln), built to link Exeter and Lincoln, and was one of the principal highways of the Roman provinces, probably built 45-47 AD. It runs through the town along Farndon Road, Mill Gate, Castle Gate, Bar

Gate and then North Gate and, until the construction of the Relief Road, was also the route of the A46.

There is also evidence of Medieval activity on North Gate and the site of St Leonard's Hospital, founded by Bishop Alexander in 1123-1135, lies on the north side of North Gate approximately under the site of the almshouses built for the Warwicks and Richardson Brewery.

The name 'North Gate' is first listed in a survey of 1225-31 and continued to be an important road with a number of chance medieval finds made along it.

By the 13<sup>th</sup> century there already existed a distinction between the gated borough within the town walls and the extra mural parish outside the town walls. The suburb outside the town walls was originally known as Osmundthorpe but had by the 13<sup>th</sup> century become known as North Gate. This extra mural parish was largely agricultural and comprised open fields and meadows along the river. Although the parish was agricultural in character, it is likely that settlement extended out from Newark along North Gate from early on in the medieval period.

During the 16<sup>th</sup> century, the town still remained largely within its medieval defences but with linear suburbs



stretching out along main routes, including North Gate.

While there is no obvious standing medieval structures in this character area, roof timbers at 1-3 North Gate have been dated by dendrochronology to as early as 1480, although the first main phase of development at this buildings seems to be early-16<sup>th</sup> century.

Newark was a Royalist stronghold in the Civil War from when it was garrisoned in 1642 to its surrender in 1646. At the beginning of the Civil War a new defensive circuit was built but was described as 'pitiful'. The first assault on the town in February 1643 was repulsed, but nearly succeeded largely due to the cover afforded to Parliamentary troops by the houses outside the defences in North Gate. These included a house called 'The Spittal', which was the Earl of Exeter's house and was located on the west side of North Gate south of the current Homebase site. Consequently, houses to the north of the defences, including 'The Spittal', were cleared. More formidable defences were then built which included a redoubt in the Water Lane area as well as substantial defence called the King's Sconce. The remains of the Kings Sconce are now under Homebase on the North Gate Retail Park and modifications to the foundations for Homebase helped protect this buried archaeology.

Acts of Parliament in 1772, 1783 and 1794 improved the Trent as it flowed through the Town and stimulated river related trade in Newark. This encouraged expansion of the town along the river and by 1800 a narrow industrial and commercial corridor had developed from Spring House on Mill Gate up to St Leonard's hospital on North Gate. From the end of the 18<sup>th</sup> century brewing and malt production began to develop on an industrial scale in Newark and became almost exclusively located along the Fosse Way, with a noticeable concentration at Mill Gate and North Gate.

The Water Lane and Cow Lane area developed as one of the earliest outer industrial suburbs of Newark with malthouses and yards occupying the area as well as a number of inns, associated with the town's important coaching trade. By 1790 building had extended north of Cow Lane where A. Broadhurst occupied the first of the malthouses which later dominated this section of the town.

Water Lane ended with a wharf, the northernmost in Newark until 1822. A boatyard and sawpit were in use here in 1832. Water Lane also became a notorious area of small back to back terraces (clearly visible on the 1885 Ordnance Survey map) which by end of the 19<sup>th</sup> century had a bad reputation for crime,

overcrowding and insanitary conditions.

The first foundry in Newark was built on North Gate in 1814 on a site adjacent to St Leonard's Hospital. At this time it was the most northerly industrial building along North Gate, being built on farmland at a point where the river frontage was still unimproved. The owner also built himself a house adjacent to it called Wellington House (which no longer survives). In 1867 Wellington Foundry was sold to Thomas Bradley and then became known as the Bradley Foundry. The building is now demolished.

The coming of the railways in Newark was an additional stimulation to industrial development. The Midland line was constructed in 1846, the Great Northern Railway (to become the East Coast Mainline) in 1852 and in 1867 the Joint Curve was constructed to link the two lines. North Gate itself was extremely well situated for both railways and they contributed to further expansion along North Gate, which emerged during the 19<sup>th</sup> century as the most considerable and distinctive industrial area in Newark.

During the latter half of the 19<sup>th</sup> century, North Gate had the main concentration of maltings in the town and the largest sites. The expanded maltings made direct use of the

railway and had their own sidings. The last malting was built on North Gate in the 1890s.

Only two maltings now survive largely intact: the Warwicks and Richardson's site; and 33-35 North Gate. The latter is much smaller complex and one of the oldest surviving maltings in the town, dating back to the late 18<sup>th</sup> century. It is an interesting site combining house, malt kilns and stables. The buildings can be glimpsed from North Gate but the rear of the maltings, with its distinctive windows, can be seen from the Aldi car park, which is built on two sides of this malting complex.

The construction of the Warwicks and Richardson's Brewery and Maltings was at the peak of the brewing trade in Newark. This was Newark's longest lived brewery, having its origins in Handley and Sketchley's Town Wharf Brewery in 1766. In 1863 Richard Warwick bought 1 ½ acres of land in North Gate and in 1864 built a small malting. The site increased to 11 acres in 1871 and the first phase of the Brewery was begun, including a spur line to the Midland Railway and the Great Northern Railway. The offices on North Gate were designed by the architect William Bliss Sanders. They had water piped in from Beacon Hills springs 1 ½ miles away, where the company had a pumping station. The vast quantities of water required for cooling and washing was

obtained from a well 27m deep within the premises. In the late-19<sup>th</sup> century almshouses were built adjacent to the main office building. The brewery, malting, offices and almshouse still survive and are an impressive complex of buildings.

From the late-19<sup>th</sup> century to the mid-20<sup>th</sup> century, Richard Warwick and Sons Ltd acquired many other breweries and eventually absorbed all of Newark's remaining breweries. However, in 1962 it was itself acquired by John Smith's Tadcaster Brewery Co. Ltd and brewing ceased in 1966 though the site was used as a distribution hub for a considerable time after.

Residential development at this time was almost exclusively limited to the town end of North Gate and varied in size and status from the small and squalid tenements of the Water Lane and Cow Lane area, to the attractive town houses fronting North Gate and to two large houses, set within extensive grounds. North Gate House, home of B. S. Godfrey Esq., was located on the east side of North Gate and the grounds once stretched right back to King's Road, with a long tree lined driveway and areas of glass houses. Handley House on the west side of North Gate was home of William Handley, who owned Town Wharf Brewery with Samuel Sketchley. The house sat in large grounds with specimen trees.

Until the mid-20<sup>th</sup> century, the area altered relatively little. A former telephone exchange was built on Water Lane in 1938 as well as a new c1960s three storey office block. Significant road alteration also occurred with the construction of the Lincoln Road Bridge which took the Fosse Way over the railway line, replacing the previous level crossing here. As part of these works the route of North Gate was diverted slightly at its north end leaving the earlier alignment as an access route to Lincoln Street and Northgate Station.

The later 20<sup>th</sup> century has seen a significant a change to the character and appearance of North Gate. While the 19<sup>th</sup> century saw massive industrial development in this area on an unprecedented scale, the 20<sup>th</sup> century has seen extensive building clearance, with the loss of many of the industrial buildings once dominating this area. The decline in the brewing and malting industry obviously had an impact on this area and closures led to vacancy and dereliction. Two devastating fires led to the destruction of Bairds and Peaches Maltings, while other industrial buildings have been cleared through demolition or have been altered almost beyond recognition and are now earmarked for demolition. The result has been extensive redevelopment of some areas, for example at North Gate Retail Park,

while other areas still remain open and undeveloped.

There has also been encroachment onto the large gardens of North Gate House and Handley House. The grounds of the former are now largely under the Morrison's supermarket site, while the gardens of Handley House are now the site of the modern housing developments of Brewers Wharf and Handley Court.

The Joint Curve is now redundant - the railway bridge over the Trent no longer exists and most of the sidings to the old maltings have been removed. The Riverside Path, beyond the Jubilee Bridge, follows the route of the railway track that once served the numerous maltings here.

#### CHARACTER ANALYSIS

North Gate is a continuation of Castle Gate and Bar Gate but the character changes along the road. While Castle Gate contains some of the finest Georgian terraces in the town, and makes good use of expensive stone dressings and polite architecture, the architectural status of the buildings is generally lower along North Gate, with some obvious exceptions, and houses tend to be more modest, with a more vernacular character.

The strong architectural cohesion of Castle Gate also breaks down, with North Gate home to a much greater

variety in building type, use, form, age and character.

Unfortunately, a notable feature of the North Gate character area is also the repeated breaks in the building line and loss of street front enclosure from successive demolitions and land clearance. This has weakened the historical and architectural integrity of the area. However, it still contains some very interesting and unique buildings, which allude to its special industrial history and there is significant potential, through sensitive new build, to restore some of this lost townscape quality.

Number 1-3 North Gate forms a strong corner building on the junction of The Wharf and North Gate and the rusticated stone quoins on this corner are an attractive feature. Next to this is The Chestnuts, which, with its use of local blue lias Stone, is an interesting and distinctive building. Both these buildings front directly onto the pavement and form a solid building line. The other side of the road also has strong enclosure reinforced by the modern shop fronts of the Slaughterhouse Lane development followed by attractive, unlisted, Edwardian buildings. These buildings are two and half storeys in height.

The character then changes quite markedly as the street front terraces give way to the two large former

houses of Handley House on the west side and North Gate House on the east side. While both buildings are set back from the street front, the enclosure is continued at each plot by a front boundary wall, which is better preserved at Handley House than at North Gate House but is an important feature at each, retaining enclosure. Handley House is a very attractive hipped building of two and half storey with mature trees in front, which help give it a sense of the garden setting it once enjoyed. The quality of the building and its architectural features set it apart from the surrounding buildings. Similarly, North Gate House is a high status building with decorative window dressings, cornice detail, string course and door case. The height of North Gate House, being four storeys tall with a raised parapet above, is both impressive and imposing.

North Gate House is attractively framed by a hipped two storey house on one side and a restored range of cottages, stables and carriage house on the other. The latter were part of the out-buildings associated with North Gate House and the space in front has been landscaped with gravel beds, paving stones and a bench, giving this courtyard a tranquil feel.

The entrance to Handley Court is relatively narrow and has successfully

avoided the large visibility splay which blights many modern housing developments. The curved brick boundary wall on the north side of Handley Court also maintains the enclosure at this junction.

Next to Handley Court on the west side of the road is an attractive row of four Georgian terraces fronting the road, showing a mix of architectural features, with lower status horizontal sliding sashes on the left, while the pair on the right uses higher status vertical sliding sashes.

Two storey traditional cottages on the east side of North Gate give way to an attractive Edwardian former public house, using faience work to decorative effect. This is then followed by two, high status, three storey, Georgian townhouses - the one to the right being of a higher quality, with its hipped slate roof and moulded cornice. These properties have architecturally more in common with those seen along Castle Gate and are the only two of their kind on North Gate.

The junction of North Gate with Queen's Road is attractively framed by the White Swan public house to the north and a curved terrace of new build town houses on the south. The car park to the rear of the White Swan is not very attractive with its splayed entrance, patched brickwork boundary wall and views through to

the modern housing development of Tithe Barn Court.

On the west side of North Gate is the modern housing developments of Handley Court and Brewer's Wharf, which have been developed on land once part of the former garden area of Handley House. This housing development has been sensitively laid out and designed and is of a complementary scale, materials and character to the surrounding historic building stock. From Brewer's Wharf attractive views are given towards the river and the historic buildings on the west bank, as well towards the spire of St Mary's.

The Malt Shovel Public House frames the junction of North Gate and Water Lane on the north side. The building also makes use of faience in a c1900 single storey extension to the pub. Next to the outbuildings of the Malt Shovel is the former Telephone Exchange, an attractive three storey mock Georgian building built in the 1930s. This building suffers from poor enclosure to its rear and also backs onto the scrap yard which intrudes visually and aurally into this character area.

Part of the south side of Water Lane lacks necessary enclosure due to the demolitions at the site but should be improved by the new residential scheme currently being built out. Further along the road is a remnant of

tall red brick wall, which map evidence would suggest was the former boundary to the once extensive grounds of Handley House.

At the end of Water Lane a narrow pathway winds down towards the river, initially between a thick laurel hedge and then opening out slightly. The tight curve in the path prevents any view ahead and being heavily enclosed it leaves the pedestrian feeling vulnerable. The path leads past further stretches of the former boundary wall to Handley House and then between the scrap yard on one side and the rear of properties on Brewer's Warf. The latter are bounded by a close boarded fence followed by a tall mesh metal fence topped with barbed wire, which is an unattractive boundary feature. The path then suddenly meets the riverside and opens up to extensive and pleasant views along and across the river. The overall character and appearance of this area could be dramatically improved by the redevelopment of the former scrap yard.

With the development of Morrison's supermarket, a new back lane has been created which runs parallel to North Gate, between the rear of the properties fronting onto North Gate. As this lane is dominated by the rear of properties the lack of an active frontage has made the area vulnerable to anti social behaviour

and vandalism. The lane does, however, afford attractive views to the rear of the North Gate properties which would otherwise not usually be visible. The lane also offers glimpsed views back into town and towards the spire of St Mary's.

The the east side of North Gate beyond the White Swan is not within the CA, owing to extensive new development. The White Swan Public House frames the junction with Queen's Road and provides an attractive facade to both Queen's Road and North Gate. Beyond this a small grassed area that is included, behind which is Tithe Barn Court, a modern development on the edge of the CA. The trees lining this grassed area provide some sense of street front enclosure, which is otherwise lost here, and are an important feature.

On the west side of the road, beyond the Malt Shovel, the building height suddenly rises to three storeys with a row of three terraces preserving attractive former shop fronts, sensitively retained despite the buildings now being in residential use.

Beyond this is the complex of buildings at 35 North Gate, which comprise a house, malting and stables, the latter with a 19<sup>th</sup> century shop front to the street. This is an interesting medium sized complex, large enough to be an independent purpose built site, but small enough to

include all elements on one site, including the attractive Georgian house of the owner. Very few maltings now survive in Newark and this is one of the oldest sites. From North Gate the site is mostly hidden behind a high brick wall, which contains a rather quirky undersized door.

Beyond this is another terrace of three storey town houses, probably Victorian in date compared with the majority of other buildings, which are Georgian. This contains an attractive coaching arch in the centre.

Next to this is another area of clearance and modern redevelopment, in the form of Aldi supermarket, accessed off Cow Lane. While the supermarket is set well back from the road, behind a large car park, this has been attractively bounded on North Gate by a brick wall which incorporates malting style windows, being segmental with metal bars, and is a good design feature. The entrance to the car park is overshadowed by a large advertising board which is not an attractive feature. The supermarket itself is a modern building of no particular architectural merit but has been designed with a pitched pantile roof and is relatively discreet. The car park does afford attractive views to the rear of the maltings building at 35 North Gate, which is a striking feature, being three storeys tall, with

hipped roof and rows of typical malting windows.

Also off Cow Lane is another modern structure in the form of a c1960s three storey office block. This has been built in a style typical of the age and is flat roofed with large areas of glazing and a raised service tower. The building fails to respect the character of the surrounding area and is quite visible, especially from further north along the riverside path. Surrounding this building is an area of rough parking, enclosed by poor quality modern fencing. The building is set back from the road behind a dwarf brick wall and the street front enclosure has been lost here.

A vehicular entrance framed by trees gives a further access to this office block but also to a now much altered detached Georgian house on the right of the entrance. The latter was clearly a building of some status, using Flemish bond brickwork, projecting central pediment and stone dressings, but has been much altered with plastic windows and an incongruous flat roofed extension to the rear. Historic map evidence shows this building attached to a large malting, which was Gilstrap Earp & Co and the building was their head office. A small area of tall red brick wall survives here which is important in retaining some enclosure.

The modern petrol garage is of a generic design and does not enhance the character or appearance of the area. Beyond the garage is a large area of rough open ground bounded by temporary fencing. This site was once densely occupied by industrial buildings and has since been cleared. The site is currently being redeveloped for retail.

Beyond this vacant site is North Gate Brewery, being the former Warwick and Richardson site which has recently been sensitively converted to residential and retail units. The single storey almshouses are of a later date than the brewery and are an attractive single storey row of cottages, with half timbered gables and leaded lights, built in the Arts and Crafts style, very popular at the turn of the 20<sup>th</sup> century. While the cottages are set slightly back from the road they are behind a brick wall topped with railings which attractively enclose the site.

The office block of the brewery complex fronts onto North Gate and sits directly onto the pavement edge. The building is tall and impressive and is a very dominant feature both here and also on the wider skyline. It is a landmark building visible from different vantage points throughout Newark. Behind the office block is the brewery, built in a Gothick style, using pointed arched openings and polychrome brickwork. The building



has a pleasant variety of roof slopes and heights and is punctuated by tall, decorative chimneys. A modern extension has been added to the rear following conversion to a mixed use scheme.

The malting building behind is not immediately visible from North Gate but is glimpsed through the gap site and is also very visible from the river. The distinctive roof, being pyramidal with a metal cowl, is a defining feature of this building type and has recently been restored as part of an ongoing conversion.

Historically this area was occupied by large malthouses and these have been almost entirely lost to fire damage and been demolished. One small remnant of a malthouse can be identified by its distinctive windows within the Hovel complex but the building has been massively altered and extended.

There were also two small areas of worker housing called Spittal Row and Maltkiln Terrace, again nothing survives of these today.

A large portion of this land has been redeveloped as North Gate Retail Park, which is a fairly typical out of town retail development with large, low units. These have been designed with some regard to their historic

context with a pitched slate roof around the edge and decorative brickwork using pale stone and blue brick dressings, taking its reference from North Gate Brewery. Otherwise the buildings are of a generic form and make no positive contribution to the setting of the CA<sup>39</sup>.

While the site has a small brick wall at the front, the retail units are set so far back from the road behind a large car park that the street front enclosure has been damaged and the building line has been lost here. However, this does then afford attractive views towards North Gate Brewery from the Lincoln Road Bridge.

While the land was once historically important as a focus for the malting industry, the loss of these buildings has obviously greatly reduced the significance of this area. In its current form the land has poor townscape qualities being either open, derelict and disused or occupied by generic modern development.

## MATERIALS AND ARCHITECTURAL DETAILS

The typical red brick and pantile buildings of Newark are well represented here, but with perhaps more use of slate than seen further down Castle Gate, for example. Plain

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<sup>39</sup> This area was previously within the CA, but removed following review in 2021-22.

tiles are also used at the White Swan Public House as well as at one the new build town houses opposite. Artificial roof tiles are very limited in this area.

Where the buildings are terraced they use simple side gables and gable chimney stacks. There is some use of hipped roofs on the more high status, detached, buildings, like Handley House and North Gate Brewery offices. Gables tend to have simple verges or raised brick parapets, some using brick kneelers. Dormer windows, of a variety of shapes, also punctuate many of the roofs in the area.

Dentilated eaves are common and modillion eaves are as seen at the two high status properties of North Gate House and Handley House. Most gutters are on rise and fall brackets.

Walls are predominantly red brick, typical of Newark, with some examples of painted or rendered brick. There is quite extensive use of Flemish bond brickwork with pale or burnt headers. Brick string courses between storeys are also a common feature. Buff brick is used to decorative effect at the maltings and brewery buildings at Warwicks and Richardson.

While stone buildings are usually the exception in Newark number 5 North Gate, The Chestnuts, dating back to the late 17<sup>th</sup> century, is a good

example of the local stone called blue lias. This building also has a historic insurance plaque.

There is also limited use of stone for dressings, for example stone quoins are seen at 1-3 North Gate, rusticated stone quoins at Handley House and rusticated stone lintels are used at the windows at North Gate House. An attractive scalloped stone detail is used over the doors at 4-6 North Gate.

This area of North Gate also has two examples of the use of faience (a glazed terracotta) which is not widely seen in Newark but became popular from late Victorian times. One example is at the Malt Shovel Public House on the corner of North Gate and Water Lane, in a single storey addition added c1900. The other example is at a former public house at number 34 North Gate, which has particularly attractive decorative tiles above the door.

Timber-framing is generally well represented in Newark but is not obviously seen in this character area. However, number 1-3 North Gate has glimpses of timber framing to the rear and many other buildings may contain areas of framing which was often hidden by a later brick skin, making the true age of the building hard to guess at first glance. The White Swan Public House has applied fake timber framing which is not a typical feature,

but might actually obscure earlier and quite genuine framing, as the building's form and appearance hint at a much older structure than the first impression would suggest.

Window and door openings tend to use segmental arches and flat splayed arches. Key stones are also seen.

Typical of the Georgian period are the six over six vertical sliding sash windows, which are common in this character area. Also seen are vertical sashes of eight panes over eight, which is a less fashionable adaptation of the classical Georgian sash. Later Victorian and Edwardian sashes are also seen. Horizontal sashes, or Yorkshire sliders, are also quite well represented here and are seen at 9-11 North Gate and 20-24 North Gate. Horizontal sashes are a much more vernacular feature and tend to be seen at lower status buildings.

A few bay windows are also seen, typically added on in Victorian times to earlier buildings. Also seen are two Diocletian windows on the rear of properties on North Gate. This was a quite popular feature of polite Georgian architecture but not widely seen in Newark.

Six panelled timber doors predominate, which are typical of the Georgian period, while some later, four panelled, Victorian versions also

seen. There are also some very attractive Georgian timber doorcases, using pediments and pillars and decorative fanlights above. These tend to be restricted to the more high status buildings and simple plane or triple light overlights are also commonly seen.

Whilst no longer a major shopping street North Gate did used to be a commercial corridor and there are some good examples of former shop fronts retained and adapted despite the building having changed use.

Paving within this area uses standard modern materials, being mostly patched tarmac. While it does not detract from the setting of the buildings the area would be enhanced by a more consistent and sympathetic scheme. There are no obvious remnants of historic paving surviving and all the historic railway sidings have been lost.

Street furniture is also of a standard design. The tall grey lamp stands on North Gate rather dominate the road.

