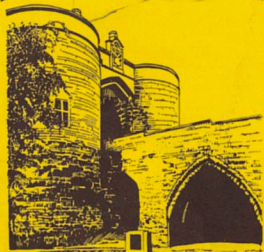


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Civic
Society**

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Editor of Newsletter: Ken Brand Tel: 263997

This Society exists to develop a worthwhile environment in Nottingham. To achieve this it encourages good architecture in all its forms, planning, and the preservation of the desirable aspects of the heritage of the city. The Society likewise will discourage, criticise and even fight bad planning, destruction of amenities and vulgarity in design.

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Nottingham
Civic Society

83

September 1990

NEWSLETTER



Nottingham's lost Victorian Town Hall
A proposal by Lawrence George Summers 1874

60p

Index

- 2 Traffic in Nottingham's Central Area.
- 4 Lawrence George Summers, Architect.
- 12 Visit to Ashby de la Zouch.
- 13 Park View Court - Victoria Buildings.
- 15 Half Way There.
- 16 Introduction to Mapperley Park (Addendum 1).
- 18 Mark of the Month (i).
- 20 Letters.
- 21 Back to the Future.
- 22 The Civic Trust and the Environment.
- 24 The Best and the Worst, the Chairman's View.
- 25 The Hine Connection.
- 26 Planning Improvements (from Heritage Outlook).
- 27 Mark of the Month (ii).
- 28 The Autumn Programme.

How do you save a 250 year old building from falling down? Well there are many possible solutions but what you do not do is unplug, by demolition, modern extensions to the building leaving the freshly exposed rear elevation at the mercy of the elements. You do not, but it appears that Pearson's set of buildings did suffer this fate. Whilst activity on the site is hidden by cloaks of secrecy and plastic, rather a lot of daylight can be seen coming through the facade supported as it is now by improvised buttresses.

It must be remembered here that it is not the quality of the replacement or new building that is in question but the quality of what would have been, or indeed has been, lost. Some buildings whilst emphatically not great architecturally, collectively and in context do form essential townscape.

The City's Green Charter so boldly proclaimed over the last few months will soon be put to the test. The County's Education Committee has decided to replace the William Crane Comprehensive School with a new school to be built in Melbourne Park Aspley. Although parents were consulted, residents in the Aspley area were not. Naturally the parents were delighted at the prospect of a new school but the many users of the park are incensed.

Nobody questions the need for a new school, but what kinds of planning considerations have gone into making this decision? Have we not moved on from the blinkered mentality which sees the nearest green open space as a suitable site for redevelopment? According to reports from the Education Committee only 63% of the park's 27 acres will be taken. In the direction of which of the two other local comprehensive schools will the remaining 12 acres be left?

In the late 1930's the William Crane Schools did provide education for 3 000 pupils and accomodation for a wide range of community activities in the evenings and at week-ends. Modern requirements have obviously reduced the number of pupil places. Could not the Player Comprehensive School, scheduled for closure, be used as temporary accomodation whilst the old single storey school is rebuilt? Should extra primary school places be required, could not these be found in existing schools, not necessarily on the Crane campus?

Ken Brand.

TRAFFIC IN NOTTINGHAM CENTRAL AREA
REPORT BY NOTTINGHAM CIVIC SOCIETY, June 4, 1990

The current conflict between parking policies and the aims of Centre Plan and its recent review is becoming daily more noticeable. The transportation review leaked in a Post exclusive and published on June 1, 1990, although welcome in principle, reveals further conflicts of policy.

The Nottingham Civic Society have maintained that a transportation policy is made up of three main elements - private cars and lorries; public transport; and parking combined with land-use.

There is no basic disagreement between the Nottingham Civic Society, the City Planners or the County Surveyors, on these fundamentals. It is in the implementation of detailed and often outdated policies which are conflicting with the broadly agreed aims.

These aims are:

1. To improve the environment for, particularly pedestrians and cyclists, who have been hounded by cars and lorries making life physically unpleasant and dangerous.
2. To improve the efficiency of public transport so that it is quicker, cheaper and more convenient to use than the private motor car.
3. To allow the motor car the maximum access compatible with aims 1 and 2.
4. To promote buildings which are located to reduce travelling time and expense.
5. To have a parking policy which ensures the commercial success of the central area, which in our view reduces rather than increases the level of commuter parking.
6. To recognise that major road building in the central area is not acceptable to the public and therefore the number of parking spaces has to be limited to the existing capacity of the existing roads.

(A current example is the application to move the Victoria Centre Bus Station further away from the centre of town and increase the car park by 1,200 spaces, which was accepted as being impossible twenty years ago and is even more impossible now, without exacerbating the congestion already created at peak periods by the existing Victoria Centre car park).

7. The County Council's detailed parking policy insists that parking is provided within the curtilage and to certain standards. This has meant that developers have been able to persuade the City Planners, with Change of Use applications in the Lace Market, to include parking. Sub-

stantial car parks are currently being provided off High Pavement into Commerce Square and off Broadway, the very streets the latest proposals say should be pedestrianised.

This total lack of co-ordination is to be derided.

The Civic Society have made strenuous objections to these applications for car parking and have pointed out the consequences but have been ignored. The Barker Gate car park was built to service this section of the City.

It is hoped that in a new climate of opinion, with traffic calming becoming the vogue amongst traffic engineers, our views will now find favour.

An integrated land-use and parking policy is an essential component to any transportation plan.

6. Light Rapid Transit

There is a strong lobby suggesting that LRT is inevitable, although the suburban railway system has been wantonly destroyed.

The Nottingham Civic Society has always supported segregated public transport routes, whether bus, train or tram (LRT).

The problem now is that LRT and buses can only run on roads on many main routes into the City and within the central area. LRT may be the only way to ensure that these routes are for public transport only and the only way to prevent the unbridled flow of private motor cars.

Buses

Nottingham has had and still has after deregulation a fine City bus service, which continues to prosper.

In the short to medium term, segregated bus routes with park and ride may be a palliative but the policing of such routes in what is now an undisciplined motoring climate will be difficult. The police have warned that they cannot control illegal parking and use of bus ways.

If the bus is to compete, it must be quicker and more convenient as we have stated in our general aims.

Conclusion

We expect the debate to rage until the situation worsens in about 1995, to a point where the public accept something has to be done. (eg It will take at least eight years to get LRT onto the ground).

Plan now or pay later.

Politicians need to make decisions now, which will undoubtedly be criticised but they will face a barrage of very hostile criticism soon, if they do not face the problem NOW!

Robert Cullen

(Proposal from the Environment Sub-committee to be put before the Executive Committee).

LAWRENCE GEORGE SUMMERS.

Lawrence George Summers A.R.I.B.A. has not received the recognition and the accolades his talent for architecture deserved. This is partly due to his gentle retiring disposition and partly because much of his working life was spent in the practice and thereby the shadow of the flamboyant Watson Fothergill.

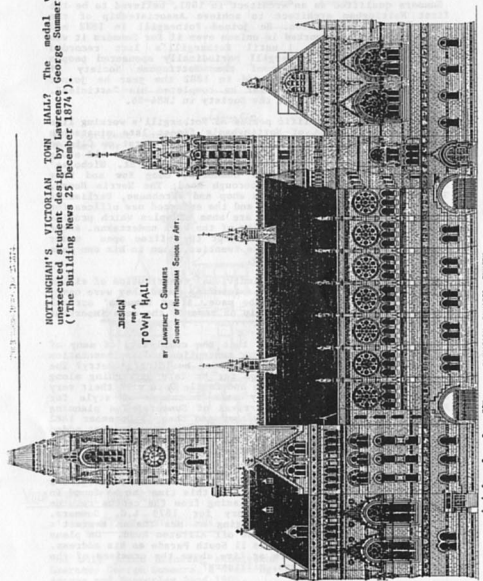
Although Summers' outstanding ability in the preparation of detailed working drawings and the writing out of specifications was widely known and acknowledged by fellow architects Fothergill never took Summers into partnership. Fothergill's frequent travels, especially his long European jaunts, made a reliable anchor man in the Nottingham office absolutely essential. Summers more than filled this role, yet as an earlier Fothergill biographer, Danny Golberg, pointed out he was accorded a status little higher than a "paid help." Only one planning application was made jointly by Fothergill and Summers, that for one dwelling house for Mrs Wilkinson on the corner of Mapperley Road and Park Avenue in January 1905. In passing it is perhaps worth noting that in his younger days Summers also spent many of his annual vacations on the Continent sharing his time between mountaineering and studying the local architecture.