The junction of North Gate and Queens Road is busy and traffic dominated. Pedestrian crossings here are staggered and metal guard rails and pelican crossings are a significant feature. There are actually relatively few crossings along the length of North Gate making pedestrian access quite poor.

There are no formal public open spaces within this character area and trees and greenery are limited.

The important spaces tend to be the immediate setting of key buildings, for example the space around Handley House, along with the trees at the front, are all that is left of the once extensive gardens surrounding this building. The landscaping between the outbuildings once associated with North Gate house has also created a calm and attractive oasis on this busy road. While the space in front of North Gate House is not especially well presented it does provide the open setting for this high status former house. The enclosed space between the buildings at 35 North Gate is also significant, providing the setting to the house and forming an attractive courtyard with the stables and malting.

The trees either side of the driveway beyond Cow Lane are probably vestiges of the historic setting of the former brewery offices of Gilstrap Earp & Co and should be retained.

The CA includes an area of grass and trees on the east side of North Gate, in front of the modern housing development of Tithe Barn Close. These trees are important for providing an element of screening to this new development and also lining the pavement edge, giving a feeling of enclosure back to this site.

The pedestrian lane between Morrison's supermarket and North Gate has been landscaped with areas of formal bedding and trees, which does help soften this area. However, overall the lane still feels underused and leaves buildings and pedestrians vulnerable, but there is scope for further improvement.

## CHARACTER AREA 7: MILL GATE & SCNCE

The Mill Gate character area is to the southwest of the town and focusses on Mill Gate, which is part of the Roman Fosse Way, a major road running southwest to northeast through the town. It was included within the CA in 1974, with the Marina included in 1979.

Victoria Street is located to the southwest of the CA. It was added to the main CA in 1979.

The Queen's Sconce sits at the furthest south-west point of the Newark CA. It was included within the main Conservation Area in 1979.

### HISTORIC CONTEXT

Mill Gate was an important road from at least the Romano-British period when it formed part of the Fosse Way, which was built in 45-47AD to link Exeter and Lincoln, and was one of the principal highways of the Roman provinces. Within Newark the Fosse Way follows the approximate route of Farndon Road, Mill Gate, Castle Gate, Bar Gate and then North Gate. There is limited evidence of Roman settlement in this area of Newark but a chance Roman find has been discovered in the Mill Gate vicinity.

A pagan Anglo-Saxon cemetery was found adjacent to Mill Gate,

northeast of the junction with Victoria Street, which was in use between the fifth to seventh centuries. Over 400 burials have been found, placing it among the larger collections of finds from early Anglo-Saxon cemeteries. Each cremated burial had been placed with offerings in an urn, some of which were of a Roman style. The proximity of the cemetery to the Roman road and the prehistoric 'Sewstern Lane' (running along Balderton Gate in Newark) suggests that the route was still of some importance when the site was chosen for burial.

Mill Gate was located just outside the Anglo Saxon and subsequent medieval town defences, with the South Gate of the medieval town defences standing at the junction of Castle Gate and Mill Gate. Although outside the town defences the area was an important medieval suburb. A survey of 1223-31 records 17½ tofts (a toft being the basic medieval unit of urban land) on Mill Gate, which means the extent of the medieval suburb stretched approximately as far as the area that is now Cooper's Yard. Remnants of the medieval burgage plots, seen as long thin strips of land running at right angles to the road, can still be identified in plan today. The Mill Gate cemetery site appears to have been open ground used as a rubbish tip in the medieval period, suggesting that occupation

did not extend this far along Mill Gate.

The mills which give their name to Mill Gate were established during the medieval period but their location is not known. In 1534 and 1576 there were 7 mills, with 9 mills prior to this. A possible canalised river channel was found in excavations at the rear of properties on Castle Gate, which could have been connected with the medieval mills.

In terms of medieval standing structures, 1-3 Mill Gate exhibits a fairly typical 18<sup>th</sup> century external appearance but internal evidence suggests these houses date to c1500 and are the oldest in Mill Gate. The building on the corner of Mill Gate and Huddlestons Wharf contains late 16<sup>th</sup> century timber framing and number 55 Mill Gate, which contains obvious elements of timber framing, is thought to date back to the 17<sup>th</sup> century. The step down into the house here is interesting, indicating a rise in street levels since this time. Similarly the Old Hall, on the corner of Mill Gate and Parliament Street, is thought to have a 17<sup>th</sup> century core.

The first Civil War defences in Newark were erected in the winter of 1642, but these were found to be inadequate in strength and extent and excluded both North Gate and Mill Gate. A more extensive circuit was built afterwards enclosing Mill

Gate and North Gate. The defences extended to approximately the junction with King Street. By the final siege of 1645-6 the defences were more extensive with large projecting hornworks added, including one on Mill Gate. Excavations in this location have revealed part of the timber bracing of a Civil War rampart.

In 1772 the Newark Navigation Company obtained an Act of Parliament enabling it to improve the Rivers Trent and Devon, which consolidated extensive areas of floodland along the western edge of Mill Gate by creating wharfs, allowing Newark to become a busy inland port. In response to these developments in river navigation and the industries associated with it, very extensive building work occurred in Mill Gate in this period. While the industrial development was mostly adjacent to the river, there were also industrial developments seen along both sides of Mill Gate. As well as being a centre for river trade, Mill Gate was also home to one of Newark's two early 19<sup>th</sup> century foundries and became a focus for malting and brewing.

In the vicinity of the Sconce, the first notable post-medieval industrial development was the Scales linen factory, established around 1793. Built on the Farndon Road, close to the River Devon and Trent it was an ideal location for dying and bleaching the

linen. The mill produced high quality linen, which supplied Queen's Victoria's household. The mill used water from St. Catherine's Well and what is now known as 'Devon's Pastures' as the bleaching grounds. The mill complex can be partially seen on Wood's Map of 1829.

Other archival information from 1846 shows how the factory appeared at this time. Looking at the plan the only remaining signs of the mill's existence today is 3 Farndon Road - the Master's House - dated 1806 and Grade II listed. George Scales senior had a house at no.6 and Scales Row was a terrace of workers' housing built in the 1800's and subsequently demolished in 1959. The cottages were built with cellars which were used as a place of work for weaving the cloth.

Following the mills closure in 1889 the building was occupied by Horace Mills Basket Manufactory in late 1895. Willow was produced on the banks of the Devon and used to produce wicker chairs, tables and upholstered goods. It is not clear how long it occupied the building as there are also references to it being located in a building which was previously occupied by Thorpe's Flour Mill and the 3rd Series Ordnance Survey map confirms this.

More recently the site where the linen factory once stood has been a

commercial garage and then latterly developed to provide housing overlooking what is now the marina.

Brewing has had a significant impact on Mill Gate. Trent Brewery, was located on Mill Gate by 1802 at Brewery Yard. This was a large site and included its own cooperage and malthouse. The brewery ceased in the late-1880s and towards the end of 19<sup>th</sup> century, Wakes & Lamb Co. Ltd, a local metalworking firm, set up in the disused site. Most of the site was cleared in 1952 when it became unstable due to river subsidence. The only surviving element is the malthouse, now off Cooper's Yard (which gained its name from the former cooperage here), which has been converted to residential use. The former malthouse bears an oval wall plate which attests 'Corcoran, Witt of London, malt kiln builders'. At the entrance to Cooper's Yard brick pillars either side mark the old entrance to the brewery.

Two other former malthouses survive on Mill Gate, one is to the rear of 27 Mill Gate and is now called The Old Hopkiln, now converted to residential units. The other is on the junction of Mill Gate with Pelham Street and the building is much altered and barely recognisable as a malting today.

Weighbridge Wharf, now the site of the Otter Park off Mill Gate, was once a busy wharf leading to a

weighbridge. A patchwork haulage path, composed of two tracks made from granite setts with tarmac between (the tarmac being a recent addition, replacing what would have originally been rough stone), can still be seen in the ground. These tracks were designed to help dray horses grip as they pulled their loads from the wharf. The site of the weighbridge can be made out as a slightly depressed rectangular pattern in the setts. The buildings fronting Mill Gate, leading down to this former wharf, were deliberately designed with corbelled brickwork at first floor level to help with wide loads.

The current site of Tannery Wharf was once the site of an extensive tannery. This location providing the necessary water course to discharge effluence and an edge of town location more favoured because of the noxious smell associated with tanneries. When the tannery closed the site became a scrapyard. A modern housing development now occupies the site, with the design of the houses reflecting some of the area's industrial past.

Another interesting building connected with Mill Gate's industrial past is Squire's Garage, sited between 55 and 65 Mill Gate, which was associated with the Salvation Army in 1887 but had previously been a wool hall (where wool trading

was carried out), flax hall and rope walk.

Mill Gate was also home to several commercial premises and redundant shopfronts can be seen preserved at 35, 37 Mill Gate and 85 Mill Gate, for example. There were also at least seven public houses on Mill Gate in the later 19<sup>th</sup> century. Number 57 Mill Gate still operates as The Watermill Public House, which was first licenced in 1794. At the end of Mill Gate, at the junction with Farndon Road, is a public house called Spring House. This was originally a private house on the edge of Hawton Parish but was converted to a public house and took its name from the nearby St Catherine's Spring.

Making good use of the spring water of St Catherine's Well was businessman Henry G. Barnsdale who made a range of soft and alcoholic drinks from his home at number 69-71 Mill Gate, which despite its commercial use has all the outward appearances of a smart Georgian townhouse.

The development of trade in the 18<sup>th</sup> and early-19<sup>th</sup> century led to the extension of suburbs at an accelerated rate along the river front in North Gate and Mill Gate. Mill Gate rapidly became densely occupied with houses, offering a wide range of accommodation and tenure types.



Behind houses on both sides of Mill Gate, yards were formed and developed, providing accommodation for the poor in narrow rows of cottages. These yards often took the name of the people who owned or developed them, for example Cottam's Yard, Taylor's Yard and Blyton's Yard. Nameplates often still mark the site of these former yards. Next to 55 Mill Gate was the site of Cotton Square, the largest of Mill Gate's yards, built to serve the workers of Handley and Sketchley's cotton mill on Parnham's Island. The area has most recently been an agricultural engineer's yard.

A decorative stone bearing the name 'Lenton Terrace' is located over a passageway leading off Mill Gate and leads through to the last surviving Mill Gate yard in its original form. The yard was part of a development comprising three town houses to the street front, 8 small cottages behind and a warehouse. Space was maximised by renting the vaulted cellars below the cottages to the adjacent brewery. This represents a unique and interesting industrial unit. The very decayed remnants of the cottages comprising Porter's Yard can still be glimpsed between 73 and 75 Mill Gate.

Mill Gate is home to some fine Georgian villas. Joseph Gilstrap, an important hotelier and later mayor of Newark, built a large house on Mill

Gate for himself, called Trent View, now called Millbank, at 109 Mill Gate. The attractive 23 Mill Gate was home to the Bilson family in the 19<sup>th</sup> century who made their money from milling. Numbers 78-80 comprises three houses built in the early-19<sup>th</sup> century with large gardens leading down to the river, designed to appeal to wealthy residents. Number 84 Mill Gate, which is The White House, was the home of Thomas Earp, former Newark MP and Mayor, and appears to have been laid out in extensive grounds with a boat house enjoying the river access.

The Old Hall, which is on the corner of Mill Gate and Parliament Street, is one of Mill Gate's more interesting properties. The building is said to be built on the site of medieval St Guthred's hermitage, St Guthred being one of the knights associated with St Catherine's Well, and the present building is said to date from the 17<sup>th</sup> century. In the 19<sup>th</sup> century, the building was divided into two houses, one forming the presbytery of the Catholic Church which was once sited next door. Half of the building has since been demolished, presumably the half connected with the church.

Another interesting building on Mill Gate is the former Methodist Chapel, which opened in 1776 but moved to a new chapel on Guildhall Street in 1787. Since then it has been

converted to many uses including commercial, retail and most recently a house.

The fairly ugly former Inland Revenue Offices at 11 Mill Gate replaced a row of three Dutch-style houses built 1663, reputed to have housed Flemish weavers. Despite effort to save them, they were deemed unsafe and demolished in the early 1960s.

The advent of railways in Newark heralded the beginning of the decline of Mill Gate by drawing trade away from the river and, until the regeneration works from the 1970s, virtually no new building work took place after 1861.

The decline of the later 19<sup>th</sup> century continued and by the 1950s, Mill Gate was in a poor state of decay. The Town Plan of 1960 even advocated demolition of one half of the street for a dual-carriage way. Fortunately finances prevented this from happening.

In 1968 the Newark Action for Conservation group started a wave of restoration and revival and the initiative to improve the area was given the title of the "Millgate Revival", which sought to provide a strategy for the conversion of industrial and residential buildings and encourage the concept of mixed uses in the area. The initiative was nationally recognised in 1977 when it

was awarded the Second Prize in the prestigious Royal Town Planning Institute Silver Jubilee Cup.

The previously limited riverside access has been addressed with the creation of the Riverside Walk, which now provides a number of attractive circular walks in and around Northgate and Millgate.

The construction of a long awaited A46 Relief Road to the north of the town in 1990 has had a significant effect on Millgate, which was previously very choked with through traffic.

Various improvements along the river, like the restoration of former warehouses, the creation of the Riverside Walk, as well as other extensive and determined regeneration efforts, have made Mill Gate an attractive and vibrant area of Newark.

## VICTORIA STREET

Victoria Street and Portland Street are medieval streets. Formerly known as Farndon Road, Victoria Street is thought to have been formed by travellers following the Fosse Way from Nottingham to Lincoln, leaving the road at Devon Bridge to avoid paying tolls. Although they are medieval in origin, there are no remaining medieval buildings within the area. An extract from a Civil War map of 1644 shows that the Portland

Street and part of Victoria Street was thought significant enough to be included within the town's defences.

On Attenburrow's map of 1790 it suggests that only a small number of buildings existed at this time confined to the Portland Street area, the rest of the area was mainly open fields.

By 1829 Wood's map shows the formation of Clinton Street and Regent Street to the east and Pelham Street, Parliament Street, King Street, Queen Street and Scales Row to the west. The earliest buildings still surviving in this area are on Portland Street, Parliament Street and King Street all of which date to the late-18<sup>th</sup> and early 19<sup>th</sup> century. The cottages in the King Street area were mainly built between 1800 and 1830 and related to the growth of the millwrights' trade. Scales Row which was associated with the nearby Linen Mill also dates from this period, later re-named Stone Row (as already stated, it was later demolished). Regent Street which is shown on Wood's map, shows a small number of houses on one side of the street but by 1889 the street had developed further, stretching as far as Albert Street. Regent Street was reported to be the narrowest street to be built in Newark, however, the buildings and street no longer remain.

As the 1st series Ordnance Survey map shows by 1889 the area was

well-developed with the formation of further streets to the east including Crown Street, Princes Street and Spring Gardens.

Farndon Road became Victoria Road and a large foundry known as the Victoria Foundry built in 1883 is shown to the east. The foundry was owned by George Walker and of the foundries established in the Newark area, this is the only one that survives to any extent. The workshop manager's house, and the office entrance survive, although it is no longer used as a foundry. It is notable that terrace housing also developed around the Boundary Road area at this time and presumably housed some of the workers from the nearby foundry.

Several malshouses are shown within the area with one side of Scales Row shown as a malshouse. Pelham Street had a building which is marked as Britannia Works and related to the millwrights trade, and Parliament Street had two rows of cottages known as the Britannic Buildings which were presumably housing for the associated workers. By the late-19<sup>th</sup> and early 20<sup>th</sup> century, the area became heavily populated with a wave of formal planned layouts of terrace housing and cottages but there were still areas of open space to both the east and west. Other buildings of note at this time were the Cooper & Co Textile Company

building built in 1894 and later extended. By 1901 it employed 400 people.

Edward Avenue was a genuine Edwardian row of terrace houses built to one side. By the late 1970s, the King Street, Parliament Street and Mill Gate areas were seen as run down and as a result, terrace cottages seen as unfit for habitation were demolished as part of a clearance program. This clearance saw the demolition of houses on Parliament Street and also an area off King Street. The Roman Catholic Church on Parliament Street was also demolished around this time. These areas were redeveloped with modern social housing of a similar scale.

Looking at the character area today, many of the historic buildings remain. Notable exceptions are as mentioned above some workers terraces and the buildings which once stood on the site where the co-op now stands on Victoria Street.

## QUEEN'S SCONCE

Although there is evidence of earlier settlement around Newark and it may have been likely that settlements developed along the Fosse Way, the first reference to the area relates to the 14<sup>th</sup> century legend of St. Catherine's Well. The well is said to have formed on the site where one knight slew another. The legend states

the murderer became afflicted with leprosy and dreamt that St. Catherine told him to clean his sores in the spring where his rival died. Having done this he was cured and so repentant he devoted the rest of his life to religion and built a chapel next to the well. Although two 19<sup>th</sup> illustrations show a small chapel by the well (not the original) no visible remains exist. The waters from the well were subsequently favoured for their healing properties, particularly in the 19<sup>th</sup> century. The well still remains and lies within the garden of a private house between the Queen's Sconce and the River Devon.

The battles and sieges of the English Civil War (1642-52) between king and parliament were the last major active military campaigns to be undertaken on English soil which left their mark on the English Landscape in a variety of ways. The Queen's Sconce, which is located within Devon Park represents England's finest remaining example of Civil War military engineering. A Royalist plan of 1646 illustrates the sconce in some detail and contributes to the overall understanding of the earthwork. The sconce was named after Queen Henrietta and would defend the southern approach into the town.

To the south of the sconce is the site of Poynt'z Earthworks, named after General Poyntz who fought on the side of the Parliamentarians. This can

be seen as No.8 on an extract from 'A ground Plan of the siege' dated 1645. No.9 shows the position of the Queen's Sconce.

Another major industry established near the area during the late 19<sup>th</sup> century was the mining of Gypsum. Whilst there was a small existing quarry at Hawton, it was Redmond Parker Cafferata who took over from his father in 1881 and enlarged the quarry at Hawton. He then established a new mineral mill for processing the quarried gypsum. The quarry was the largest in the country and a tramway then later a railway ran between the quarry and Spring Wharf.

The 2nd Series Ordnance Survey map shows the route of the railway which cut through what is now Devon Park, and a small building shown next to the railway as it meets Farndon Road, that was used as a railwayman's lodge so the crossing over the Farndon Road could be controlled. Traces of this railway can still be seen near the entrance to Devon Park across from Spring House, and the small railwayman's lodge which was later used as a sweet shop has only recently been demolished.

The park itself was taken into local authority ownership in 1912 and was the site of a prisoner of war camp during WWI as shown on the 3rd series Ordnance Survey map. The

park was also used for various activities such as carnivals, fetes, shows and the circus.

The park currently provides a recreational area incorporating a children's play area, sports field and pavilion, various open areas, walking and fishing areas and spaces for festivals and events.

## CHARACTER ANALYSIS

Mill Gate is a significant approach to the town centre which has retained its narrow width and strong street frontage lines and this now defines its overall character, giving it an intimate and ancient feel. The lack of significant road improvements has also left a gentle curve to the road, creating a series of pleasing views which unfold along the road. The addition of side roads, many of which date to the later-20<sup>th</sup> century, have retained a tight access off Mill Gate and so the continuity of the street front enclosure has been well preserved.

Owing to the A46 Relief Road, Mill Gate is now a relatively quiet one way street. Sensitively designed traffic calming measures, such as speed bumps, have also helped, and blend successfully with the historic environment. The use of narrow double yellow lines and limited parking bays have deterred much on street parking, leaving the buildings fully visible in their setting. Only at

the northern and southern ends where Mill Gate joins Castle Gate and Farndon Road respectively does traffic and traffic management measures become more dominant.

The pedestrian scale of the road is enforced by a general building height of two to three storeys, with many of the older, timber framed, buildings being a relatively low two storeys. Buildings are typically quite tightly spaced and long terraces are common, with few breaks in the street front. Most buildings, or their boundary wall, sit right up the pavement edge and give a tight sense of enclosure to this narrow street.

Development behind the street frontage is also quite common, traditionally as long narrow yards, but more recently in the form of sensitively designed modern housing developments of Cooper's Yard, Huddlestone's Wharf and Tannery Wharf.

Most of the historic yards are now demolished but the entrances still survive in the form of arched alleyways and can be identified by their name plates. Most of the alleyways are obscured from view behind timber gates but attractive glimpses are offered down the Duke of Wellington Yard, for example. Glimpses off Mill Gate to developments to the rear are also

offered through the frequent carriage arches which punctuate the terraces. The repeated pattern of terraces with arched alleyways between is an important part of the character of Mill Gate.

The Spring House public house marks the southwest entrance to Mill Gate and has been attractively enclosed by boundary wall and railings, with trees softening the appearance. The areas of modern housing either side of Southfield Terrace are of no particular merit but are relatively unobtrusive and have a neutral impact. Several attractive high status Georgian villas follow and are of a good quality and sit close to the pavement edge.

While outside this character area, Mill Gate Field is a large and attractive open area at the southwest end of the road, which combined with the lower density of development here, reinforces the feeling of leaving the town behind at this point. However, planning permission has been granted to redevelop this area which may have a significant impact when completed. Beyond Mill Gate Field is a row of 20<sup>th</sup> century semi-detached properties which are of no particular architectural merit but do not detract from the character and appearance of the CA.

The White House is very visible when viewed from south west up Mill Gate

and is a landmark building. It is a large and high status building and the most significant dwelling on Mill Gate. In its appearance the building is set apart from others on Mill Gate, with its rows of gabled roofs, two storey Victorian bay windows and of course its rendered white finish. It still preserves large grounds to the rear, enjoying a riverside aspect and setting. This building had for a long time has been in a particularly poor condition, but was fully restored not too long ago into a single dwellinghouse once again.

The junction with King Street marks an increase in the building density on the east side of the road, with an unbroken row of modest Georgian terraces running right up to the junction with Parliament Street. The corner building onto Parliament Street retains an old shopfront with recessed angled door, which addresses this corner plot well. Views west down Parliament Street towards Mill Gate terminate with 82 Mill Gate, a well proportioned Georgian terrace with decorative doorcase and fanlight.

The Old Hall on the corner of Parliament Street is another building with an interesting history and is set within one of the more visible green garden areas in Mill Gate, giving it an attractive setting.

Lenton Terrace on the west side of the road is a set piece of urban

architecture with three street front townhouses and a yard of smaller houses behind. This is a rare survival on Mill Gate and gives an impression of the high density development which once typified Mill Gate. From Lenton Terrace itself views are offered out towards the river.

Next to Lenton Terrace is the converted malting once associated with Trent Brewery. The building now has a largely domestic appearance owing the loss of the original small malting windows. The modern housing development of Coopers Yard is built on the rest of the Trent Brewery site and has been sensitively laid out to address both Mill Gate and the river. Further river views can be glimpsed from this development.

Three narrow alleys/lanes lead off Mill Gate on the east side, each with areas of traditional historic paving. The one between 73 and 75 Mill Gate is paved in historic cobbles and leads to the very decayed remnants of historic cottages once forming Porters Yard. The lane next to the Watermill Public House is again cobbled and leads to Watermill Yard, once lined with malthouses.

Two interesting buildings follow on the east side of Mill Gate, one being the former Methodist Chapel, which stands alone, gable end to the road. Set back slightly is the Squires Garage building which owes its

unusual appearance to its former uses as a Wool Hall and Salvation Army Temple.

Either side of Squires Garage is open land, once occupied by narrow rows of workers housing. The land is used for the storage of agricultural machinery and scrap and the site to the left of the garage is rather intrusive owing to its lack of a solid street front boundary.

Mill Lane is attractively enclosed by historic cottages on the northern side and by well designed modern cottages on the southern side. The road leads up and over a hump backed bridge and the change in levels makes an interesting feature. Tannery Wharf leads off Mill Lane and is another well designed area of modern housing which offers good views to the river and towards the rear of historic properties fronting Mill Gate.

The other side of Mill Lane gives access under the first floor of the terraces into the yard of the Mill Gate Museum and Navigation Public House, two converted riverside warehouses. Owing to demolitions on Mill Gate, opposite Pelham Street, these former warehouses are now very visible from Mill Gate and help associate Mill Gate with its former riverside trade. The access and yard has been attractively laid with cobbles.

On the east side of Mill Gate is a small timber-framed cottage next to the high status Georgian villa which is now the Mill Gate Hotel and Restaurant, enclosed with an attractive run of iron railings. The much altered malting building forms the corner of Pelham Street and Mill Gate.

Unobtrusive modern housing then lines Mill Gate either side and leads down into Huddlestons Wharf on the west, once a historic access to the river and now a modern housing development which offers attractive views to the river and into the yard around the Museum.

Rows of terraces then follow on either side of Mill Gate, number 39 Mill Gate being a very unobtrusive modern infill property. Of particular note are the iron railings and small garden between 28 and 30 Mill Gate. Next to this is the entrance down to what was historically Weighbridge Wharf and is now the Otter Park. This is a particularly pleasing area of public realm, with historic paving flanked by attractive properties which are corbelled out at the first floor, designed to give wider ground floor access to the former wharf.

A lane next to 25 Mill Gate leads up to a converted malthouse and an interesting courtyard behind 27 Mill Gate, 27a bearing the words



'Office', presumably to the malting complex at this site.

The former Inland Revenue building dominates this section of Mill Gate primarily by its overly large roof which jars with the otherwise consistent use of steeply pitched roofs adjacent. Its scale is particularly out of proportion next to the relatively low height of 1-9 Mill Gate.

On the west side of Mill Gate a lane lead down into Navigation Yard and provide nice views towards the river. Numbers 14 and 16 Mill Gate address each other across a small garden and the space between provides attractive views down to the river and the former Egg Packers Warehouse.

The exit of Mill Gate onto Castle Gate is well framed by modern low cottages on the west. These sit close to the pavement edge and use raking dormers and a scalloped porch detail, which harks back to the Dutch gables of the now demolished cottages at the site of the Inland Revenue building. This is a good piece of modern architecture that also blends successfully into its historic environment. Next to these cottages is a narrow alleyway leading down towards the river and to the Riverside Walk. The east side of Mill Gate is lined with an attractive row of historic cottages which then give way to a single storey car show room of

probably Edwardian date, with an interesting raised pediment on the curved section.

Until the later part of the 20<sup>th</sup> century, very few substantial building works took place on Mill Gate after 1861. The result is that most of the buildings have a typical Georgian or early-Victorian in appearance (albeit some do actually pre-date this), giving a cohesive character.

#### MATERIALS AND ARCHITECTURAL DETAILS

The earlier buildings tend to have later Georgian or Victorian windows and doors but do not share their elegant proportions, with limited height to each storey. This is well illustrated at numbers 1-5 Mill Gate where the buildings actually date back to c1500, despite the 18<sup>th</sup> and 19<sup>th</sup> century façade.

Number 55 Mill Gate contains timber framing, most of which is hidden beneath render at the first floor, but small fragments can be seen. While the windows and doors are Victorian their asymmetrical position suggest an older date and the building is actually 17<sup>th</sup> century in origin. Timber-framing is used in some of the other older properties on Mill Gate but is not extensive or immediately visible.

The overriding architectural character of Mill Gate is typified by the properties of the Georgian

townhouse. These tend to be three storeys with a smaller second floor and brick string course between the ground and first floor. Mill Gate contains a range of different status buildings and the more modest Georgian properties are two storeys, often without the string course.

The most dominant feature of a Georgian house is the six over six vertical sliding sash - seen in the modest properties on Mill Gate under a simple segmental arch but at the grander properties under a splayed stone header or decorative keystone. The slightly less usual eight panes over eight arrangement is also quite widely seen and there is a limited use of marginal light sash windows. At some of the older properties vertical sliding sashes of more panes are seen, for example at The Old Hall, which dates back to the 17<sup>th</sup> century, which has windows of eight panes over twelve. Also of note is an attractive Georgian bow window of ten panes over ten, seen at 27 Mill Gate.

Horizontal (or 'Yorkshire') sliding sashes are also commonly seen, typically on lower status buildings or less important elevations. There is also some use of simple paned casements in attic storeys. Dormer windows are seen on Mill Gate, being both gabled and raking. Paned metal windows are seen at the former stables next to 109 Mill Gate, while an interesting leaded

Art Deco window is used at the White House.

Within a Georgian property, symmetry was extremely important and blank windows are often seen. These may not always be the result of crippling window tax (as often presumed), but also a deliberate design feature to ensure symmetry and rhythm along the facade. These can be seen quite widely along Mill Gate.

Typical Georgian doors are of six panels, seen at the more high status properties within pedimented door hoods with pilasters and sometimes under a fanlight. Doors in more modest properties of this age may have very simple panel moulding or are plank doors.

The early Victorian properties look very similar and share the same elegant proportions but their age is indicated by a more typical four panelled door and four pane sash window with sash horn detail. Victorian door overlights also tend to be simpler.

Most of the buildings on Mill Gate have simple side gables with chimney stacks, although hipped roofs and half hipped roofs are also seen, especially on corner plots. Only a few properties have their gable fronting the road, which is usually a sign of an older building. Gables tend to have a

very simple treatment, although raised gables with kneelers are also seen. Eaves details are very typical for this age and area, often being corbelled, cogged or dentilated. Traditional gutters usually rest on cast iron rise and fall brackets.

There are some good examples of decorative ironwork on Mill Gate, seen mostly enclosing the larger detached Georgian villas. Interesting iron verandas are seen at numbers 69 – 71 Mill Gate and the original iron railings are still in place here. Many properties also still retain the original iron boot scrapers.

Another feature frequently seen along Mill Gate is arched openings over pedestrian alleyways and arched carriage openings leading to the rear developments, which were a common feature off Mill Gate.

While most of the buildings on Mill Gate are residential there are a few interesting features arising from other building uses. A blind round opening is seen at the former Methodist Chapel, while the building that is Squire's Garage has what seem to be rather incongruous tall, narrow arched windows, which date to its days as the Salvation Army temple. There are also some attractive former shopfronts surviving, mostly later Victorian in age but there are two examples of paned early Victorian

shopfronts, one at 1-3 Mill Gate and the other at 35, 37 Mill Gate.

In keeping with majority of historic Newark a rich red brick is used with some limited use of painted brick and rendering. Flemish bond brickwork is seen on the more high status buildings, with the headers picked out in a paler or darker colour. The car showroom at the corner of Mill Gate and Lombard Street makes good use of glazed bricks.

Roof tiles are typically pantile or slate, although there is some limited use of plain tiles, concrete tiles and asbestos sheeting (as seen at Squires Garage).

There is no obvious use of stone as a principal building material on Mill Gate, although it is frequently used for dressings at the more high status townhouses.

Mill Gate has been sensitively treated by a simple but effective public realm scheme. The majority of Mill Gate is treated in black tarmac with granite used for curbs, in raised sets to create speed bumps and to form curb side gutters in the side streets. This is a durable and high quality addition and helps unify the area. Narrow double yellow lines have been used, which minimises their visual impact and of course serves to prevent on-street parking, keeping the narrow street feeling uncluttered. There is

also some limited use of black metal bollards to prevent on-pavement parking. Vehicular access over the pavement has been formed out of simple grey pavers. Towards the south west end of Mill Gate the actual carriage way widens but the width for vehicles has been restricted with expanded areas of granite sets and discrete bollards and parking bays.

Street signage has been well positioned so as to minimise clutter, generally making use of pre-existing posts and grouping signs together. Street lighting is of a standard modern design but is not too tall and is quite widely spaced. In places, like Mill Lane, it has been placed discretely on the buildings, reducing street clutter.

All this combines to make a successful treatment of the public realm on Mill Gate, which enhances the good quality of the historic environment here.

Mill Gate also has areas of attractive historic paving. The carpark and yard around the Navigation Public House and Mill Gate Museum is formed of historic granite sets, re-laid as part of the regeneration work. New areas of York Stone form the pavement here and the treatment of the archway through from Mill Lane.

Remnants of the special paving laid to help dray horses pull heavy loads

from Weighbridge Wharf still survive, leading down to what is now the Otter Park. Areas of cobbles and stone drains survive in the narrow alleys leading off Mill Gate, which help preserve their historic character, even in the absence of the cottages once lining these yards.

Also of note is a modern 'Civil War' bin at the end of Parliament Street and an attractive Edwardian red post box, set into the curved corner of the boundary wall around The Old Hall.

Mill Gate has no formal open space and generally limited trees and greenery. The small, albeit usually enclosed, gardens around the more high status detached Georgian properties are important not only to the buildings' immediate settings but they also give a welcome element of 'breathing space' on an otherwise densely occupied road. The space in front of the Old Hall, on the corner of Mill Gate and Parliament Street, is open to view and is particularly important to the building's setting at this visible corner plot.

The White House on Mill Gate retains a very large private garden, enjoying a riverside setting and aspect. It is important to retain this relationship, the house and grounds being specifically laid out with the river in mind. Numbers 82-86 next door once also enjoyed long gardens leading down to the river, although

only one property still retains this original layout.

Towards the south west end of Mill Gate a line of three trees sit in front of 20<sup>th</sup> century semi-detached properties, which being set back from the road lose the otherwise strong street front enclosure and the trees in this position help reintroduce a sense of this enclosure.

A row of trees also encloses and forms the setting of the Spring House Public House and form an attractive entrance to Mill Gate here.

## VICTORIA STREET

On entering the character area from the town centre via Portland Street the first focal point is a striking Victorian building on the right hand side of the street.

Continuing down Portland Street there is a strong sense of enclosure with buildings being tight to the roadside. The buildings along both Portland Street and Victoria Street are a mixture of commercial and residential buildings. Notable buildings on Portland Street include the former Fire Station with its tower on the right and the former Christ Church school building to the left. On entering Portland Street, to the left, buildings are mainly three storey late-18<sup>th</sup> and early-19<sup>th</sup> century town houses whilst to the right hand side is a mixture of two and three storey

properties, some of which are listed or of local interest but in a poor condition.

Pelham Street and Clinton Street mark the point where Portland Street runs south into Victoria Street. As you continue along Victoria Street the road gently curves giving an unfolding view.

The buildings on this street are predominately a mixture of three storey late-18<sup>th</sup> and early-19<sup>th</sup> century housing interspersed with Victorian terraces. The notable exception to this is the imposing early 20<sup>th</sup> century industrial building on the right which was a former clothing factory and its scale dominates the street scene. By comparison on the opposite side is the relatively modern co-op building.

Further along Victoria Street, there are rows of Victorian two storey terrace housing on both sides of the road. In contrast to the housing on Portland Street, these terraces are slightly set back from the road edge providing small front gardens with some greenery.

These terraces are interspersed with higher status houses, such as The Hollies (grade II listed), No. 76 Victoria Street (Grade II Listed) and Hesketh House (Grade II Listed). Other houses of note include an unusual row of early 19<sup>th</sup> houses set at

an angle from the road, a row of particular fine early 19<sup>th</sup> century terraces and the shop on the corner of Parliament Street which elegantly cants around the corner, as does a similar building on the corner of Pelham Street.

The historic residential properties in this area are predominantly built of red brick and are either two or three storey in scale. Roofs are either gabled or hipped and traditional clay pantile or slate, with some more recent use of concrete pantiles. Verges on gables are simple and dentilated and cogged eaves are common. Gutters are traditionally set on rise and fall brackets.

Six over six vertical sash windows prevail in the early 19<sup>th</sup> century properties, with a range of different sash styles in the Victorian properties. The fenestration is relatively intact with a large proportion of the properties retaining original six over six pane vertical sash sliding windows to the front elevations. The rear elevations have some Yorkshire sliding sash windows, however, many have been replaced. Similarly, the traditional six panel timber doors still survive in a large number of properties. Some doors also retain a three paned overlight.

The use of stone on these buildings is reserved for mainly window and door lintels, sills and door steps. The lintels

vary in style with some being plain whilst others incorporate keystones into the design. Other architectural features of these properties include decorative stone and iron boot scrapers which vary in style, four centred arched openings which lead to small yard areas and blind windows which were probably bricked up to avoid window taxes.

The Victorian terrace housing on Victoria Street has some interesting architectural details. This housing has bay windows at ground floor level, some of which are squared. These bay windows differ in style using decorative stone and brickwork. Decorative brick string courses at first floor sill level and arched headers with keystones are also prominent features. Sash windows vary in style and unfortunately, a higher proportion of these have had modern replacements.

The higher status houses on Victoria Street include some three storey late 18<sup>th</sup> and early-19<sup>th</sup> century houses which have more decorative detailing such as decorative fanlights and stone doorcases. Similarly houses such as Hesketh House and No. 76 Victoria Street have more decorative stone doorcases, hood mouldings and quoins.

Other buildings with a distinctive architectural style include the former Fire Station which has a prominent

Italianate style tower and the former clothing factory, of which part of is designed in an art deco style.

#### KING STREET, QUEEN STREET AND PARLIAMENT STREET

These streets to the west of Victoria Street have a distinct primarily residential character with a large proportion of the buildings being listed or of local interest. On King Street the buildings are small rows of two storey early 19<sup>th</sup> century workers cottages built in a planned grid layout tight to the roadside giving a strong sense of enclosure. The cottages are uniform in character retaining many original architectural features. Some rows such as the example shown below have coaching arches which led through to small yards. The workers cottages in the King Street area are predominately red brick terraces, often using Flemish bond with pale headers for decorative effect and curved bricks form corners to the end of rows.

The fenestration on King Street remains relatively intact with a large proportion of the properties retaining original six over six pane vertical sash sliding windows to the front elevations.

Towards the Mill Gate end of King Street is a single storey former school building dating back to 1840. This building is of local significance due to

its connection to a local sculptor Robert Kiddey and has a commemorative plaque.

Parliament Walk is located at the side of this building and leads through to a small yard area which looks onto the back of cottages on both Mill Gate and Parliament Street. Within this area is a small row of modern housing of a similar scale to the surrounding housing. Towards the opposite end of King Street, down a short drive, is a modern elderly sheltered housing development which stands on the site where a row of cottages once stood.

In contrast to King Street on entering Queen Street, the sense of enclosure is lost. Queen Street, which runs onto Parliament Street, has only one modern building fronting the road and on the opposite side there is a small open space and a row of breeze block garages. This lack of enclosure detracts from the street scene.

Entering Parliament Street it is clear that it has a mixture of vernacular cottages of a similar style to King Street, three storey buildings with more ornate detailing and some relatively modern housing. The view looking down Parliament Street towards Mill Gate is terminated by an imposing Georgian building. On the west side of Mill Gate there is a fine double piled building which used

to be the former presbytery to the now demolished Roman Catholic Church. The area where the church once stood has been replaced with a modern housing scheme which sits well in the street scene.

On looking back up Parliament Street there is a pleasant view of the housing on Spring Gardens as the road gently curves. On the left hand side of Parliament Street there is a row of modern terraces of a similar scale to the vernacular cottages giving a sense of enclosure. This housing replaced workers housing associated with the former Britannia Works on the nearby Pelham Street. Although the two parallel rows of workers housing known as Britannia Buildings were demolished, 15-17 Parliament Street still remains and the sign on the side of this building relates to the cottages which once stood behind. On the opposite side of the street, towards the junction with Victoria Street, is the former Sunday school building to the Methodist Chapel. This building makes a positive contribution to the area having a decorative dentil course at eaves level and an ornate circular cast-iron grill. The Methodist Chapel that once stood to the side of this building has since been demolished.

As on adjacent street, red brick and town house detailing prevails. Stone has also been used to effect in decorative string courses and at no.

20 there is an unusual stone plaque detail at upper floor level.

The paving in King Street, Parliament Street and Queen Street area greatly enhances this Character area. The paving scheme carried out in the late 1970's combines the use of granite setts, blue bullnosed brick kerbs and pavers. Victoria Street in contrast is mainly tarmac with the use of modern slabs on some areas of the pavement. The street lights in Queen Street and Parliament Street are mainly wall mounted whereas other streets within the area have the standard lamp posts.

#### EDWARD AVENUE AND PELHAM STREET

Edward Avenue is a cul-de-sac which developed later than the previous streets and there is no strong sense of enclosure. Entering the street there is a row of relatively plain Edwardian terraces, many of which do not retain original features, to the left and to the right there are two single storey commercial buildings which are set back from the road. Towards the end of the street is a modern housing estate from which a glimpse of Mill Gate can be seen. Looking back towards Victoria Street a view of a row of fine Georgian three storey houses terminate the view.

On entering Pelham Street there is a strong sense of enclosure with



buildings being tight to the roadside, this continues along the left hand side but breaks on the right hand side where it opens out into a car-park and bus station beyond, this has a negative impact on the street scene. This break in the enclosure does however give views of the town centre and the church which is prominent on the skyline.

The buildings on the left hand side vary in style and scale but are predominately early to late-19<sup>th</sup> century. On the right hand side, a relatively modern building incorporating an unusual Dutch gable sits at the back of the bus station. Looking back towards Victoria Street there are views of the three storey Georgian building which sits in a prominent position on the corner of Victoria Street and Clinton Street.

In contrast to the Victoria Street end of Pelham Street towards Mill Gate the buildings are not tight to the road and have no formal layout. They are a mixture of Industrial buildings and modern housing. A building of particular note is a doubled fronted house dating to the 19<sup>th</sup> century.

### CROWN STREET

Crown Street has good examples of 19<sup>th</sup> century housing stock that are considered to contribute positively to Victoria Street. Attractive period

detailing, bay windows and regular fenestration feature.

There is an important mature tree at 56 Albert Street that contributes to amenity of area.

### QUEEN'S SCENCE

The Queen's Sconce area is predominately a green open space which centres on Devon Park and includes the Fosse Way, a main artery out of Newark to the southwest. Approaching the area from the centre of Newark the buildings become less dense and views open out across the landscape. Looking back towards the town centre, the church is prominent on the skyline whilst looking to the west views of the marina and open countryside beyond can be seen along with Kelham Hall in the distance. To the east are views can be seen across the park, and beyond with the River Devon running under the Fosse Way and through the park.

The park itself can be split into different character areas. On entering the park's main entrance the area known as Sconce Hills is a large area of amenity grassland with a children's play area at one end and the various ditches and the Queen's Sconce at the other.

Work to improve the park began in August 2009 for developing a rangers' office, toilets, cafe and play

area<sup>40</sup>. Landscaping, signage and interpretation, footpath improvements and a new bridge for pedestrian access were also part of the project which was completed in 2010. This has brought around vast benefits and improvements of this area, as well as the implementation for a long term maintenance strategy for the park.

Various mature trees line the roadside boundaries, and trees and hedgerows line the opposite boundary. The Queen's Sconce separates this area from Devon Park which has two sports fields and a pavilion. There is a small wooded area in one corner and a more densely wooded area at the furthest point. The area known as Devon Pastures has a wooded area with footpaths running through and this opens out into a large meadow area with the river to one side and further pathways running through.

The Queen's Sconce is a vast earthworks clearly discernable within the park. It is nationally recognised as a Scheduled Ancient Monument. Whilst its boundary is drawn quite tightly, there is great archaeological potential for the rest of the park and adjacent meadowlands.

Within the park boundary there are two houses which both appear on the

1st series Ordnance Survey map. The first is thought to be early 19<sup>th</sup> century, but has been significantly altered. Although map evidence suggests the second building dates from around the 19<sup>th</sup> century, the current building looks to be modern and St. Catherine's well is located within the gardens.

Most of the remaining buildings within this part of the character area are concentrated to Farndon Road and do not follow the tight urban form seen within the town centre. Buildings of note include No.3 Farndon Road (Grade II Listed) which was originally associated with the Scales Linen Mill.

At the southern edge of the CA there is a small group of farm buildings which makes a pleasant gateway into the when approaching from the Farndon end.

Other buildings within the area of note include a modern development in the form of a crescent overlooking the marina which is set back from the road in contrast to the adjacent buildings are set tight to the road frontage. This was necessitated because of flooding issues associated with the road frontage.