Attempting to piece together any time sequence in Summers' life has proved to be very difficult. A very short appreciation written c. 1940 by Summers' nephew Gilbert Lawrence Summers is held in the Local Studies Library and has been reproduced in an earlier Newsletter (No. 57 January 1982). His obituary in the local press was brief. Assuming he was around 20 years of age when he was at the Nottingham School of Art in 1873-4 he would have been born about 1854 and thus well into his eighties when he died in September 1940.

As the eldest son of a Nottingham lace manufacturer, Lawrence started work in his father's factory at an early age. However his father perceived his son's real interests lay outside of industry and managed to secure a place for him as an articled pupil in the practice of the Nottingham architect Isaac Charles Gilbert at 6 Clinton Street. As a newly qualified architect Fothergill not only started his professional career under Gilbert around 1861 but some three years later when he decided to open his own office he did so sharing premises with Gilbert. Thus Fothergill would have been well placed to observe Summers' early promise.

In the early 1870's Summers became an architectural student at the Nottingham School of Art. He skill was soon to be admired nationally, for his medal winning "Design for a Town Hall" in a student competition was published in 'The Building News' 25 December 1874. The design was intended as a long overdue replacement for Nottingham's old "Exchange"; the drawing reproduced was of an "Elevation towards the Poultry." Summers was no doubt aware that the question of a new Town Hall for Nottingham was again under discussion at this time.

In May 1878 Summers was one of only two candidates out of an entry of 1226 who received First Class Honours in the Science and Art (Kensington) Examination in Building Construction. As a



THE BUILDING NEWS, 25 DEC. 1874.

NOTTINGHAM'S VICTORIAN TOWN HALL? The medal winning but unexecuted student design by Lawrence George Summers. ('The Building News 25 December 1874').

designed
for a
TOWN HALL.

By LAWRENCE G. SUMMERS
Student of Nottingham School of Art.

ELEVATION TOWARDS
POULTRY

result he was appointed as instructor to classes in Building Construction held in the old Mechanics Institute, an approved centre for preparing students for examinations set by the Science and Art Institute Kensington. His classes were well attended and many of Summers' students were successful in these examinations.

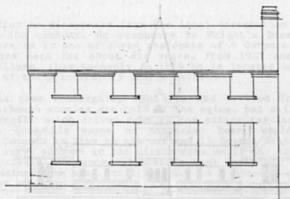
Summers qualified as an architect in 1881, believed to be the first Nottingham architect to achieve Associateship of the Institute by examination. He joined Fothergill in 1882 and thereafter the pair worked in unison even if for Summers it was somewhat anonymously, until Fothergill's last recorded assignment in 1912. Fothergill periodically sponsored people for Associate membership of the Nottingham Society of Architects. Summers was elected in 1882 the year he joined Fothergill and two years after he completed his "articles". Fothergill was President of the Society in 1884-86.

This was the most prolific period of Fothergill's working life and plans for some of Nottingham's finest late nineteenth century buildings flowed from their offices, first on Clinton Street and then from 1894 on George Street. Jessop's old store on King Street; the Black Boy on Long Row; St. Nicholas' Rectory, Castle Gate; Queen's Chambers, Long Row and King Street; Emanuel Church, Woodborough Road; The Morris Homes, Sherwood Rise; Messrs Furley's shop and warehouse, Parliament Street and Clinton Street West and the enforced new offices for the practice on George Street are some examples which provide evidence of the range and quality of the work undertaken. After Fothergill's retirement Summers kept the office open under Fothergill's name until the late twenties, then in his own name until his retirement about 1935.