To the south of the development is a small private road at the end of which

<sup>40</sup> This comprised 'Parks for People' Funding of £1.6million.

is a 19<sup>th</sup> century building of local interest.

There are a number of significant historic brick boundary walls along the length of Farndon Road, some of which relate to the former linen factory and help to provide a strong sense of enclosure. Where the wall ends, railings continue to provide a sense of enclosure. An exception to this is at the point where the bridge crosses the river, although there are some railings here, these are low and not in keeping with the surrounding area.

The character area is dominated by green open space, which can be appreciated on the Townscape Map, the park being the main open area. Within the park this open space consists of mainly green space, amenity grasslands, lowland dry acid grassland and lowland wet unimproved grassland.

An orchard has been planted within the park as part of the recent improvements, as well as other landscaping such as tree and shrub planting.

The Sconce itself had much works to improve this including clearing overgrown plants and scrub to allow the monument to have more of a visual impact within the landscape.

Outside the park, there is a small open area of grass in front of

Wellington Crescent and a small wedge shaped area of meadow next to the river between housing. A larger meadow area is located just outside the boundary of the Conservation Area, proposed for inclusion within the area.

There are a large number and wide variety of trees within both the park and gardens of private houses. Trees within the park include oak birch woodland, orchard and ornamental planting. Some of these trees are both locally and nationally rare specimens. Outside the park a variety of mature trees are set within private gardens , just prior to entering the CA from Farndon, a pleasant avenue of mature tree's line both sides of the road making an attractive gateway into the area.

## CHARACTER AREA 8: RIVERSIDE

The Riverside Character Area runs from the Marina on Farndon Road along the river Trent, encompassing both eastern and western banks, and terminating beyond Trent Bridge at the Millenium Bridge.

The River Trent provides important setting to the Castle, and includes the important Town Locks and a number of former industrial buildings, associated with a riverside location. Large areas of open space are also found in this area, including Riverside Park, Riverside Arena and Mill Gate Field. Trent Bridge, the Castle grounds and buildings along the river frontage behind Castle Gate formed part of the original CA designation in 1968, with the Town Locks, Mill Gate and Longstone bridge areas added in 1974.

Part of the character area straddles the eastern bank to encompass the Town Wharf and a former scrap yard. This area was included within the CA as part of the 1979 and 1987 extensions to the original boundary.

### HISTORIC CONTEXT

This character area has great potential for archaeology as substantial river borne trade in the medieval period is to be expected. Excavations at known medieval ports have revealed rich deposits which have been created by the habit of

advancing the riverside frontage, filling in successive revetments with rubbish, well preserved by waterlogged conditions. Such activity could have spread along the whole length of the riverside frontage.

Excavations near Cow Lane have found a kiln dating from the Romano-British period (43-450AD) off the Roman Fosse Way, which ties in with other evidence of early occupation in Newark.

Known archaeology in the area also consists of post-medieval Civil War town defences. The first defences erected in 1642 excluded this area, however the later circuit enclosed this area and by the final siege of 1645-6 the defences were even more extensive with large projecting hornworks at Mill Gate and studded with projecting bastions on the intervening sections. Parnham's Island, opposite Mill Gate, housed mills at this time and was protected by a rampart and ditch. Bulwarks also guarded the bridge and dams. Whilst there is little evidence of pre-historic settlement in Newark there are several chance find spots and two Neolithic flint implements were found within this character area on Parnham's Island.

Part of Newark's early success as a town is attributed to its position at an important road crossing of the River Trent for the Great North Road. The

first recorded bridge over the River Trent was at the same crossing point as the existing bridge today. This was built in the 12<sup>th</sup> century by Alexander, Bishop of Lincoln, who also built the Castle adjacent to the bridge. For centuries, this was the only crossing point downstream of Nottingham. This entrance into the Town was controlled by the Castle, with Newark having three other gates. The original bridge was timber, and this was rebuilt in 1461 in timber and stone. The Great North Road was later served by two tollbooths, with one at Trent Bridge and the other at Balderton. This is situated on the eastern banks to the right of the bridge, on the approach into Town. It dates from 1800 and does not display the typical architectural style of classic tollhouses. This may have been an estate choice, which given its prominence, perhaps needed to appear grander. Today it is the regional headquarters of the Nottinghamshire Federation of Women's Institutes.

The Great North Road passes along the floodplain of the River Trent between Muskham Bridge and Newark Trent Bridge and as such winter passage was severely restricted. To allow this lucrative traffic to pass through, in 1772 John Smeaton (famous as designer of the Eddystone Lighthouse and founder of the Institute of Civil Engineers) was commissioned to create a viaduct

between these bridges. This viaduct consisted of 105 arches in 11 different stretches to keep floodwaters from the road causeway. These were over 16ft in height set on brick piers. Today only 85 of the arches still exist, with many remaining underground due to the ground level being raised by further flood control measures in 1932. Severn of Smeaton's arches are visible within this Character Area at the top the present riverside arena and are listed.

The improvements made to the Great North Road led to an increase in traffic over the Trent and the existing bridge proved inadequate. In 1775 the Duke of Newcastle had a new stone bridge designed and built. In 1848 it was widened for pedestrians and ornamental lamp standards and iron railings were also added. A line in the stonework of the bridge marks the height reached by floodwaters in 1875, although other floods were not recorded. Today the Bridge is an important and busy thoroughfare into town.

This character area is dominated by the ruins of the Castle curtain walls, giving dramatic views from the Great North Road on entering the Town. The castle walls and towers are approximately 20 metres in height, running parallel to the river. The riverside location is a strategic location for the Castle which

controlled the entry to Newark for many years, it also allowed for trade and a visible today beneath the oriel window in the curtain wall is a watergate. The curtain wall, built in the 14<sup>th</sup> century, replaced an earlier structure and built it at the bottom of the river cliff thus allowing for the Watergate. Delivered goods to this watergate were then stored in an undercroft of the castle. Serving this gate would have been a wooden landing stage outside. Later, landscaping works to the Castle Grounds allowed the development of formal wharf's thus increasing river trade.

The River forms a key part of this character area as it has been used for industry and recreation for hundreds of years and is another important factor in Newark's early success. Flowing north, Newark prospered along its eastern banks, however this was not without challenge. The watercourses around Newark were altered in 1558 whereby the Kelham Branch was altered from a subsidiary stream to the main flow in order to drive mills owned by the Sutton Family of Kelham House. By 1600 the basic layout of the watercourses around Newark had been determined with the newly altered Kelham Branch and the Newark Branch with Mill Race and The Basin.

The Civil War siege map of 1646 indicates the River Trent in its current

position with four leats off the river to serve at least two powder mills (for the grinding of gun powder). However, Newark lost out to much river traffic as it passed on the deeper, more navigable Kelham Branch thus avoiding the Town. In 1772 after a 32-year struggle with Nottingham, Parliamentary approval was finally granted to improving the Newark Branch of the Trent. Two locks were authorised as part of the Act, and William Jessop was commissioned by the Trent Navigation Company to devise a scheme that would ensure a 'minimum of 2ft' of water in the Trent at all times. At this time Jessop was an apprentice of Smeaton, and later became famed for his engineering works on canals, harbours and railways. He was also Mayor of Newark in 1790 and 1803.

Two locks known as Top Lock below the mouth of the River Devon, and Bottom Lock, downstream towards Crankley point were built by Jessop. These were later known as Town Lock and Nether Lock. The Town Lock was deepened and extended in 1909, and later superseded altogether by the building of a new lock in 1952, adjacent to the original. As part of the development of the locks, a lock keepers cottage was built dating from 1772. A second cottage was also built when Town Lock was extended as the first cottage proved too small. A third cottage also

accompanied the building of the new lock in 1952. All still exist today.

Newark benefitted greatly from the development of the Newark Branch and became a busy inland port with warehousing, boat building and wharfages appearing around the Town Lock Area. A dockyard was built by 1798 near to the Town Lock, between The Basin and Mill Race, occupied by W Hurton. Today this site is partly occupied by British waterways and has a number of workshops, stores and offices as well as a modern dry dock, which forms the largest inland dry dock in Britain. Until the mid-19<sup>th</sup> century Newark was an important centre for boat building, and well into the 20<sup>th</sup> century remained the principle boat building and repair yard of the Trent Navigation Company.

Later Acts approved by Parliament in 1783 and 1794 allowed for further deepening of the river and by the end of the 18<sup>th</sup> century the Trent, its tributaries and feeder canals were carrying a large and varied traffic. River transport was in its heyday in the first decades of the 19<sup>th</sup> century. In 1808, 270,000 tons of coal were shipped down the Trent, whilst in 1810 over 43,000 tons of river goods were loaded or unloaded in the town.

There were a number of busy wharfs which were developed along the eastern banks of the Trent. Castle

Wharf developed in front of the curtain wall on the site of the Watergate, and Cuckstool Wharf located to the south west curtain wall of the Castle. Both wharf's dealt in coal and timber and by the 19<sup>th</sup> century Castle Wharf was a coal wharf with three shipment places and a counting house, occupied by J. Jackson, lay under the castle walls next to the bridge.

Cuckstool Wharf is located to the end of Cuckstool Lane, giving access between the Castle Gate and the River. Until 1810 it accommodated the town's cuckstool, or ducking stool, a popular punishment for scolds. Women found guilty of minor disturbances of the peace risked being strapped to a cucking stool, dunked in the river and put on public display. Cuckstool wharf had a sawyer's shed in 1804 and was occupied by J. Huddleston and Son, coal dealers and wharfingers by 1832. Today this building has been demolished and the area forms an open space.

Other known Wharfs included Weighbridge Wharf, south of the former Egg Packers Building (now the Navigation) and Huddlestons Wharf – named after Timber Merchant and Town Treasurer, situated to the north of the former Millgate Museum and towards the south a relatively modern British Waterways Board Section Yard which was served by a wharf.

The Acts also required towpaths to be developed around the Lock area, in support of the increasing river trade. A timber 'long bridge' above where the Mill Race and The Basin are formed, at the end of Mill Lane, was established and later rebuilt in stone in c1819 for hauling horses as maintaining the towpath was important for trade. Horses were only allowed along the towpath after 1783, prior to this boats were only permitted to be hauled by men. The bridge today is known as 'Longstone Bridge' which still follows the long and narrow form of the original crossing a weir. The weir was also built as part of the Act to ensure a head of water for the mills and locks. Other bridges along this stretch of river were altered, or replaced, including Mill Bridge, a concrete bridge leading to the south side of the dry docks as a replacement for a hump back bridge and the iron and concrete Backwater Bridge which replaced a wooden haling bridge carrying the towpath from the western bank to the Town Lock.

The western banks of the river were largely undeveloped until the 19<sup>th</sup> century when industry was attracted to the area with lower rates (the western banks at this time formed part of Kelham Parish and as such was cheaper), and due to the development of the railways. Heavy industries were concentrated north of

Trent Bridge, and land to the south was developed as a replacement site for the Cattle Market in 1885 (formally on the site of the Ossington, to the other side of Trent Bridge). This land was formally described as rough meadow.

Following the success of the Castle Gardens opening in 1885, ornamental gardens were developed along the western banks of the Trent, opposite to the Castle as an extension to the Castle grounds. The land was donated by the Duke of Newcastle and in gratitude for this on their opening in 1912 the park was named 'The Newcastle Gardens'. However the land suffered from severe flooding a month after the official opening of the park and subsequently the park became known as 'Luny Park' as local residents considered that only those whose senses were touched by the moon would locate a park beside a river liable to flood.

The land later was used as a lorry park and car park for a number of years and then in the 1990's as part of the Riverside Regeneration Scheme, in a somewhat ironic sense, the area was developed again into a public park, known as Riverside Park. The Cattle Market later relocated again, further down the Great North Road, and the area which it formally occupied was regenerated into a market, now known as Riverside Arena and public car park.



Other recreational uses of the river also form an important part of its history, with Newark Rowing Club (founded in 1873) and Newark Marina being developed around the mouth of the River Devon. Prior to the public swimming baths on Sherwood Avenue being opened in 1934, children in Newark learnt to swim in a stretch of river set aside for public bathing off Tolney Lane on the western banks. Known as 'The Bathing Place' swimmers were able to dive into the River from diving boards attached to the nearby railway bridge. Parnhams Flour Mill at the time controlled the flow of the river when it drew water from the Trent, making it safer for swimmers. This has disappeared today, however, after a number of regeneration initiatives, the riverside area continues to be used enjoyed for recreation with the creation of the Riverside Walk.

Other uses of the River included the propagation of willow trees and osier beds (or willow holts). These were once a common sight around Newark, supplying Horace Mill's Basket Manufactory.

The development of the riverside for industry in this character area was in direct response to the improvements made in the navigation of the Trent and subsequent growth of river traffic, small scale industries have always flourished here. In particular, mills were referred to in the

Domesday survey, and an early Tudor map depicts a post mill in the area. It is, however, known that in 1534 and 1576 there were seven mills in this area – five for grain and two for fulling. The Royalist siege map of 1646 showing four probable mill sites, recorded in the area surrounding Mill Bridge, next to the watercourses of the natural river Trent and Mill Race, and the Basin. These were grain, fulling and powder mills. A map of 1746, drawn up in support of the first petition to parliament to improve the navigation of the Newark branch shows four mills with a pair of cornmills to the eastern side of the wier, one to the end of mill lane believed to be on the side same as the powdermill illustrated on the Royalist siege map (now on the site occupied by the former Millgate Museum), and one to the south of Mill Bridge, along the banks of the Basin.

In 1778 these were sold to the Duke of Newcastle and were tenanted by a John Twelch between 1778 and 1783. By 1789 the two cornmills must have been decommissioned as works undertaken by the Trent Navigation Company to the weir stopped the water management on which these mills relied. These cornmills and the mill to the south of Mill Bridge had disappeared on Woods map of 1829, however this does depict a cotton mill on the island site between Mill Race and the natural River Trent.

It also depicts two saw mills at each end of the natural river branch.

The cotton mill was recorded as the business of Sketchley, Handley, Jessop and Marshall cotton manufacturers – all key local businessmen and in the case of Jessop – engineers. This mill was five stories high and 13 bays wide with two water wheels and was used for the spinning of cotton thread which was then transported by water to the great weaving factories in Manchester (there is no evidence of cotton cloth ever being produced at the Newark Mill). The island site also contained a brickyard, which presumably supplied the bricks for the construction of the mill. At the height of its production it is said to have employed around 300 people – many of which were from the towns poorest families. Housing for the mill workers was provided on the east side of Mill Gate, the houses faced a small communal courtyard known as Cotton Square.

The site was converted into a flour mill in the early 1820's, leased over by local corn merchants James Thorpe and Sons. At this time it was known as Thorpe's Mill. Flour production was big business in Newark in the 19<sup>th</sup> century with flour being sold nationwide. The Italian Baroque Corn Exchange built in 1847 on Castle Gate, is a symbol of the importance of the trade, with gardens to the rear

extending down to the River, and adjacent to a wharf.

The mill was extended in 1835 with a third wheel added and by 1850 it was using steam power to supplement the water wheels. At the same time the mill had been connected to the Midland railway line. In 1886 the lease for the flour mill was taken over by Thomas Parnham, a local flour merchant who's mill off Barnby Gate burn down in 1886. The Parnham's business was dominant in the Newark markets and by 1891 only three major flour mills were operating in Newark. The business passed through the family and eventually the mill was bought from the Duke of Newcastle in 1922. However the industry was in decline and in 1965 there were only five employees. The mill was destroyed by fire in 1965 and little today remains of this aspect of Newarks industrial past, although some below ground traces survive. The area is now known as Parnhams Island, and consists of a large area of open grassland which is informally used for fishing.

In the malting and brewing industries Newark was centred in what was an important barley growing area and had commercial links with Burton on Trent. Newark has evidence of malting as early as the 1680s, but it was not until the 18<sup>th</sup> century that the industry took off. Three maltings were located next to the River in the vicinity

of the Town Lock. To the south of the locks is a former malting, converted in the 1930's to an egg packers warehouse. It bore the legend 'Newark Egg Packers Ltd' to its north side until it was redeveloped recently, and Thorpe's Warehouse is now emblazoned on the side.

Above Mill Bridge was also a 5 storey building which was a former malting. This was extended in 1880 by the Trent Navigation Commissioners and converted into a warehouse, with a boat entry at the river level. Locally known as the Trent Navigation Warehouse, it was converted to a pub, with private residential accommodation above in 1985. Similarly to above, it also still bears the legend 'Trent Navigation Co.'

Brewing was later to establish itself in this area on an industrial scale with the founding of Trent Brewery towards the south of Mill Gate. Dating from the early 18<sup>th</sup> century, it covered a large site and included a cooperage, bottling store, stables, boiler house, brewhouse, cooler room, loading shed, malthouse, watchmans cottage and office. This site ceased as a brewery and towards the end of the 19<sup>th</sup> century was used by Wakes & Lamb Co. who became well known for its metalwork and specifically windpumps used nationally on farms. By this time the metalwork industry was in decline, prior to this however, the town had several wheelwrights

and leading off Mill Gate are a number of 19<sup>th</sup> century workshops. Most of the site was cleared in 1952 when it became unstable due to river subsidence.

To the side of the Trent Brewery site was also a tannery. The leather industry also thrived in Newark, linked to the town's livestock market. This industry within Newark dates from as early as 1280, and as with many industries, prospered during the industrial revolution. Today neither Trent Brewery, or the Tannery remains, and is replaced by new residential development taking its place. Reference is however made to the former use of the site with the new cul-de-sac known as 'Tannery Wharf'.

Attached to the Trent Navigation Warehouse was a large mill for processing linseed for use in animal feed. Opened in 1870, this was owned by James Clark, and indeed the wall plates bear the letters J.C. 1870. It contained a beam engine and had large boilers at the south end, serviced by a chimney which once rose to 52ft (16m). This is on the site of two former mills, including a powdermill dating back to the Civil War, as discussed above. The establishment of this industry was again also linked to Newark's thriving livestock market, and is a reflection of Newark's considerable role in the services for the agricultural sector. This was converted and recently

housed the Millgate Museum. Only a stump of the chimney remains today.

The railway came to Newark in 1846 and 1852 which significantly reduced the dependence of trade and industry on the river. However, the continued improvements in navigability and in the speed and size of shipping went some way in keeping the river trade competitive with the railway – this is illustrated by the fact that many of the large industrial complexes built in the later 19th century still sought proximity to river wharfages. By 1887 most coal was transported by rail, however grain movement was still cheaper by river. It also brought further industry to this character area whereby a Gypsum works was established in the 19th century near to the village of Hawton. This site was connected to Newark via a rail link to a works at Beacon Hill and then on to the river by a tramway. Gypsum was unloaded at a wharf and the original timber transit shed still survives today, now within the Marina.

The wealth derived from these industries lead to a number of high status houses being built along Millgate. Of note is The White House, to the south of the character area, which was the home of Thomas Earp, former Newark MP and Mayor. This building enjoys extensive grounds leading to the river with a boat house.

## TOWN WHARF

The town wharf adjacent to the Castle was used for general trade, with two further wharfs to the south used for coal and timber. The earliest standing building here is now occupied by Pizza Express, thought to date from the 15<sup>th</sup> century, and sits at right angles to the eastern side of the river bank. Next to this is the former Samuel Sketchley's Town Wharf Brewery, now Dobson's Quay. This was built in the 1760's for the Handley Family and leased by Sketchley in 1766. W.F and J Handley were Maltsters and Brewers and this development represents the first example of brewing within Newark on an industrial scale. By this time the Pizza Express building was also used by Sketchley for storage.

The 1772 Act significantly improved the Trent in Newark. Whilst the Town Wharf area no doubt benefited commercially from this, the Pizza Express building pre-dates the Act suggesting that this area may have already been used as informal access to the river during the medieval and post-medieval era.

To the north of the Town Wharf, by 1800, a narrow industrial and commercial corridor along the eastern side of the river had appeared. This contrasts with the western bank of the river which appears to have remained undeveloped until the mid-19<sup>th</sup> century. This is unusual, as the development of most historic

settlements tended to attract development on both sides of a river. It is perhaps significant to note that until the 1930's the western bank of the river, north of Trent Bridge, was in fact in the parish of Kelham and therefore not within the parish boundary of Newark.

The western banks developed however, with the construction of the Midland Railway Line in 1846, which passed through Newark between Nottingham and Lincoln. The station was erected in 1846, followed by the Station Master's House around 1860. A goods shed was built north of the station in 1872.

The 'Joint-Curve' – a railway line linking the Midland Line and the Great Northern Line – was constructed in 1867 in order to attract further industry to the area. Today, whilst the Joint Curve is no longer in use, the line is still clearly distinguishable in the landscape.

Newark benefitted significantly from the railways with substantial growth in many of its established industries into wider national markets. This had a detrimental impact on the river trade and as a result the river authorities sought further improvements to the navigation in order to attract larger and more efficient boats and barges. This had some limited success. For example, grain was still cheaper to move by river than railway, which

might explain why many maltings built after 1850 still preferred a riverside location. However, the competition from the railways ultimately proved too great and river trade fell into decline.

Following on from the development of the railways, the land to the west of the River adjacent to the Midland Railway Line became an obvious attraction for businesses. The earliest Ordnance Survey map shows an industrialised area landscape in stark contrast to John Wood's map of 1829, suggesting that the development of this side of the River occurred very quickly after the introduction of the railway. This was aided by the lower land prices and rents being lower on the western side of the river, which Victorian businessmen fully exploited.

In 1856 W.N. Nicholson ironworks moved from its site on Beastmarket Hill (now the site of the Ossington) to the western banks, above Trent Bridge. This location provided a wharf and sidings into the Midland Railway network. The Ironworks dominated this side of the river, eventually covering five acres of land. By the turn of the 20<sup>th</sup> century the Ironworks were the second largest employer in town, employing nearly 300 men and exporting products all over the world. After the Second World War the business began to

decline and by 1968 the foundry closed after 111 years in Newark.

Maltings were also attracted to the west side of the river. Two large concrete structures - Kiln Warehouse and North Malt Warehouse - were built in 1857 and 1892 respectively, utilising some of the first construction in mass concrete. The coming of the railways contributed to Newark being established as the leading malt-producing town in the region. These had their own railway sidings and used the river for the discharge of waste from the malting process. Malting ceased here in the 1950's.

In 1992 there was a serious fire at the Kiln Warehouse which destroyed all but the shell. These buildings were regenerated and the Kiln Warehouse was converted into Office Accommodation for British Waterways, whilst the North Malt Warehouse was converted into residential accommodation.

The Nicholson site was also regenerated in 1992 when consent was granted for retail units and social housing. The buildings were in a perilous condition and many had to be demolished, however, the ornate office block and clock tower remain as landmark buildings as well as a stretch of the eastern façade. At the same time King's Marina, and Riverside Walk were also created as part of a wider comprehensive

strategy to enhance the historic entrance to the medieval market town.

Other businesses were established on the western side of the Trent, including a chemical manure works, opened in 1880 by Quibell Brother's Ltd, which still survives in part under the new A46 flyover. This was an offshoot of Newark's gypsum industry with the site later being used by a major glue manufacturer. The building was partly demolished to make way for the A46 flyover.

This character area encompasses a number of bridges. Outside of the CA however is the distinctive Fiddlers Elbow (so called because of its shape) which was erected in 1915 in order to carry the towpath from one side of the river to the other. It is a fine example of an early reinforced concrete arch.

Today, the river is a major asset of Newark and is much used for recreation, aided by the development of King's Marina and the riverside walk footpath network. To a lesser degree, trade also contributes to the vibrancy of the river, with barges often passing through.

## CHARACTER ANALYSIS

This character area displays a great variety of architecture, as viewed from the Great North Road as a vehicular access into Newark, and as

viewed from the River Trent, which affords gentler, pedestrian access to this part of the Town.

This character area also displays a number of significant phases of historic development and contains a number of smaller yet readily identifiable smaller areas providing a transition from an urban, commercial nature close to the Wharf and Castle Station site, to more informal recreational spaces further north towards the Nether Locks. This contributes to the high scenic value of the extensive and varied river frontage we see today.

A distinctive sense of place is created through exceptional examples of industrial archaeology and set piece architecture. Their visual impact is particularly obvious when entering the town along the Great North Road, though they are seen in a better context from within the area and from vantage points on the opposite bank of the river. They can also be appreciated from the A46 relief road.

The Great North Road is one of the oldest approaches into Newark Town Centre over Trent Bridge. This approach into Newark is dominated by the longer distance views of the curtain wall of Newark Castle, standing proudly on the eastern banks of the River, preceded by the bridge and the former Toll house – a

view that has little changed for hundreds of years. The former Toll House appears dwarfed by this impressive backdrop whilst retaining a definite presence along side of the bridge. The Parish Church, The Ossington and Holden's building provide enclosure of this view as one of the most picturesque sights of Newark.

The boundary of the CA is marked by the railway line with the buildings of the Castle Station Estate also contributing to the wider setting of this important approach. This then opens out to the wider Riverside Arena and Tolney Lane Car Park. With the boundary wall along the side of the road the only visible remnants of Smeaton's arches from this vantage point, with the arches being visible from the arena itself. The arena, used as a market and auction, has incorporated traditional stone sets. There is a modern single storey cast iron canopy to the south of this, following the curve of the site as well as a single storey brick building with slate roof and cupola. Both are of local interest. Smeaton's Arches are visible to the north, providing enclosure to this area as well as offering glimpses of the engineered structure of the Great North Rod. To the south of the arena is a public car park and play area. Riverside Park, Tolney Lane Car Park and the Riverside Arena were formally

developed in the late 1990's. These areas have been cleverly landscaped and cumulatively this whole area provides an open setting, allowing substantive views across the river to the castle and the industrial buildings beyond. The development of the Riverside Park has also allowed the historic towpath to be preserved and transformed into a cycle route and pedestrian walkway.

The curtain wall of the Castle is flanked by two former wharfs: castle wharf and cuckstool wharf. To the side of cuckstool wharf is an open parcel of land where the former sawyers shed once stood. Large stones to this area depict the original banks of the river, prior to these being developed in the early 1990's.

The adjacent gardens of the Corn Exchange allow views up to the rear of this landmark building, its prominence increased as it is set up a slight hill from the riverbank (albeit, in very poor condition today). The boundary walls of this building are a feature in their own right. The building itself is in poor condition as viewed from the riverside.

After this the eastern banks of the riverside become more densely developed and enclosed, with buildings situated directly adjacent to the footpath. The first of these buildings is the Swan and Salmon public house and dates from the 19<sup>th</sup>

century with a prominent new extension constructed from oak timber framing and brick. A new access to the building from the riverside also provides linkages with Castle Gate and allows access to the rear historical burgage plots leading from the road to the river. To the rear of the building are a number of former outbuildings converted to commercial uses and to left of the Swan and Salmon, is a dilapidated outbuilding covered in vegetation and in need of attention. All are buildings of local interest.

The Towpath leads on to the Town Locks, with Backwater Bridge then carrying the towpath on the western banks from the park to the locks. These are managed by British Waterways, and are surrounded by the former Lock Keepers Cottages' enclosing and forming an attractive part of the eastern bank of the locks, although the original cottage is in need of some maintenance and repair. Overall this developed open area today serves as a reminder of Newark's important relationship with the river acting as a central 'hub' and as such the locks are of local interest. The locks are still in use today, mainly by recreational river traffic, although commercial barges do also use the river.

Substantial views are gained upstream from the locks of the many former large industrial buildings and



warehouses such as Thorpe's Warehouse which is particularly well viewed from here, dominating the skyline. To the north extensive views of the castle and the bridge are also appreciated, with the remaining buildings of the former Nicholson's Ironworks, beyond. The substantial areas of open space of the Riverside Park and Arena are also appreciated.

A Canals and Rivers Trust boat yard and dry docks encloses the right of the Town Locks and is still in use forming the largest inland dry-dock in the UK. The buildings are of limited architectural and townscape value as modern dockyard buildings, however, in spite of this, a sense of the scale of industry can be gained from the dockyard.

A small sensory garden is nestled in between the current Lock Keepers House and the boat yard, providing a small area of landscaped open space, surrounded by the contrasting industrial nature of the locks.

Leading from the locks on the eastern banks, the buildings here sit adjacent to the riverbank as there is no towpath to this side. A number of important boundary walls and gable ends of buildings therefore positively contribute to the townscape in this area on the banks of the river, as viewed from the locks and towpath. In lieu of the towpath, a riverside walk

has been created. Starting from a narrow alleyway adjacent to the oldest lock-keepers cottage it guides the visitor through the maze of the former industrial buildings, through many of their original carriageways.

Of note is the listed Thorpe's Warehouse. This dominates this area, and stands with its gable end to the riverside. Behind this, and following the same form, is a converted former malting in Navigation Yard, which although smaller than Thorpe's Warehouse, still carries much presence along the riverside particularly as viewed off Mill Gate and looking north up the river from the boatyard.

From the western banks of the river, glimpses of the open yards to the rear of properties along Mill Gate are afforded, in particular through Navigation Yard to the listed 26 Mill Gate, as a significant view stop. In addition, further south, there are important views of Weighbridge Wharf where a patchwork haulage path is still visible, designed to aid dray horses grip as they pulled their loads from the wharf to the weighbridge. Otter Park now sits adjacent to the River in this location forming an important area of open space. Both areas also form part of the riverside walk and can be appreciated from Mill Gate.

Further along is a former wheelwrights workshops which has recently been repaired and converted. This courtyard area is surrounded by a number of brick outbuildings, some in use, whilst some are in need of significant repair. All are buildings of local interest. To this yard there is a circular concrete hooping based used to centre and stabilise wagon wheels during manufacture by the Wheelwright and is an excellent reminder of the buildings former use.

An area of modern residential development is sited on the original Huddleston's Wharf area. This is relatively successful in its context using traditional materials and following a traditional building form, scale and massing, as found along this stretch of river. This development precedes the Trent Navigation Warehouse, situated directly on the river banks. This substantial building whilst converted into a pub, and residential accommodation, successfully retains its original character. Attached to this is the former Mill Gate Museum, again a successful conversion of a former linseed mill. Both are listed buildings, due to their vast scale and sympathetic conversions, have a strong positive presence within the CA. These buildings can be viewed as far away as Trent Bridge and contribute to the enclosure of the eastern banks of the river and form

important structures in the skyline from this vantage point.

Mill Bridge, sited to the north of the Navigation provides a link to the Western Bank, to the top of the Canals and Rivers Trust dry dockyards. To these western banks Parnhams Island is visible from here and is a significant area of open space which is used informally for fishing. Many former remnants of the mill on this site are visible from the public towpath, as well as a number of trees, however this area does have an air of neglect as a closed site.

Extensive views of the former industrial buildings of the Millgate Museum and Trent Navigation Warehouse in the foreground and Thorpe's Warehouse in the background north along the river banks are also gauged from Mill Bridge.

Longstone Bridge – a remarkable listed structure – continues the towpath along the western banks over the weir, leading out into a number of open fields. This is in sharp contrast to the built up eastern side of the bank, giving a sense of leaving the urban area of Newark after the Dock Yard, leading in to the open countryside. Developments along Tolney Lane and the A46 carriageway are largely screened from view here by a number of trees,

and providing a natural setting to the riverside.

Above Mill Bridge to the eastern banks is Tannery Wharf – a modern residential area on the site of the former Tannery. The dwellings here have been designed as large blocks, built at an appropriate scale to the surrounding industrial buildings resulting in a contemporary development that fits in well to its wider setting. This development also has created private docks along the riverside utilising the river as a positive asset. Coopers Yard is another such development built on the site of the Trent Brewery which has again been sensitively laid out and designed within its context, following the grain of buildings up to the edge of the bank and using a palette of traditional materials. Both developments do, however, feel more open and spacious than the enclosed yards found further north, partly due to the residential nature of the sites with modern highways requirements and residential gardens, and partly in response to a change in character further south as the riverbank becomes considerably more open due to high status houses on Mill Gate having extensive grounds leading down to the riverbank at this point.

Lenton Terrace, an unlisted terrace set behind Georgian Townhouses on Mill Gate is glimpsed behind the properties of Coopers Yard as well as

from the western banks of the river, giving the impression of the historic urbanised back land plan form once found along Mill Gate, enclosing the view from here and forming an urban boundary between the built up areas and the large open gardens of the higher status buildings of Mill Gate. The White House is a particular example of a large significant building on Mill Gate and a house of considerable status. Visible from the river are substantial brick boundary walls enclosing the gardens and a former boathouse.

Mill Gate field forms an attractive open space south of the White House and boatyard, off Mill Gate. This is currently being developed, albeit a significant open space is being retained.

The lower density of houses along Mill Gate here contributes to the feeling of leaving the historic core of the Town behind at this point. Sporadic development along Farndon Road and Newark Marina further heighten this sense with open views out across to the River Trent and surrounding agricultural fields and to the Queen's Sconce to the left of Farndon Road. Long distance views to the Parish Church can be glimpsed at this point and a central focus point of Newark.

At the southern tip of this character area is Newark Marina, bounded off Farndon Road by a tall, attractive

brick wall. An attractive timber transit shed is visible in the site and was used for unloading Gypsum from Hawton via a railway track, long since gone. This building formed the edge of the original banks of the river and is of interest.

There are a wide range of historic buildings and structures within this area, interdispersed with late 20<sup>th</sup> century developments, resulting in a varied architectural style. Generally, however this has conformed to the typical red brick and pantile character common throughout Newark, varying in size and scale. The historic buildings predominantly date from the late-18<sup>th</sup> and 19<sup>th</sup> century.

The architecture of this area has been heavily influenced by the development of industries along the banks of the river. Substantial buildings such as Thorpe's Warehouse, the former Millgate Museum and Trent Navigation Warehouse all expressing their presence and all as good example of the functionality of industrial buildings with hipped roof's, small windows and loading bays. The architecture of the smaller workshop buildings is also in relation to the functional uses and again are typically constructed out of red brick and pantiles. The painting of signs on to the buildings at Thorpe's Warehouse and Trent Navigation Warehouses are also important

features of these buildings as traditional methods of advertisement.

Modern industrial developments such as the dockyard have relied upon the use of concrete, having none of the architectural beauty of the older buildings within the area.

In addition to these examples of industrial architecture, there are also a number of exceptional buildings and structures, contributing to a wider range of architectural features and materials. Trent Bridge is one of the earliest structures within this area and is designed as an architectural set piece as the formal carriageway on entry into Newark with stone cornices, pilasters and a stringcourse. Later alterations in 1848 continued the theme with the widening of the footpath and adding ornamental iron railings with a central pedestal with the Town Arms.

Longstone Bridge, built for the Newark Navigation Company, exhibits similar traits albeit at a smaller scale, with segmental arches, and keystones and a stringcourse. Later bridges such as Backwater Bridge and Mill Bridge are modern and functional in design, displaying no architectural quality.

The former Toll House dating from c.1800 is an example of polite architecture with typical Georgian detailing such as glazing bar sliding

sash windows, traditional timber door case, and later Victorian 4-panel door. Its plan form is 'double piled' with a central valley to the roof. The rear range has unusual crow step gables – these are not found anywhere else within the CA. Ornamental railings denote the boundary to the wall as a later addition, possibly undertaken at the same time as the railings to Trent Bridge.

The lock keepers cottages form an interesting comparison, with the earliest structure of humble appearance, in contrast to the later cottage which is more formal in appearance with ornamental iron railings, and detailing, reflecting of the architectural fashions of the Victorian period. The later cottage with bland brick, and uPVC windows is of little architectural merit.

Modern developments have used traditional materials to blend in with the historic environment although much of the joinery work is stained, which is a modern phenomenon. These have also been designed to complement the built form of the historic buildings of the area as 3-storey high buildings, with rectangular footprints, and simple functional elevations echoing the industrial buildings.

The riverside character area has been sensitively treated by the various schemes undertaken for the Riverside

Arena, Riverside Park, Tolney Lane area and car park as well as along the Towpaths and the riverside walk on the eastern banks.

The Tolney Lane Car Park, and Riverside Park is very well designed with the use of traditional cast iron bollards, painted green. Ornamental cast iron lamps are also used within the park, illuminating the footpaths, in contrast to the more standardised streetlamps of the car park area. Directional signposts for pedestrians are typically black painted cast iron and are well positioned and minimal. All contribute to a very sympathetic scheme.

Within the riverside park is also public artwork with the millennium monument – a sundial consisting of thirteen slate markers sunken into the turf to mark the hours, each inscribed with a significant event in Newark's history. The gnomon bears a wavy blue line signifying the river, as well as dates relating to the events portrayed on the markers.

Footpaths within these open areas are tarmac, with resin bonded gravel to the paths within the park. Similar treatments to the footpaths are found in the Castle grounds, with the footpaths below the curtain wall. The River is canalised at this point stone and concrete blocks.

Traffic management schemes along Tolney Lane use granite setts and simple pavers are used as the road covering, creating a less formal road structure and as such retaining connectivity between the Arena and Car Park, to the Park, whilst conforming to Highways standards. The Arena has also been developed with this theme and is paved across its length with granite setts. The original surface to Trent Bridge has given way to tarmac. Along the length of the footpaths are large concrete sidings – presumably a Highways measure, however these are rather incongruous in their setting.

The street furniture at the Town Locks also has been sensitively designed with cast iron bollards and chains, painted in the Canals and Rivers Trust corporate colours. Surfaces here are a mixture of concrete slabs, small pavers and tarmac, all contained within the original stone blocks forming the edges of the original lock. These simple and somewhat basic treatments allow the stone blocks to be more prominent as a boundary and as such work well in this context.

The yards and cul-de-sacs leading off Mill Gate on the eastern banks generally consists of black tarmac. Granite setts have been used to form drainage along the curbs. Setts are also still visible at Weighbridge Wharf, with the patchwork haulage path still discernable with tarmac in

between, designed to help horses grip as they pulled loads from the Wharf to the weighbridge. This site of the actual weighbridge can still be made out as a slightly depressed rectangular pattern in the setts. This area also leads down to the Otter Park on the site of the wharf where Judith Blacks bronze otters are sited within the park commemorating the regeneration of Mill Gate and the Riverside areas in the 1990's.

The use of granite setts continues from Weighbridge Wharf to Huddlestons Wharf, helping to delineate the footpath as well as contributing to the intimate character of the yards. Visible in the yard of a former wheelwrights workshop, and surrounded by these setts, is a hooping base – a circular concrete slab in the ground that was once used to centre and stabilise wheels during construction – an interesting reminder of the former wheelwrights which were located in this area as a direct impact of the other industries in the area.

The Towpath has a variety of coverings, but is predominantly tarmac, contained within the stone blocks used canalise the banks. Longstone Bridge retains the original stone paving slabs along its length. After this the footpaths are more informal with no coverings. Further along the towpath on these western banks are 'Clapper Gates', which may be attributed to a design by

William Jessop and are believed to date to the first Trent Navigation Co. Act in 1783. These were built along the towpaths to ensure that the ropes between horse and boat didn't snag as well as providing stock control. Out of the original 600 between Newark and Gainsborough, only 63 remain and many are in poor condition. The remaining gates within the character area are therefore important along the towpath, in spite of their condition.

This character area is as defined by the substantial areas of open space as it is by the urban form to the eastern banks through the development of industry. Specifically the designed hard and soft landscaping of the Riverside Arena, Riverside Park and Tolney Lane Car Park preserves the significant views of the developed eastern banks. A network of public footpaths from these areas lead to the Town Locks and in to the centre of Newark, resulting in many visitors and tourists appreciating this area and its approach.

Further along the riverside walk on the western towpath, the contribution of Parnhams Island is important in defining the difference between the eastern and western banks, albeit with an unkempt appearance in need of attention. The development of the British Waterways docks is at a scale sufficient not to adversely interrupt

this open character of this side of the river corridor through Newark.

Longstone Bridge forms a very graceful connection to the riverside path network and is an important viewpoint from along the river, leading out into the open river meadowlands beyond. Trees break up the long distance views, positively masking the A46 and developments on Tolney Lane, behind.

Millgate Field and the Marina development also form significant open areas to the south of the Town.

Despite the dense development of the eastern bank, views are afforded of open rear car parking areas and yards servicing buildings on Castle Gate and Mill Gate. These spaces, coupled with the former wharfs areas create a network of interlinked open spaces within this developed, urban context. Large private open spaces are also visible to those landmark buildings such as the Corn Exchange on Castle Gate and the White House on Mill Gate.

The town lock area also has an intrinsically open character, in spite of its urban nature, allowing significant views along the river corridor to the castle and bridge in the north, and to the industrial buildings of the south. The sensory garden adjacent to the locks forms a 'pocket-park' providing

a natural utopia away from the urbanised spaces of the Town Locks.

Trees also play an important part in the character of the area. On entry to the Town today, the Great North Road is lined with a number of trees, situated just outside of the CA resulting a pleasant thoroughfare and positively contributing to the setting of the town. The trees behind the toll house and alongside the castle also provide a natural setting and positively enhance the approach into Newark.

#### TOWN WHARF

Town Wharf today is now primarily a car parking area with pedestrian access to the river frontage. This, however, belies its importance as an informal urban square and as part of a wider pedestrian and cycling circuit which encompasses the majority of the Riverside Walk within the conservation area.

The quality of the space is affected by the car park use, but it does provide an open setting to a number of structures important to the town's architectural history. The 15<sup>th</sup> century Pizza Express building has an interesting modern extension which provides a striking contrast to the historic part of the building. It also encloses the Wharf area on its northern side and has developed into

a modern riverside landmark building.

Sketchley's former Brewery building is prominently situated behind, particularly when viewed from the north bank, and is imposing due to its scale and its position on slightly rising ground. From the same vantage the importance of the Wharf area in providing a setting to three of the town's most prestigious buildings, the Parish Church, The Ossington (and its wall) and Holden's building can be appreciated. The listed wall around the Ossington and the trees above gives this side of the Wharf a pleasant enclosed appearance. However, the building immediately adjacent is a less successful addition to the townscape but has a generally neutral effect overall.

The Town Wharf area is dominated by tarmac. There are, however, a set of paved steps leading to the river frontage and to the side of these steps is a rounded embankment with stone sets, providing an important delineation of the car park area from the river frontage.

#### CASTLE STATION

On the north bank of the Trent the railway buildings form an interesting group. The former Midland Hotel, (now converted to flats) stands prominently on the Great North Road and is an unlisted building of interest,



as is the signal box which dates from 1912 and is the last pre-1945 example of an historic signal box remaining in Newark. This group of buildings are glimpsed from outside the conservation area, from the Great North Road and both contribute to the setting of the Castle curtain wall and contain the longer distance views, enhancing the wider visual impact of the monument.

The area known historically as the Castle Station Estate has seen the most recent physical changes within the conservation area, the majority of them taking place since 1992. The 13 acres of former brownfield land that contained Nicholson's Ironworks, the Clock Tower building, disused railway buildings and the two former concrete maltings has been successfully redeveloped in a manner that respects the scale, massing and urban grain of the original structures, and retains those significant features of the buildings such as the loading crane gantry of the concrete maltings. Some of the new housing association buildings have been developed behind original riverside facades to maintain continuity in townscape terms. Where new buildings have been introduced they take their architectural cue from the former railway and malting structures in their disposition on the site and their respect of the scale of the blocks.

Even the large scaled Waitrose store fits relatively seamlessly into the Castle Station environment by adhering to this sympathetic approach. For a site that contains so many large and uncompromising buildings it retains an open character assisted by the spaces between the buildings, expansive views, glimpses of the riverside and a general impression of a well thought out cohesive redevelopment.

The riverside has seen dramatic changes since it was first included in the CA in 1987 and the contribution made by the new buildings as part of wider regeneration works is important and helps relate the area to its industrial past. Where the maltings can be viewed fully from the opposite bank of the river the importance of the river in the development of the industrial complexes is evident.