The nature and extent of the individual contribution of either will never be known. Were they a team? As noted they were never a partnership. One point can be made. After Summers' arrival the quality of the draftsmanship on some of the more important commissions certainly improved.

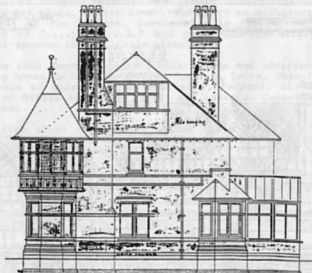
Can one assume, for example, that the complexity of many of Fothergill's roofscapes owe their conception and implementation to Summers' undoubted skill in handling building geometry? The plans for the run of six shops for Mr Tate stretching along Castle Road between Hounds Gate and Castle Gate with their very distinctive roofline not only mark a change of style for Fothergill but announce the arrival of Summers! The planning application dated first 16 November and then 15 December 1882 is initialled L.G.S. The first initialled drawing is that added to plans for a "Lantern Storey over a warehouse, Halifax Place and Pilcher Gate" for A.T. Wootton & Co. and dated 9 March 1883.

Although in the 1880's Summers is established in Fothergill's office, very little mention of him at this time can be found in local directories. He is even missing from the census returns for 1881. In Wright's Directory for 1879 L.G. Summers, Architectural Assistant, is lodging at Mrs Theana Everett's Apartments at 59 Cromwell Street off Alfreton Road. On plans dated 31 May 1881 Summers gives 11 South Parade as his address. Did he have an office there or live above the premises of the Misses Jane and Mary Dodson, milliners?



Elevation

The earliest surviving plan of L.G. Summers. A two storey factory for J. Allen, North Gate New Basford June 1882.



SIDE ELEVATION.

VILLA, MAPPERLEY ROAD, NOTM.

FOR M^{RS} H.A. WILKINSON.

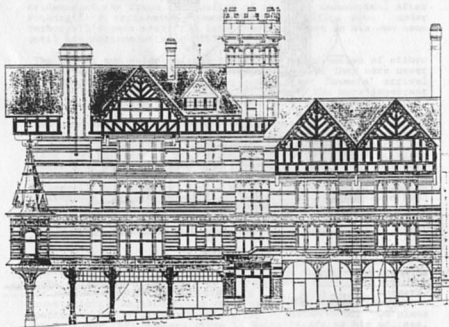
DESIGNED BY ARCHITECTS (Watson Fothergill, 19 George St. Notts. Lawrence George Summers)

The only joint planning submission by Watson Fothergill and Lawrence George Summers. A dwelling house at the corner of Park Avenue and Mapperley Road 1904.



Plans of the Fothergill office, Nottingham
 drawn by the architect in the manner of Norman Shaw

John Taylor and Son
 Architects



Contrasts from the Fothergill office. The Gothic Nottingham and Notts Bank Thurland Street (1878-82) and Queen's Chambers Long Row and King Street in the manner of Norman Shaw (1897).

Thereafter he disappears from the local directories until the turn of the century. He reappears in Wright's Directory for 1901 where he is one of three residents of 8 Corporation Oaks. He remains here for about six years. From 1907 another long spell follows, then suddenly in 1916 he is located only at the offices of the practice, 15 George Street.

By this time Fothergill, aged 75, had retired from active work, although stories are told of the aging, but still dapper, Mr Fothergill being driven down to the office regularly in his carriage from his house on Happerley Road. Would he have allowed Summers to live in his office? 15 George Street remains Summers' only address in the directories until the early 1930's when a private residence, 59 Edwards Lane Sherwood, is listed. This remained his home until he died in a nursing home on 12 September 1940.

What of Summers' other work, that submitted for planning approval under his own name? Plans do not survive for his first recorded assignment, a public house with stabling at Cromwell Street and Lincoln Street Old Radford dated February 1878. Four years passed before his next project a two storey factory for Mr J. Allen at North Gate New Basford, approved in May 1882. Three months later he was involved with four houses at the junction of Croydon Street and Denman Street Radford. The drawings are plain, almost crude, and carry no architect's name just that of the builder, Goodacre Sills Stonemason Bulwell followed by "....per L.G.S." Did young Summers merely check over and approve the builder's plans?