Notably, from the major vantage points in this area, Trent Bridge, Town Wharf and the towpath, there is little suggestion that immediately beyond the Maltings, the character and appearance of the rest of the study area to the north is quite different with a semi rural setting replacing the urban character of the Castle Station site. The tow path from Trent Bridge to beyond the Maltings was upgraded from an informal track in 2000 which improved public access to the riverside up to the Nether Locks. A

link to the new Riverside Park to the south was completed a little while later when a timber walkway under Trent Bridge was opened.

## MATERIALS AND ARCHITECTURAL DETAILS

The architectural character of the area is influenced to a considerable degree by the types of industries which developed here. The former Trent Ironworks, as an example, is largely constructed of bricks and slate roofs, however it is ornately detailed with embellishments. In particular the Clock Tower is an imposing architectural feature designed to impress the importance of punctuality to the Victorian workforce. Its roof is pyramidal and has a decorative iron balustrade, showcasing the factory's skill. The iron windows are also indicative of its former use, and these are seldom seen elsewhere in the CA.

Slate is a material which was used in the area as a direct result of the development of the railways, particularly the west-east route which brought the slate from North Wales. Slate was seen as a higher status material than locally produced pantiles and became popular as it became easier to import.

In terms of the railway buildings their materials and architecture are typical for their era. In particular the Castle Station is in the Italianate style; nationally many public and industrial

buildings dating from this period use this classically inspired architectural style. However, the use of buff gault bricks to these buildings is unusual in Newark and the wider District.

The former Station Masters house, now used as a day nursery, has a more domestic appearance with red brick and slates, although the eaves and chimneys are highly decorated, again in the yellow brick. The former Midland Hotel has a slate 'fishscale' roof and uses terracotta ornamentation, including a terracotta date panel.

The use of concrete was pioneering in the Victorian era and for this reason the two kilns have been recognised as nationally important. The interior of the Kiln Warehouse was destroyed by fire in 1992, however the redevelopment of this building has utilised modern industrial materials such as toughened steel and concrete to compliment the original building. Reinforced concrete is also used for the Fiddlers Elbow Bridge built in 1915, and is again another early example of developing concrete technologies.

The modern buildings within this character area have taken reference from the important historic buildings. In particular the Waitrose building uses brick with detailing complimenting the ornately designed remaining ironworks buildings, and

the Jubilee suspension bridge as a modern example of high quality engineering uses steel cables, reflecting current technology and engineering skill. These subtle details further reinforce the area's character as the former industrial hub of Newark.

### JUBILEE BRIDGE

The modern bridge that links Cow Lane over the river with meadows and Castle Station, contributes to the riverside amenity along the old towpath. The bridge was constructed in 2002 and has a span of 42 metres. It is a modern example of a 'cable-stayed' bridge construction, requiring a tower on only one bank which is anchored to the ground behind and then has ties linking the top to the bridge deck. It has two steel masts. It was designed by Macarthy Hughes International Ltd of Newark.

The riverside walk northwards still provides evidence in places of the original "clapper gates", one near to the marina footbridge, a larger one under the joint curve and one on the approach to the Fiddler's Elbow Bridge. Generally the river frontage to both banks is topped by large stone and concrete blocks, with a number of mooring posts positioned along the top. There is a large run, adjacent to the Northgate Brewery Site, on the eastern bank of the river, formally serving this site as a wharf.

There are also a number of tow path gates along the embankments, still in situ from the old towpath, prior to the riverside walk being created. These are locally known as 'Clapper Gates' and are attributed to a design by William Jessop. These are believed to date to the first Trent Navigation Company Act in 1783. They were built to ensure that ropes between horse and boat didn't snag as well as providing effective stock control. Originally 400 of these gates were found along the stretch of river between Newark and Gainsborough, however today only 63 remain along this stretch and many are in poor condition. These therefore form an important part of the public realm as a historic remnant of the towpath.

From the meadow side of the river the Northgate area appears as a backdrop to the river environment and is a mix of views encompassing new residential areas, the intrusive Retail Park, Northgate Brewery, relics of an industrial past and a large partially developed area between Northgate Brewery and the Aldi supermarket. Occasional glimpsed views of historic buildings can be made but the setting to this area is provided by a significant amount of new residential development of limited architectural merit.

Despite man-made boundaries of road and rail, and the industrial characteristics of the character area,

overall the area retains a sense of openness through the careful consideration of the new developments as well as through significant areas of the natural environment found in this character area.

Specifically, in contrast to the banks to the south of the marina, the River banks to the north are not canalised, and there are a number of trees along the eastern side, concealing the buildings behind contributing to this open nature of the area.

Dense tree coverage along the former joint link railway embankment creates a feature in the landscape today, providing a pleasing backdrop to the Marina whilst reducing the visual impact of the A46 in the background. This also contributes to the extensive green setting to the town from this point from where some of the towns major focal point buildings can be seen.

There are a wide variety of trees species within this area with different levels of maturity and many are self set, contributing to the informal rural character of this part of the area.

To the north of the embankment, the meadow beyond is used for grazing cattle. This area forms part of the circular walk route around the river and is therefore important to the whole of the riverside environment.

The success of the Riverside Regeneration scheme has significantly increased the accessibility of the area through the development of footpaths and bridges allowing users to interact with the area. The marina development has also contributed to this as it re-establishes a waterways based use of the river.

## CHARACTER AREA 9: LONDON ROAD

This character area is part of an elongated southeast extension to the original historic core CA. This predominantly suburban element having been added in two separate extensions in 1992 and then again in 1995, when the whole of the Cemetery Grounds and The Park were added.

The wider character area contains some of the town's most impressive detached residential villas and earlier terraced housing set amongst mature trees. It is an important thoroughfare into and out of the town, both architecturally and historically. Views of St Mary Magdalene's spire along Balderton Gate are particularly important.

This character area also contains the town's cemetery in a park setting and one of the town's most distinctive residential streets in The Park itself. Forming a group with these is the wonderful Magnus School and planned Edwardian terraces perpendicular to London Road.

There is also an important wedge shaped public garden set between London Road and Balderton Gate with important statuary framed by a collection of Almshouses facing the garden and Sherwood Avenue.

The northwest entrance to the character area is punctuated by the important Castle Brewery complex.

## HISTORIC CONTEXT

This character area developed in three distinct parts. It is probable that Balderton Gate was a pre-historic route linking the Welland and Trent valleys. This route subsequently formed part of a medieval route via Balderton Gate and then south. This historic route later changed to bypass the congested town centre along the left hand fork originally known as *Beaumont Street* and onto Lombard Street and Castle Gate. The Great North Road would become a major traffic route. It played an important part in the development of Newark, and has shaped the development of this linear character area.

Civil War maps show that Balderton Gate was a heavily defended route into town. This route has been significant throughout Newark's development and played a key role in supplying arms from Newcastle and Yorkshire during the Civil War.

The bottom end of Balderton Gate is terminated by Fountain Gardens, and was originally bounded by Bedlam Lane, South Parade and London Road, leading out of the Town along the Great North Road. The area has much archaeological potential specifically with the Fountain Garden

area, which has great though little known significance, as the site of the Balderton Gate hornwork. Whilst the first defences to the town were erected late in 1642 and extended after the spring of 1643, the most extensive circuit by the final siege in 1645-46 included a projecting hornwork at Balderton Gate. This was one of three such structures, the others being at Millgate and Northgate and as such guarding the main entrances into Newark Town.

The hornwork was possibly a substantial structure with a pallisaded rampart of earth and turf, a ditch and a double row of pitfalls. The structure could have been star shaped to allow interlocking fields of fire to cover all approaches to the more vulnerable walls. These Civil War siege defences were surveyed in 1964 by the Royal Commission and their conclusions about this area was that the structure could have covered all of the ground now occupied by the St Leonards Almshouses. Two changes in levels in front of the hornwork, now in the Fountain Garden could also represent the location of the ditch in front of it.

The 18<sup>th</sup> century brought change, with polite buildings starting to appear. Buildings of note at this time include Cross Guns Yard which was situated off Balderton Gate and was named

after the Public House which stood at its entrance and opened around 1781. The area was accessed through a narrow covered alleyway adjacent to the pub that opened out into a yard with housing on three sides. The area had over 100 families living in a confined space and fights broke out regularly. In 1843 the pub closed down and the houses have since been demolished. On the opposite side of Balderton Gate stands an impressive mid-18<sup>th</sup> century building which was built for Dr. Bernard Wilson who was the vicar of Newark<sup>41</sup>.

At the beginning of the 19<sup>th</sup> century, a new phase of building on Parish Street (which had now become Guildhall Street). Towards the middle of the 19<sup>th</sup> century, breweries were starting to leave their mark. The first one to be recorded here was Goodwins' Brewery on Balderton Gate in 1842. This brewery was established by William White. Following White's death his widow took over and transferred the lease to John Goodwin. In 1891, the brewery appears to have stretched from Balderton Gate through to Barnby Gate. During 1898, Mr Walter Shirley Davy took over the brewery and re-named it Devon Brewery. The stone nameplate can still be seen on

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<sup>41</sup> This building has had several extensions and has recently been renovated as apartments.

Barnby Gate where the company had its front offices.

Wood's 1829 map shows a series of structures here including 'wooden houses' fronting South Parade and 'Bedlam houses' to Bedlam lane. Other buildings marked on the map show the Horse and Jockey Pub and three sided linked block with frontages to both London Road and Balderton Gate set within the midpoint of this triangular piece of land. Beyond this, at this time London Road leads out into the open countryside, with only rural farms and windmills beyond this.

Cartographic photographic evidence more than 50 years later show that this area was much altered during the latter half of the 19<sup>th</sup> century with the demolition of all the earlier buildings and their replacement. Additional buildings were erected in this area, although the open grain of this triangle remained intact.

In the early 20<sup>th</sup> century these buildings were demolished and Almshouses for the St Leonards Trust constructed. Three phases of construction are evident, with the first cottages being built between 1911 and 1914, the row closest to the fountain garden in 1930 and the middle row of cottages in 1935. All these buildings remain today.

Through the development of the Almshouses, it is only since the mid-1930's that the more formal park like appearance that we see today has been established.

Along Balderton Gate, 19<sup>th</sup> century terraces lined the road after the junction and directly beyond this is the Horse and Jockey Pub, although the original building shown on Woods map was replaced during the mid-20<sup>th</sup> century. The first purpose built cinema was built on Balderton Gate called the Kinema it opened in 1913. It later became the Ritz and closed in 1921. Further developments took place with Knight's court being built on Balderton Gate and more recently The Croft off Sherwood Avenue and Victoria Gardens on the site of Cross Gun's Yard.

## FOUNTAIN GARDENS

Fountain Gardens as it is know today takes its name from a large fountain which was commissioned and paid for by subscription by the people of Newark following a "heroic act" by a Newark nurse, Ethel Harrison who, whilst working as a head nursemaid in Cheshire, rescued one of her charges. On the 7th December 1906 the five year old boy, Jimmy Anderson, who had fallen into the Shropshire Union Canal was rescued after falling in trying to make his dog jump into the water. Miss Harrison jumped into the canal and rescued Jimmy and passed

him to a nurse on the towpath. Unfortunately she was carried into the middle of the canal and was drowned.

The inscriptions on the side of the Mansfield Stone fountain read "To the memory of Ethel Harrison, of this town, who was drowned near Chester, while gallantly saving the life of a child under her care, Dec 7th 1906". The other side reads "This memorial was erected by public subscription by her fellow townspeople to commemorate the heroic act". Over the years the inscriptions had become illegible and in 2007 the fountain itself was cleaned and the inscriptions incorporated on brass plaques on a new stone plinth.

The appearance of the park changed significantly in the late 20<sup>th</sup> century with the removal of the tall hedging around the majority of the gardens in 1978, as an economy measure, and the demolition of a toilet block behind the Almshouses in 1981 because of their dilapidated condition.

#### NINETEENTH CENTURY EXPANSION

As London Road and Balderton Gate were part of the original Great North Road, it is perhaps unsurprising that during the late 19<sup>th</sup> century this area was subject to much development, in conjunction with the prosperity brought to the town during the industrial revolution, attributed to the

excellent transportation network. The expansion of the Town is clearly visible along the length of London Road evidenced by differing phases of buildings and architecture giving rise to an eclectic range of historic buildings of various dates and styles today.

The development of high status Georgian villas and terraces fronting London Road and Balderton Gate indicates the prosperity of the Town and indicates that this area had become quite rapidly the most desirable residential address in the town, a character which is still apparent today. There appears to have been a burst of residential activity here in the early part of the 19<sup>th</sup> century with smaller terraced blocks, such as 123-129 Balderton Gate, to more substantial semi-detached blocks such as 39 & 41 London Road.

In 1835 a piece of building land fronting the London Road near to the South Parade was offered for sale. The buildings fronting South Parade were considered to be "a recent elegant development" which quickly housed some of the most successful commercial and professional families of Newark. The sale of this land signalled that Newark was expanding in a new direction and enlarging its horizons and what had been Balderton Road for centuries was from then on to be known as



London Road. As if to confirm this apparent change in social status for the area one of the first new houses, now 117 Balderton Gate, was built in 1849 for Alderman Cooper the Mayor of Newark.

In 1847 Chris Heppenstall bought a significant parcel of land on the North West corner of a new street to be called William Street and developed Albion Brewery a complex consisting of a Brewhouse, associated minor buildings and a Malthouse across the street. The building on the corner of the block became the Eagle Tavern, which closed in 1962, but by all accounts the whole enterprise was an instant success and by 1850 he had a well established business as he opened eight other beer houses in a short space of time; but all had closed by the start of the First World War.

He also built a small number of workers cottages behind the Brewhouse in a block set gable end to William Street, naturally named Heppenstalls Yard. Surprisingly he himself didn't choose to live in one of the grander buildings in the more prosperous areas nearby, deciding instead to live in the house next to the Tavern. The initials "C.H." can still be seen above the ground floor window.

In the latter quarter of the 19<sup>th</sup> century the land on the north side of London Road and to the south west of Harcourt Street was as sparsely

developed as the south side apart from Middleton Villas which occupied a substantial landscaped plot close to the Harcourt Street corner. The Avenue further to the south was in the process of being developed but beyond that to the railway line and the boundary with Balderton, the area was still open fields.

On the south side of London Road between Hatton Gardens and Bowbridge Road one of the most extensive of Newark's industries was set. The Smiths Timber Yard occupied a large tract of land at the corner of Bowbridge Road, the whole site extending eventually back as far as present day Sydney Street. At its peak it was a collection of Saw Mill, timber storage yards and other assorted buildings which were constructed by Thomas Smith from 1862. There was also a wooden post mill on a brick tower base which was demolished in 1930. The front part of the former Timber Yard is now occupied by the Woods Court residential home and the rear of the yard site has been developed for newer housing in Walker Close accessed from Hatton Gardens.

Also in this area is the London Road Congregational Church which was built in 1907 as a replacement for a smaller chapel and Sunday school which was set back from the Hatton Garden frontage. The design of the church uses local brick and a

considerable amount of stonework detailing and sits behind the footway on Hatton Garden. The primary London Road front has a very attractive and highly decorative cast iron railing atop a low wall which gives the whole of this corner good architectural presence.

The General Newark Hospital is an impressive Victorian building on London Road at the junction of Sherwood Avenue. It was built 1879-81 by William Bliss Sanders, and is described by Pevsner as rather "grandiose, with 'Wrenaissance' detail in fiery red brick".

The Lilley and Stone School is a similar period (1898), built as the School of Science and Art by Mallows and Grocock of Bedford in a Queen Anne style with Art Nouveau detailing such as the orinwork over the porch. Sadly in very poor condition and vacant.

## NEWARK CEMETERY

Newark Cemetery was developed following the passing of the Burial Act in 1830. In 1834 after some legal debate Newark Town Council elected a Cemetery Board to consider offers that had been received to provide around 5 acres of land for a burial ground. Sites considered included land between the Winthorpe and Lincoln roads, on Beacon Hill and on the Sconce Hills before agreeing to the London Road site. In the end a

total of 9 acres of land were purchased from the Earl of Winchilsea and an open competition was set up to a tight brief which asked for; "roads and paths and laying out and planting a new burial ground containing 6.5 acres, enclosing the ground, building a lodge with entrance gates, building two chapels either separate or attached, with complete fitting and accommodation for not fewer than 50 persons, the total not to exceed £2000.

As the cemetery lay close to the town centre the designs were not just to be conceived and built as a memorial and resting place but also as a park for the people of the town. The winning design, chosen from 18 submitted, was from Bellamy & Hardy, Architects of Lincoln and was constructed in 1856 by George Whitworth of Newark.

The gateway to the cemetery chapels and grounds were made around 1870 by the Midworths who were a local family of decorative iron casters. The remaining gates and incurving traceried railings and square skeleton piers are all that is left of a much more extensive run of railings. The gates were renewed in the late 20<sup>th</sup> century.

The grounds also have considerable international significance as it contains the Polish War Cemetery and was the original historical burial

place of General Sikorski, the wartime leader of Poland, whose body has now been returned to Poland. His memorial though remains in place.

Historic maps from the last quarter of the 19<sup>th</sup> century show the formally laid out cemetery grounds, which stand a little less than a mile from the Market Place, to be the only development on the south side of London Road apart from a large detached house which stood on the opposite side of Sparrow Lane (now Elm Avenue) at its junction with London Road. Towards the town as far as Bowbridge Lane (now Bowbridge Road), and towards Balderton as far as the Bottesford line railway bridge there was no other built development apart from isolated farms and a windmill. At this time there appeared to be seven windmills in this character area.

Whilst at this time there was precious little development on this side of London Road, on the opposite side of Sparrow Lane stands one of Newark's finest Victorian Villas. The Elms was built in 1864 and has an important place in Newark's industrial history having been built by Joseph Richardson, a partner in the town's largest brewing firm Warwick & Richardsons, most noted for the development of the Northgate Brewery. He had originally worked for John Isaac Marfleet a Maltster on

Millgate, and after assuming control of the firm on Marfleets death he also became a partner in the brewing business of Richardson Earp & Slater also on Millgate.

His accumulated wealth allowed him to begin building his mansion in 1863 at an estimated cost of between £3000 & £4000. Following his death in 1894 The Elms was sold at auction for a mere £1800, the auctioneer noting that "some people might object to the house on account of its proximity to the cemetery but in the ordinary course we shall all have to go there, and I cannot see the slightest disadvantage in the site"! The ownership of the Mansion upto the present day is well recorded. In one transaction in 1902 it is known that the house was bought by Alfred James Bishop upon his retirement from the malting firm of Bishop and Sons thereby restoring a brewing link. Unfortunately the building is now all but invisible from the public realm having been surrounded by modern residential developments.

The Park was developed slightly later than the cemetery, during the early 20<sup>th</sup> century, though initially the first phase only developed half of the street as seen today. It is possibly one of the town's most attractive and distinctive looking residential streets. It stands immediately adjacent to the cemetery on its town side and has unusual beginnings in that it was

developed by Emily Blagg (subsequently synonymous with the Blagg & Johnson steelworks on Massey Street). She came to Newark from Cheshire as Miss Emily Stevens and following a 20 year career in the clothing trade with a firm called Coopers, where she rose rapidly through the ranks; she made a dramatic change of direction and became a property developer. The catalyst for this change seems to have been her involvement in the construction of colliery housing at Dinnington near Sheffield after she acquired a large number of shares in a brick making company.

She bought this parcel of land and over a three year period built a series of “fine and sturdy” residences in the area now known as The Park before developing a residential area closer to the town called The Shrubberies, now Lime Grove. Both streets are characterised by the extensive use of trees planted as an avenue on both sides of the street, though in the case of The Park the carriageway seems to have been widened with the trees now standing beyond the pavement edge. Map based evidence seems to suggest that the street was developed in phases with the first 22 houses on either side of the road being constructed between 1900 and 1914.

Parallel to The Park is Winchilsea Avenue, so named after the Earl of Winchilsea. Here this road of semi-detached dwellings was built between 1899 and 1906 providing accommodation for workers employed in the flourishing industries of Newark. To the end of this road is the Magnus School. Because of the rapid increase in the number of families in the area the Magnus School was opened in 1908<sup>42</sup>, relocated from Appleton Gate, and was designed by notable architects Sheppard & Lockton a firm that in 1924 became Sheppard, Lockton & Saunders and after the War had a further name change to Wm. Saunders & Partners, a local firm who still operate today.

#### CHARACTER ANALYSIS

On entering Balderton Gate from the Appleton Gate the building on the left hand corner has an imposing presence in the street scene. Looking down the street the buildings are of tight urban grain providing a strong sense of enclosure and follow the medieval line of the street as it gently curves. Buildings are predominately brick built and are two and three storey in scale with the notable exception of a building to the left hand side which is rendered and designed in the arts and craft style, the doorway has

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<sup>42</sup> It has distinctive Edwardian architecture, with a 1920s science wing.

Imperial Hall inscribed over it. Continuing down the street on the right hand side is a gap in the buildings, either side of this the buildings have decorative detailing suggesting that they were built to make the most of their corner positions and that the gap was once led through to an area to the rear. This route is now terminated by a metal fence.

Continuing down Balderton Gate the buildings are mainly retail and have a mixture of both historic and more modern shop fronts. To the right hand side the enclosure is lost where buildings there are some industrial style buildings and a car park next to a fine mid-18<sup>th</sup> century building which is now the County Offices owned by the County Council. This building is set in small grounds with mature trees providing an element of greenery in the street scene.

Continuing down the street on the left there is an imposing Victorian Building at the entrance to Guildhall Street. This building dates from 1877 and was formerly the St. Mary's Church Rooms.

On the left hand side the enclosure is lost at the entrance to a car park and looking across this area afford views of the back of buildings on Barnby Gate and Guildhall Street. In particular a glimpse of both the Methodist Chapels on both Barnby

Gate and Guildhall Street can be seen. It is notable that at the entrance to the car park is a section of stone wall which is part of the former town defences and a scheduled ancient monument.

To the right at this point is a small complex of bungalows called Knights Court which are set back from the roadside having wide grass verges providing some greenery to the street. Continuing down the street the enclosure is totally lost with relatively modern buildings being set back from the line of the road. The built environment degrades at this point, however, at the corner of Balderton Gate and Sherwood Avenue is an attractive corner building which sits prominently at the junction. Looking back up Balderton Gate at this point towards the town centre the church spire dominates the skyline as the road sweeps up to the junction with Appleton Gate. At this junction a further glimpse through of the church can be seen.

Many properties within the area are commercial and have shop fronts at ground floor level. These vary greatly in quality, however there are some fine historic examples that survive on Balderton Gate.

This part of the character area has benefited from an enhancement scheme which saw an extensive area of Newark town centre's streetscape

being improved. Balderton Gate has attractive granite setts with slabs and iron grilles and is partly pedestrianised.

This street surface greatly enhances the CA. Along the rest of Balderton Gate, it has tarmac pavements with granite kerbs in places. Remains of historic floor surfaces can be seen under the tarmac in places. A further enhancement scheme would greatly benefit the area.

## LONDON ROAD

London Road forms one of the most attractive entrances into Newark, as viewed from the South. Much of this is due to the impact that the avenue of trees has in softening the character and appearance of what is a quite wide road with extensive verges and footpaths. The quality of the architecture and its diverse nature also contributes to this feeling.

Probably the first building readily noticeable when entering the CA from the south east is the Grange Hotel, a substantial turn of the 20<sup>th</sup> century pressed red brick building actually facing onto Charles Street but clearly appreciated from the main road. Whilst the building has been extended, it doesn't impinge upon the character of this part of the area where imposing detached Villas occupy their own substantial plots, sometimes on street corners and

overall the impact is considerable and positive.

The large plots for these villas also emphasises that as fine as these buildings are individually, the spaces between and around them are an important component in defining the overall character of this part of London Road and how crucial it is to maintain this balance.

This is particularly important in the area along the south west frontage from the house known as "Erdington" opposite Harcourt Street to the house on the corner of Hatton Gardens known as "Waveney".

On the northwest side this characteristic also needs to be respected and maintained from the Grange Hotel to 65 London Road, the last building before the older listed buildings emerge as a major influence in defining the quality of this character area.

Generally, the roadway and paths are typically contained by low garden boundary walls or railings or a combination of the two and overall the effect is to channel longer distant views down the road towards the town between the trees. There is, however, a noticeable number of high timber fences on front boundaries that have a negative effect on the appearance of the road.

At the Cemetery, the railings on top of a dwarf wall with brick and stone piers and the wide access road to the grounds hint at a more open informal nature and a change from a residential suburban character to the south. The design quality of the modern house, visible through the railings which replaced the original Lodge that was unfortunately demolished, is however disappointing within this context. This however, is somewhat tempered by the striking impact of the trees on the frontage and in the open Grounds beyond which has a mitigating affect. There are remnants of the original gates and railings at the entrance to the grounds behind the wall, however only the gates have any kind of presence today.

Through the gates the view is channelled by trees towards the Cemetery Chapels and is very attractive with your eye being drawn to both the top of the spire and the rest of the grounds viewed through the Chapel arch which spans the central pathway. The view through the arch from the London Road entrance to the southern boundary is one of a full 600 metres. The overall extent of the scale and character of the Cemetery grounds is also appreciated from various vantage points along Elm Avenue, a wall and railing boundary that is quite open, although there may be an opportunity

to consider some further planting along this boundary which should help maintain the mature nature of the whole Grounds.

The Park is a quiet residential cul de sac set on a narrow parcel of land to the west of the Cemetery Grounds which has a consistency in its design and development though each block has subtle variations in their architectural character. The original houses are predominantly semi-detached and quite substantial though they do not intrude into the street scene as the overwhelming character of The Park, when viewed from London Road, revolves around the “greenness” of the street, the maturing trees framing the view with particularly high hedges at the back of the pavement shielding the houses from full view.

The estate has developed in response to the confines of the original plot shape and the houses on the eastern side have their main private amenity space in the front of the building so that they are set back with their rear walls quite close to the boundary of the cemetery from where they can also be glimpsed. The houses on the western side have their amenity space on the side elevations and stand closer to the front boundary, so they do have a slightly more positive impact on the appearance of the street.

The second phase of building seems only to have involved the construction of a couple of houses which continued the architectural style of the original development. A small collection of half a dozen bungalows built towards the far end of the street completes the street, providing a view stop.

The Park is not the only residential street that can be almost fully appreciated from London Road. Hatton Gardens, Winchilsea Avenue and Milner Street which all run parallel to The Park are the three streets which developed rapidly at the end of the 19<sup>th</sup> century behind the London Road Villas. Of the three Winchilsea Avenue is probably the most distinctive architecturally and the long view to the end of the street especially pleasant as the Magnus School building terminates it. Hatton Gardens, Winchilsea Avenue and Milner Street provide setting to the school, and are considered to be a composite example of Edwardian planned housing and education.

Long distance views towards the town are continued further inside the character area, again enclosed by trees with the middle distance contained by other trees on the Baldertongate side of Fountain Garden as the road curves towards the Bowbridge Road junction. Long distance views also are gained from the Fountain Gardens towards the cemetery with the buildings either

side providing a backdrop rather than a focus even if they are substantial in scale or three storeys in height.

From the area around Harcourt Street, the views open up towards the Fountain Garden and in the area of the Winchlesea junction there is a distinct change in the character of the area. Some of this is due to the lack of trees in the Highway which is a strong characteristic of the rest of London Road, the importance of the trees in front garden areas being increased, and the rest due to the open nature of the Fountain Gardens themselves. From close to the Nicholson Street alleyway, London Road, Fountain Gardens and Baldertongate appear as a wide open space with the trees on the side of Balderton Gate helping frame the street and the Garden.

Particularly open is the area in the vicinity of the apex of the garden, where the hedging was removed, and the fountain sits particularly isolated in a sea of concrete paving and uneven tarmac. The modern pedestrian crossing adds a touch of modern urban clutter.

The extensive listed and unlisted building along Balderton Gate and this part of London Road projects a very pleasing frontage to the area, probably unique to the town. It too has its contrasts, the London Road



part having a much more formal character with the Georgian three storey building groups standing parallel to the road. They also tend to stand slightly further back from the pavement with room for more formal garden entrances and mature trees which are important to the street.

The Balderton Gate frontage buildings are a mix of styles and periods of a generally lesser scale though the former South Parade Hotel building has much in common with the London Road buildings in its architectural style. They also tend not to stick rigidly to having their front facades running parallel with the street, letting some gables figure more prominently and add interest to the townscape. The buildings in the main are a collection of two storey terraces and mixed detached blocks, but they all make a positive contribution to the appearance of the character area. Towards the Sherwood Avenue junction the Almshouses fronting the street and the two parallel rows behind make a telling contribution to all three surrounding roads and have a pleasing appearance not affected by recent additions and alterations. The Church on the corner of Hatton Garden, the old vicarage and the enclosing wall and railings help to relieve the openness at the end of the Fountain Garden Park and the group is particularly important in providing

some visual focus in an area generally lacking in features which could contribute to a more coherent townscape, the simple timber fence fronting Woods Court being particularly ineffective in visual terms.

The entrance to the area from Sherwood Avenue has been systematically altered over the years by gradual removal of small buildings on the Horse & Jockey side to reach a point now where the introduction of highway splays, barriers and extremely wide carriageways has given the junction a characterless feel. Fortunately the townscape in terms of the remaining cottages and the public house has not suffered unduly, though there are areas where the loss of traditionally detailed windows has had a negative effect on the appearance of some of the terraced properties as far as William Street. The character of the area improves considerably after this point as already described and the enclosure to the street has been maintained before the Fountain Gardens is reached.

#### MATERIALS AND ARCHITECTURAL DETAILS

The majority of buildings in the area are built in red brick, the generally older listed buildings are built in bricks of varying shades giving a pleasing overall appearance which contrasts with the larger and more

uniformly coloured red pressed bricks used in the later “Villa” type detached dwellings that sit along the south side of London Road. The only originally rendered and colourwashed building is 39 & 41 London Road a large semi detached building set in one of the largest plots in the town. The Magnus School is particularly distinctive because it is constructed in buff coloured bricks not normally associated with Newark, the only other similar buildings being the Castle Station and the Church on Lombard Street.

Reflecting the divergent nature of the architecture in this small area there is a wide range of building types using a large pallet of building materials. The roofs are predominantly slate reflecting the higher status of the majority of buildings though on a number of the listed buildings the slate has been replaced with inappropriate interlocking concrete tiles. Plain tiles have been used on some turn of the century buildings such as the Grange Hotel, Alms Houses and dwellings in The Park.

The use of stone as a major building material is not common in this area and apart from its use as a decorative feature on a few residential buildings the only building totally built in rock faced stone is the Cemetery Chapels. The Memorial Fountain is built entirely in Mansfield Limestone and the London Road

Congregational Church standing opposite on the junction with Hatton Gardens displays significant amounts of stone used as architectural embellishment on gables, buttress's, and window and door heads.

These church grounds are contained within a considerable length of original decorative iron railings atop a low brick boundary wall with a pair of similarly detailed double entrance gates. The only other length of original iron railing in the area is the more substantial railings and gate piers at the entrance to the Cemetery. In recent years modern versions of wrought iron railings have been introduced in front of some domestic properties either as full height railings or on top of plinth walls with coping detailing. Although not entirely authentic in their detailing their introduction as replacements for timber fencing has made a considerable difference to the setting of the buildings they stand in front of. Traditionally designed railings should be encouraged along other frontages.

The listed buildings along London Road and the other domestic buildings facing Balderton Gate are particularly attractive and display pleasant proportions in relation to the window to wall ratio. There are a considerable number of traditional vertically sliding sash windows throughout which helps to establish the

overall character of the area but more noticeable is the considerable variety in the detailing of the window surrounds particularly in the design and detailing of the lintels. There are numerous variations including good examples in both stone and brick. Two of the finest buildings in the area, the former South Parade Hotel and the adjacent Elvey House also display fine examples of first floor balconies. The former has smaller unenclosed balconies whilst Elvey House has a more exuberant full width cast iron traceried balcony with a tented metal roof.

Elvey House also has a good example of a length of crested ridge and there are a number of other examples in the area including on the Grange Hotel where terracotta perforated ridge tiles on top of the gables and along the short high roof make a pleasant contrast with the plain tile roof. The Grange Hotel is also a good example of how an architecturally modest building contributes to the overall quality of the area. It is a relatively simple building but it has a positive impact with its high gables, plain inset casement windows, an overhanging attic level with timber frame detailing and a number of substantial chimney stacks with oversailing courses.

The Villas on the south side of London Road are particularly pleasant in their overall architectural composition

which is mostly based upon a square plan under hipped slate roofs with a variety of splay; round and square plan bay windows, external porches and finely crafted brick dentil courses which are some of the finest examples in the town. These dwellings also continue the tradition elsewhere of having decorative brick or stone lintels above ground and upper floor openings which contributes to the finer architectural variety of the area.

Many of the buildings in this study area display a variety of open porches or door hoods adding architectural variety to the building frontages though the most decorative ones are set on the front of the Villas, the exuberant brick detailing of the enclosed porch and porch hood on The Firs, 67 London Road (currently occupied by Jessops Construction) is a particularly fine case in point.

Painted render is a generally restricted material in the area though as well as the houses already noted there a few Villas where decorative render has been used as attractive infill panels contained within stone or brick detailing. Render has been applied to a number of buildings in the Balderton Gate area especially on Chris Heppenstalls original house and the former Eagle Tavern.

Fenestration in the area varies widely, with Georgian glazing bar sashes and later plain sash windows,

and early 20<sup>th</sup> century sash windows with glazing bar top sashes over a single pane bottom sash. Other variations include timber and stone mullion windows, cross casement French windows and casement windows with leaded lights and stained glass. There are also a remarkable number of bay windows of differing design.

The majority of the pavements in the area have simple tarmac finishes and concrete curbs. The exception is along Balderton Gate where there are stone kerbs. There are also some stone kerbs to London Road, however where a dropped kerb has been made, these have been undertaken in concrete. Much of the roadsides have cobbles to the edges, aiding drainage which help to soften the large areas of tarmacadam.

The Fountain Gardens are paved with concrete slabs and tarmac which is disappointing in the overall environment. As a busy main road, the general area also suffers from a proliferation of signage and highways paraphernalia, in particular the cycle route and accompanying signage does little for the area and would benefit from improvement. Street furniture, if it can be judged to be such, is limited to the Fountain on the south east side of the Garden and makes little contribution.

Trees make a particularly important contribution to the character of the area, specifically those trees that flanking either side of London Road, the large trees in private front gardens closer to the town and the significant tree cover in the Cemetery. These are critical to the character of the area and should be retained. If trees have to be removed they should be replaced with a suitably sized specimen to retain and where necessary reinforce the character of the specific location.

The two open spaces, the Cemetery and the Fountain Gardens have different characters but they are both used as public amenity areas on a casual basis, the Cemetery providing a pleasant pedestrian link between London Road and the top end of Elm Avenue and the link pathway to Bowbridge Road and Hawtonville. The Fountain Gardens are set just half a mile from the town centre but they are mostly used by residents of terraced streets to the north and south of the space. Significant improvements could be made to the character and attractiveness of the Gardens, particularly in restoring an appropriate boundary treatment better enclosing the space and improvements to the path network and its material finish.

CASTLE BREWERY

The former Castle Brewery sits on the southern edge of the historic centre of Newark. This area was designated as part of the extension in 1979.

Portland Street and Albert Street are medieval streets, with Albert Street named as 'Hawton Gate' in 13<sup>th</sup> century records. By the time of the Civil War (1642-1646) this area of Newark was thought significant enough to be enclosed within the Civil War town defences. Despite the medieval origin of these streets there are no standing or recorded medieval buildings in this area.

Historic map evidence suggests settlement first took place around the junction of Portland Street and Albert Street sometime between Chapman's map of 1774 and Attenburrow's map of 1790. By John Wood's map of 1829 Albion Street and Clinton Street were created and the area was well developed.

The earliest buildings now surviving within the area are late 18<sup>th</sup>/early 19<sup>th</sup> century. The regular layout of Albion Street and Clinton Street, set at right angles to Albert Street, confirms this formal, planned layout, contemporary with the late Georgian terraces still surviving here.

This character area of Newark is dominated by the Castle Brewery buildings, constructed between 1881 and 1890, by William Bradford for

the brewers Caparn & Hankey. When the site was acquired it was part occupied by the old workhouse hospital and goal (built 1785), whilst the remainder had been occupied by a starch factory (which made use of the same excellent water source later used by the brewery). Castle Brewery was a large and purpose built commercial brewery, when previously most breweries were small and based within public houses, serving the needs of the inn only. Castle Brewery is built in the Italiante style using a wide range of materials. The scale and architectural quality of these buildings make them landmark buildings and unique within Newark.

The former Crown and Cushion public house, at the end of Albion Street, was built in the 1930s as the Castle Brewery Public House.

Castle Brewery closed in 1991 and remained vacant and in decline for some years. Part of the land was then developed for residential housing, now Castle Brewery Court, followed by the renovation and conversion of the brewery buildings themselves.

Also of note is the smithy marked at number 10 Albert Street on the 2nd Series OS maps (1898-1900), although the building is now significantly altered.

From the mid-20<sup>th</sup> century, the character of Clinton Street has been

eroded by the demolition of rows of small buildings which once lined either side of the street, leaving these plots vacant.

The Castle Brewery site straddles Albert Street, a main route leading into Newark and out towards the Hawtonville suburbs. Connecting Albert Street to Portland Street is Clinton Street, while on the south side is Albion Street, which terminates with the front facade of the former Crown and Cushion Public House. The regular and planned layout of this 19<sup>th</sup> century area is quite different from the courts and alleys seen in other areas of Newark, like the Market Place for example, which have a longer settlement history.

The Brewery complex of brewhouse, former offices, cooper's workshop and cask store is a monumental group of buildings, the main tower being glimpsed or viewed from many vantage points within the Town. The former brewery office and the church adjacent have a significant physical and visual impact on the junction of Albert Street and Portland Street and provide an attractive entrance to the area.

The area historically was primarily residential, characterised by terraces of simple, narrow fronted, red brick town houses, of up to three stories on Albert Street, stepping down to two storey on the adjoining streets. These

buildings are nearly all built right up to the street front and give the area a tight urban form. There are two notable exceptions to this typical terraced town house, 31 and 32 Albert Street, which are double fronted villas of a higher status than the surrounding town houses. Number 32 is also interesting as it is set back in a large garden, unique for this area. Historic maps show that number 31 also had a garden area to the side but this has now been built on. The terrace on the corner of Albert Street and Albion Street forms a continuous row around this junction and gives a good sense of enclosure and continuity.

The enclosure and definition of the west side of Albion Street continues with a run of modern terraces and then a pair of attractive, albeit altered, early-19<sup>th</sup> century houses. The former Crown and Cushion Public House still stands at the head of the street and its front facade terminates views here, making it a local landmark building. The original building has been extended either side, leaving the original facade somewhat crowded, and not as prominent as it once was.

Castle Brewery Court on the east side of Albion Street is a three storey modern residential development that has maintained the regular street layout which characterises this area. It has a dual aspect presenting itself to

both Albion Street and the inner circulation areas of the Brewery gardens. Its scale is compatible with the nature of the Brewery buildings and encloses the street and the Brewery grounds.

The entrance into the CA at the north west of Albert Street is marked by the Pack Horse Public House, an attractive historic building of local townscape merit and a pair of historic, but architecturally eroded, Edwardian shops. While outside the conservation area, the residential development of Eldon Court intrudes on the setting of the conservation area, by its use of a plan form and design which fail to respond to the local character.

The buildings on Albert Street consist of Georgian terraces with traditional features and are nearly all of either national or local importance, with the odd infill low rise modern building, which fail to respect the overall scale and character of the area. The former Salvation Army building (itself a former Church School) is an attractive historic building and good street front enclosure is provided by its railings. This enclosure is lost where a modern vehicular gate is set back from the road, making a hole in what is almost continual street front enclosure.

Clinton Street fails to have any significant street frontage development and now only really acts

as a rat-run through to Portland Street. The demolition of historic buildings which flanked either side of Clinton Street has given way to unkempt areas parking on the east side and on the west a modern car showroom and unattractive views to the rear of buildings beyond.

Being built in a tight urban form, with few gaps between buildings, views are limited. However, the Church Spire of St Mary's and the tower of Castle Brewery can be glimpsed above the roof tops of several lower scale buildings here. An attractive view is also offered down Albion Street towards the former Crown and Cushion Public House and the tower of Newark Evangelical Church on Portland Street can also be glimpsed from Clinton Street.

The historic residential properties here exhibit a quite homogenous style. They are predominantly red brick terraces, often using Flemish bond with pale headers for decorative effect. Attractive curved bricks form the corner of a row of houses on Albion Street and Albert Street while chamfered bricks are used at The Packhorse Public House on Albert Street. Buff brick dressings form an unusual feature at 31 Albert Street.

Roofs are either gabled or hipped and traditional clay pantile or slate, with some more recent use of concrete

pantiles. Verges on gables are simple and dentilated and cogged eaves are common. Gutters are traditionally on rise and fall brackets.

Six over six vertical sash windows prevailed in the early-19<sup>th</sup> century properties, with a range of different sash styles in the odd Victorian and Edwardian property. Unfortunately fenestration has been quite badly eroded with modern and inappropriate insertions. Similarly, the traditional six panel timber doors which still survive at some properties have in other cases been quite altered. Some doors also retain a paned overlight. Openings are usually formed of cambered brick arches with some use of stone in the higher status villas.

Stone is also seen in window sills, some window surrounds and door thresholds. Some properties on Albert Street have stone steps leading up to a slightly raised ground floor above a cellar. While these have been damaged or replaced in some places they make an attractive feature. Similarly, stone and iron boots scrapers still survive at several properties.

Also of note is an attractive and historic painted advertisement still surviving on the gable of 18 Albert Street, which is a feature seen throughout Newark Town Centre.

The non-residential buildings in this character area exhibit a wide variety of architectural styles and materials and in this respect are in stark contrast to the relatively uniform and typical style of the late Georgian terraces. Tudor stone label stops decorate the Salvation Army building, along with elaborate stone corbels and cartouches on the gables. The offices at Castle Brewery use blue lias stone, which although a local stone is relatively little used in Newark and tends to be reserved for high status buildings such as this. At the brewery Lias is combined with moulded brick dressings, marble columns and two kinds of stone work to produce a richly decorated and striking building. The tall domed and pyramidal roof towers of the brewery are an unusual and imposing feature. The Brewery also has some very attractive and decorative ironwork on balconies, railings and corbels and a pediment with a mural scene of Newark Castle gives the building its name.



# MANAGEMENT PLAN | FOUR

## MANAGEMENT PLAN | FOUR

In accordance with S71 of the Planning (Listed Buildings and Conservation Areas) Act 1990, local planning authorities are required to review their conservation areas “from time to time and formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas”. This element of the process is known as the Management Plan and is an opportunity to provide proposals for conserving and enhancing the CA.

The Management Plan will be reviewed every five to ten years and updated or modified where appropriate. Details of the Council’s review schedule will be kept up-to-date online at <https://www.newark-sherwooddc.gov.uk/planning/heritageconservation/>.

There are several mechanisms through which the Council can sustain and/or enhance the significance of the CA:

- Application of heritage policies and objectives in the planning process
- Policy and design guidance for specific issues, including shopfront design

- Monitoring change
- Stricter controls, including Article 4 Directions
- Boundary changes
- Development briefs for specific sites
- Enforcement proceedings, including application of s.215 Notices

### APPLICATION OF HERITAGE POLICIES AND OBJECTIVES IN THE PLANNING PROCESS

CAs are classified as designated heritage assets and are afforded a high level of protection, notably in the control of demolition and the requirement to ensure that new development conserves or enhances the character and appearance of the area<sup>43</sup>.

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise<sup>44</sup>. The Newark and Sherwood Local Development Framework (LDF) Core Strategy Development Plan Document (DPD) was revised and updated in 2019. This now forms part of the

<sup>43</sup> In accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

<sup>44</sup> Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.

Development Plan for the area. The Council's strategic aim to conserve the District's historic environment is set out within this document, notably in Strategic Objective (SO) 9:

"To protect and enhance the built and natural environment, heritage, biodiversity and landscape, giving additional protection to those areas and buildings of recognised importance."

Core Policy 14 of the Core Strategy refers specifically to Appraisals:

"Newark & Sherwood has a rich and distinctive historic environment and the District Council will work with partners and developers in order to secure... The preservation and enhancement of the special character of Conservation Areas including that character identified through Conservation Area Character Appraisals which will form the basis for their management. Important open spaces and features identified through the Conservation Area Appraisal process will be protected through subsequent allocation in the Allocations & Development Management DPD".

The Council's LDF Site Allocations and Development Management (A&DM) DPD contains advice on dealing with

proposals affecting the historic environment within Policy DM9:

"Development proposals should take account of the distinctive character and setting of individual conservation areas including open spaces and natural features and reflect this in their layout, design, form, scale, mass, use of materials and detailing. Impact on the character and appearance of Conservation Areas will require justification in accordance with the aims of Core Policy 14."

Support is typically given to proposals that protect and enhance the historic environment, including where better revealing the significance of heritage assets. There is, however, a presumption against development, alteration, advertising or demolition that will be detrimental to the significance of a designated heritage asset<sup>45</sup>. In addition, proposals affecting heritage assets that are of an inappropriate scale, design/material, or which lead to the loss of significant spaces will not be supported.

National policy guidance within the both the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance, as well as Historic England Advice Notes, set out the importance of considering development proposals within the

<sup>45</sup> Significance refers to the value of a heritage asset to this and future generations because of its

heritage interest. Significance is also derived from the setting of a heritage asset.

setting of heritage assets, including scale, design, materials, siting and views away from and towards the heritage asset.

Once approved by the Council, this Appraisal document becomes a material consideration in any planning decision relating to development in Newark CA, including within its setting. Policy DM9 of the LDF A&DM DPD explains that development proposals will be expected to be in line with CA appraisals. It is anticipated, therefore, that the Newark Appraisal document will help inform decision-making and will be one of the most direct and effective means of managing the CA in the long term. The Appraisal, for example, helps define the plan form of the area, the typical type and materials of buildings, traditional detailing, important views, significant trees, etc.

## LISTED BUILDINGS

Listed buildings are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990 and are designated for their special architectural or historic interest. All listed buildings in England are done so at the recommendation of Historic England and details are recorded on the National Heritage List for England. Listed buildings come in three categories of 'significance':

- Grade I buildings are of exceptional interest (only 2.5% of all listed buildings are Grade I)
- Grade II\* buildings are particularly important buildings of more than special interest (5.8% of listed buildings are Grade II\*)
- Grade II buildings are of special interest. Most listed building owners are likely to live in a Grade II listed building as these make up 92% of all listed buildings.

Alterations to listed buildings typically require listed building consent (LBC). Decisions on LBC applications require the local authority to consider what impact alterations might have on the building or site's significance and special interest. Importantly, national and local planning policies recognise that change to listed buildings or through development within their setting can affect significance.

## BUILDINGS AND FEATURES WHICH MAKE A POSITIVE CONTRIBUTION

A positive contributor is a building, structure or feature which beneficially adds to the overall character of its local area. This is true of many buildings and features within a CA. The extent to which a building or feature will positively contribute will largely depend on the integrity of its

historic or architectural form and is not necessarily limited to front elevations or what can be seen from the public realm. For example, roofscapes and side/rear elevations can make a positive contribution. Conversely, modern buildings can avoid a negative contribution, or even make a positive one where they have been sensitively designed to suit their setting.

Criteria for identifying positive contributors include:

- Group value
- Associations with notable architects or other historical figures
- Position and presence within the streetscape
- Use of characteristic materials, architectural motifs or detailing
- Physical or historical relationship with neighbouring buildings
- Historical use

There should be a presumption against demolition or loss of any building or feature identified as meeting these criteria where the asset contributes to the significance of the CA.

The Government recognises that the historic environment is an asset of enormous cultural, social, economic and environmental value, and makes a very important contribution to our

quality of life and the quality of our places. The NPPF sets out how the Government intends to deliver sustainable development by specifying how decision-makers should manage change in the historic environment, notably within section 16.

## POLICY AND DESIGN GUIDANCE

The Council has produced several relevant guidance documents on development within the historic environment, including shopfronts and advertisements, and the conversion of barns. However, the Conservation Team is intending to produce further guidance documents on all aspects of heritage and will be made available on the Council's website.

It is hoped that this advice will help stakeholders of the historic environment make informed decisions and, therefore, contribute positively to the management of CAs.

## MONITORING CHANGE

Monitoring change, both positive and negative, is very important for the long-term management of a CA. Regular surveys can, for example, help highlight problems that can be best tackled through enforcement or additional controls.

Similarly, the effectiveness of planning policies can be measured by appraising new development.

Monitoring change can also assist in identifying where more resources are required and in modifying Council priorities.

A CA boundary is first surveyed prior to designation. Although Newark was originally designated in 1968, there is limited information on any formal review processes during that time. It has been extended several times in the 1970s, 80s and 90s, but again little information is recorded on the reasons for designation.

The CA has been fully reviewed during 2021-22 with some adjustments made to the boundary. The reasons for this are included within this document.

The Council's Conservation Team will continue to monitor the area, including periodic photographic surveys. This may result in future changes to the boundary.

#### STRICTER CONTROLS, INCLUDING ARTICLE 4 DIRECTIONS

The historic environment regularly suffers from the cumulative effect of piecemeal erosion and unsympathetic alterations to the architectural features of properties that contribute positively to a CA. Some of these alterations do not require planning permission and are regarded as permitted development. Good examples of this include the replacement of traditional timber

windows on non-listed dwellings with uPVC of a different style and profile, or when historic chimney stacks are demolished. Alterations like this can be very harmful to the character and appearance of a CA.

It is possible to bring such alterations into planning control through the implementation of an Article 4 Direction. An Article 4 Direction can provide a positive framework for helping manage the character and appearance of a CA. The implementation of an Article 4 Direction, however, requires a strong justification for proposing the Direction as well as appropriate community support.

There are a number of properties within Newark which have had their permitted development rights restricted by Article 4 directions. These include a number of 18<sup>th</sup> and 19<sup>th</sup> century properties on Balderton Gate, King Street, Parliament Street and Victoria Street:

Balderton Gate 107 to 115

Balderton Gate 123 to 133

King Street 1 to 5

King Street 2 to 14

King Street 9 to 49

Parliament Street 28 to 42

Victoria Street 12 to 52

Whitfield Street 57

William Street 72

As part of our conservation area appraisal review process, Article 4 directions within existing areas will be reassessed. New Article 4 directions may also be considered, particularly to tackle at risk areas.

The consultation survey to the Newark CA review in 2022 will consider whether there is public support for restricting Permitted Development rights within Newark CA. This issue will be monitored and reviewed.

## BOUNDARY CHANGES

Newark CA was originally designated in 1968 and extended in 2022. This is shown on the map within Appendix 3.

Extensions to the CA were designated in 1974, when the boundary was extended to include Millgate, Parnham's Island and the traditional residential streets up to Victoria Street. A small pamphlet was produced by Notts County Council for these additions, setting out the implications for designation and a brief description of the historic core.

The CA was then extended in four more stages: in 1979 when a more rational boundary to the central area was defined; in 1987 when the majority of Northgate either side of the Trent was included; and in 1992

and 1995 when the London Road suburbs and the Cemetery were added. Further changes were proposed in 2022 to include further parts of Parts of Beacon Hill Road and Friary Road, Wellington Road; Northgate Station and parts of Appleton Gate, George Street, Lovers Lane and Warburton Street; Magnus School on Earp Avenue, Hatton Gardens, Winchilsea Avenue, Milner Street; and Crown Street.

Parts of Northgate, including the retail park and modern residential development to the north of the Warwick and Richardson complex, Kings Marina and modern housing along Mather Road, Sikorski Close and Foundry Close were proposed to be removed from the CA boundary.

In accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework and best-practice guidance, the boundary of a CA should be periodically reviewed and suitably revised. The need to review the boundary can be in response to a number of factors: unmanaged incremental changes which have diluted the character of the area over time; the boundary may have been drawn too tightly or too loosely originally; or the special interest of a feature may not have been realised originally. Although it is principally built structures that are often the focus when amending the

boundary, their accompanying plots and wider landscape setting which provide an important historical context which should be incorporated together with the buildings.

Local planning authorities should seek to update Appraisals, and where relevant, amend the boundary. The Council will review all CAs on a rolling basis, ideally within five-ten year cycles. Resources permitting, the next Newark CA review should take place before 2032.

## DEVELOPMENT BRIEFS

The Management Plan can be used to identify any sites that would benefit from a development brief. A development brief is an outline of what might be expected or acceptable in principle on an identified development site prior to a formal development proposal. This might be a gap site, for example, or a site under pressure for demolition and re-development, or perhaps areas that have a neutral impact on the CA where redevelopment can be demonstrated to lead to potential enhancement of the historic environment. The definition and characterisation of the CA can be expanded to form a detailed design brief in order to help promote an appropriate form of development on the site.

There are a number of sites identified that would benefit from a development brief in Newark CA.

The need for development briefs will be reconsidered during future CA reviews.

Where development is proposed on large sites, or on other sites such as garden sites or infill plots that the Council considers the principle of development in this location to be acceptable, the Council may take the opportunity to produce development briefs to inform developers or applicants as to what may be appropriate in terms of design and layout for the site.

The sites identified for potential development briefs in 2021-22 include:

OS1: St Mark's Shopping Centre

OS2: Former garage site at 37 Lombard Street

OS3: Gap site between 48-60 Castle Gate

OS4: Land adjacent 14 Kirk Gate

OS5: former scrap yard, Cow Lane

## ENFORCEMENT PROCEEDINGS, INCLUDING APPLICATION OF S.215 NOTICES

Unauthorised works and breaches of planning control can cumulatively harm the quality of both the built



environment and surrounding spaces within a CA.

An obvious example of this sort of damage could be unauthorised works to a listed building. A listed building is a building of special architectural or historic interest and is protected in law under the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Building Consent is required for any works to a listed building considered to affect its special interest. It is a criminal offence to carry out unauthorised works. The removal of traditional timber windows and doors, for example, and their replacement with uPVC or poor modern imitations, can be detrimental to the building's intrinsic special interest.

It is not only alterations to listed buildings that can damage the character and appearance of CAs. The unauthorised demolition of buildings, or detrimental alterations to unlisted buildings, can all erode the special character of a CA. The use of non-approved materials, for example, can be particularly harmful (e.g. modern cladding).

It is important, therefore, that the Council investigates breaches of planning law within CAs, as this can help preserve the quality of the historic environment. The survey

process utilised in the production of an Appraisal may highlight planning breaches and unlawful alterations to listed buildings. In response to this survey, the Council will take appropriate action with owners on an individual basis.

Anyone can report a suspected planning breach by contacting the Council's Enforcement Team. The District Council regularly follows up reports of unauthorised work and may take enforcement action.

In addition, the local planning authority may use its general planning powers to serve a Section 215 Notice on the owner (or occupier) of any land or building whose condition is adversely affecting the amenity of the CA<sup>46</sup>. Such a notice requires the person responsible to clean up the site or building, or the authority can carry out the work itself and reclaim the cost from the owner. Section 215 is a relatively straightforward power that can deliver important, tangible and lasting improvements to amenity.

#### POTENTIAL FOR ENHANCEMENT

A proportion of buildings within the CA or its immediate setting might meet some of the criteria for positive contributors but might also possess a characteristic feature or element which reduces its contribution to the

<sup>46</sup> S.215 of the Town and Country Planning Act 1990.

character and appearance of the CA. This might include insensitive modern interventions or the relatively poor condition of a building, perhaps through neglect. There is potential to enhance or remedy these issues through well-considered proposals. This might be as modest as replacing modern uPVC windows with more traditional units, reinstating traditional roofing materials and chimneys, or by removing modern external render. These types of proposal should be given material weight in planning decisions where it can be clearly justified.

Opportunities to improve or redevelop sites which possess negative aspects might also be justified.

In this context, a priority for enhancement in Newark CA is the repair and conservation of historic structures and the restoration/reinstatement of architectural features and materials. The following ideas would form a good basis for an enhancement strategy:

- The retention and enhancement of historic buildings and their historic architectural features, including brick detailing, traditional timber windows/doors, cast iron rainwater goods, chimney stacks etc

- The reintroduction of appropriate historic or architectural features to the CA's historic buildings and public realm, such as timber sash windows, natural slate or clay pantile roofs, chimney stacks with oversailing courses, cast iron street lamps etc
- The retention of significant trees/hedges and where necessary their replacement with appropriate species
- The rationalisation of street furniture, including signage
- Improvements to the highway, including surfacing
- Sympathetic redevelopment of sites that currently detract from the character or appearance of the area.

Newark High Street Heritage Action Zone covers the historic core of the town and tuns until 2024.

There are currently no plans to provide a specific grant scheme for the areas outside of the HSHAZ boundary. Should the opportunity arise and resources become available, the Newark CA Appraisal will be used as a basis for developing an appropriate strategy for a grant scheme.

Enhancements to streets in the CA should be informed by a detailed audit of the public realm and aim to

minimise physical obstruction and visual clutter. Road signs and markings can also have a significant effect on the appearance of a CA. A proliferation of signs and posts should be avoided and essential signs should be of a character and quality appropriate to their context. A degree of flexibility in the size, siting and colour of signs is provided for in The Traffic Signs Regulations and the Department for Transport's Traffic Signs Manual. Local authorities should take advantage of this within CAs.

## CONDITION

The buildings within the CA are broadly in good condition, but heritage at risk is a problem in the medieval core.

A strategy for addressing these problems will be published as part of this process.

Minor issues that detract from the special interest of the CA have the potential to cause damage in the future. Vegetation growth has established on some boundary walls. A plant will typically root in the softer building materials, often the mortar joints in a stone or brick wall, and force itself deeper as it grows. This pushes building materials out of position and weakens the integrity of the wall as mortar fails and the brick or stone starts to move. There are also several instances where masonry has

been repaired using modern cement or ribbon pointing, where mortar is applied in thick, raised bands. This affects the ability of the masonry to expel moisture and causes issues with staining and algal growth. It can ultimately lead to the masonry crumbling away. There are many instances where cement-based renders and non-breathable paints have been applied over brickwork or masonry that was originally intended to remain exposed. Lime-based washes and renders are historically accurate and allow the building fabric to 'breathe'. However, cement-based products and impermeable paints have the opposite effect and can cause issues with moisture control.

## DETRACTING FEATURES

The replacement of traditional timber windows with uPVC units is common across the CA. These detract from the aesthetic value of both the streetscapes and individual buildings. The thicker frames, false glazing bars and different opening mechanisms are visually discordant with the traditional character of the CA. Although these are perceived to offer benefits, the lifespan of uPVC windows is considerably shorter than is often supposed, and the units cannot be easily recycled.

Loss of other historic detailing and traditional materials is an issue. Replacement of traditional roofing

materials, for example with modern concrete or artificial equivalents.

There is a notable commercial presence with the medieval core, including a number of businesses in buildings which were not historically intended for this purpose. The resulting branding, signage and advertisements occasionally detracts from the architectural or historic interest of the building and wider streetscape. Many of the historic shopfronts retain much of their traditional character. However, some have been altered with inappropriate additions such as fascia boxes which are overly-prominent and do not respect the proportions of the building.

Other detracting features include:

- Insensitively positioned satellite dishes and trailing wires;
- Flat roofed or overly bulky extensions;
- Poorly designed porches;
- uPVC rainwater goods.

There is scope to enhance the CA by addressing the generally minor detracting elements noted above, especially where these are evident on buildings identified as having potential for enhancement.

There is modern development around the edges of the CA, but there are

also a few examples of modern development visible within the principal streetscapes, notably along xxxx. Some of this is low-quality architecture, especially the flat-roofed buildings, which could be beneficially re-developed should the opportunity arise. Modern design is not incompatible within CAs provided that it is contextual and of an appropriate quality. Considered place-making, such as curtilage landscaping, also has the potential to improve the relationship of new design with the CA.

## SHOPFRONTS AND COMMERCIAL SIGNAGE

Commercial pressures frequently instigate changes to shopfronts and business addresses: new tenants, limited time offers, rebranding, etc. Unmanaged, this results in the gradual dilution of the historic commercial streetscape and overall shift towards a non-descript, modern high street. It is therefore important that any change proposed to a commercial building respects the parameters of the affected historic building and, where they exist, shopfront. The following principles should inform any change involving shopfronts and signage:

- Fascias should be proportioned to fit the existing features of a

shopfront (e.g. the width between and depth of the end corbels)

- Traditional design features such as fonts, muted colour palette and hand-painted or raised lettering should be explored.
- All historic features should be retained or, where discovered beneath modern additions, reinstated.
- Traditional materials such as painted timber will best enhance the historic character of the commercial streetscapes.
- Floor to ceiling glazing with sheet glass is a modern feature and does not reflect the character of historic buildings. Smaller windows with stallrisers (i.e. a plinth under the window), transoms and mullions are typical traditional features.
- Lighting should be modest, including that used in the window display. Illuminated signage should not intrude upon the streetscape or be overly dominant.
- Where used, window stickers and banners should be a temporary addition in place for a limited period.
- Consider traditional swing-signs as an alternative to A-boards or other separate signage.
- Where there is no fascia or shopfront, individual letters fixed directly onto the elevation in a suitable location is the least obtrusive means of displaying a company name. This will be dictated on a case-by-case basis and individual to each building. Specific guidance regarding the sensitive design and alteration of shopfronts within a traditional and historic setting is provided by the Council's Conservation Team.

#### NEW DEVELOPMENT

It is not the intention of conservation area designation to prevent new development. Instead, it puts in place a process whereby any proposals are more thoroughly studied to ensure that the special interest of the CA is protected and opportunities to improve its character are identified. New development can range from entire new buildings to the introduction of new features, however small, on existing buildings. New development within the setting of the CA should also be carefully managed as it has the potential to detract from its character and special interest. The potential for substantial new development inside the

conservation area boundary is generally limited to the replacement of those buildings, generally from the mid to late-20<sup>th</sup> century, which do not positively contribute to its character. Any proposals will need to be considered on a case-by-case basis and take account of:

- The significance of any existing building to be removed;
- The impact on the setting of neighbouring listed buildings and/or positive contributors;
- How local features and materials can be incorporated into the design;
- Whether or not any historical plot boundaries survive or could be recoverable;
- The impact of the overall scale, massing and design on the wider streetscape;
- The loss of any important rear/side elevations or views of these;
- Characteristic boundary treatments and planting;
- The potential for below-ground or built archaeology; and
- Any other heritage or conservation restraints identified.

The addition of new features on existing buildings can be detrimental to the individual buildings as well as

the overall character of their wider setting if unmanaged. Specifically:

- Television aerials and satellite dishes should not be fixed to principal elevations or chimneystacks.
- Features such as external lighting and security cameras should be as discreet as possible.
- Solar panels should be restricted to rear or secondary elevations, especially where a building forms one of a group.
- Internal alterations can have an external impact, including for example, staircases cutting across windows or the removal of chimneybreasts necessitating the removal of the associated chimneystack.

## RECOMMENDATIONS AND NEXT STEPS

The long-term aspiration for the CA is to phase out misguided modern additions and encourage their replacement with high-quality alternatives that respond to the character of their setting. This will reveal Newark's special interest more clearly and protect it for the future. Homeowners, landowners, developers and any other parties should approach Newark and Sherwood District Council for further advice regarding changes they wish to make within the CA where this is not

clarified in the Appraisal and Management Plan.

The following aims and objectives respond to the identified issues and opportunities within the CA and will be given material consideration against any proposals put forward that may affect its special interest and character.

Recommendation 1: Any proposal for change should comply with all relevant local and national planning policies.

Recommendation 2: This guidance should be consulted from the earliest feasibility stages of any new development to ensure that the design evolves with the special interest of the conservation area in mind and does not need to be retrospectively altered.

Recommendation 3: Any new design, intervention or repair should be high quality, regardless of scale.

Recommendation 4: Buildings, features and spaces identified as making a positive contribution to the conservation area should be afforded protection against harmful change.

Recommendation 5: The removal and prevention of vegetation growth from buildings and walls would be supported.

Recommendation 6: Traditional shopfronts would be encouraged where change is proposed to retain units, and appropriate signage and illumination in accordance with the Council's 'Shopfronts and Advertisements Design Guide'.

Recommendation 7: Due consideration should be given to the archaeological potential wherever below-ground intervention is proposed.

Recommendation 8: Development within the setting of the conservation area which harms its character should be resisted. Development which positively contributes to the setting of the conservation area would be encouraged.

Recommendation 9: Newark's distinctive and historic configuration of roads should be protected. Highway improvements should not be over-engineered or distract from the village character.

Recommendation 10: Large-scale new development in the few open spaces surviving within the CA should be resisted unless comprising one of the agreed opportunity sites.

Recommendation 11: Proposals which address potential for enhancement should be supported where these better reveal significance of heritage assets.

## APPENDICES

*To be published in due course-  
mapping still being produced at the  
time of draft publication.*

APPENDIX 1: CONSERVATION AREA  
BOUNDARY MAP

APPENDIX 2: AERIAL PHOTOGRAPH  
OVERLAY

APPENDIX 3: PREVIOUS BOUNDARY  
EXTENT

APPENDIX 4: CHARACTER AREAS

APPENDIX 5: HISTORIC MAP  
OVERLAY

APPENDIX 6: BUILDINGS AND  
FEATURES CONTRIBUTING TO THE  
CONSERVATION AREA

APPENDIX 7: HISTORIC BUILDING  
GAZETTEER



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