In June 1883 Summers prepared alterations and additions for a dwelling house on Colville Street for R.H. Lacey. Then followed two groups of houses for Mr J Sykes in Radford; six dwelling houses on Ribble Street in August and seven on Canterbury Road in October.

Only five other assignments appear to have come to Summers before 1900. Two were for M.D. Miller and Son on Shakespeare Street, a shop, showroom and timber shed (1889) and a workshop (1890). In 1893 a villa residence on Elm Bank was designed and extended for T. Joplin. Two years later, after several "deviations from approved plans" designs were accepted for a new bakery, slaughterhouse and stabling for New Basford Co-operative Society, Mount Street Basford. Finally in March 1899 he designed two houses for himself in Duke Street New Basford. These might well be the two houses in Duke Street-Gawthorne Street he converted into shops in September 1910.

In the new century his submission of work continued to be spasmodic. Five dwelling houses, one with a salesshop, on a corner site where Cedar Road meets Berridge Road were designed for G. Hayes and approved in May 1902. Towards the end of that year two lock-up shops for Smith's Trustees were erected on Windsor Street. Early in 1903 the New Basford Co-op came back, this time for a new salesshop on Radford Road Scotcholine Avenue. In the centre of Nottingham, plans for office alterations for R.E. Pearce of Angel Row were submitted in November 1903.

There follows a gap of over ten years. Then in July 1914 he submitted plans for a house for G.L. Summers on Central Avenue

off Nottingham Road. This could be the biographer - nephew previously mentioned. In 1920 and again in 1921 and 1923 he undertook alterations and additions to the Corn Exchange Thurland Street, really just to the rear of the George Street office. In August 1921 he designed a house, 3 Bingham Road Sherwood for T. Bassett. Bassett was manager of Woodhouse and Co. Ltd. Plumbers Merchants of Lincoln Street, again very close to his office. As this house is adjoining Fothergill's terrace of four houses No. 413 - 19 Mansfield Road (1906) it is quite likely that Fothergill owned the land. Thereafter Summers prepared house plans for Mrs Pheasey, Bentley Avenue (December 1923); S. Norley, Sutherland Road (February 1924) and Mrs E. Ellenberger, Fothergill's fourth daughter, Thorncliffe Road (1929). These, together with work carried out in conjunction with F. Parker for Mr. J. Holt in Carrington Street, Collins Street and Melville Street, see Summers into retirement about 1935.

Whilst in the Fothergill office Summers started a lifelong friendship with another of the assistants, William Herbert Swann. Later, after gaining experience in London Swann returned to Nottingham and worked for over 40 years in Wheeler Gate most noticeably as Swann and Wright. Although they spent many walking holidays together they never worked together professionally.

On reflection it is rather sad to follow the small scale career of one who started with such great potential. Presumably when Summers was in a position to strike out on his own there was stiff competition from the well established family practices: the Evans, the Heazells, the Suttons, the Bookers etc; from the likes of the respected Bromley, and from the younger men. In addition Summers was now past his prime.

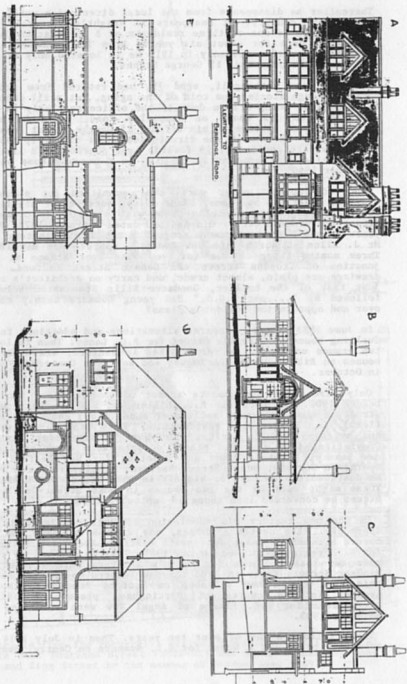
Nevertheless Nottingham has benefited from the influence of Lawrence George Summers for he almost certainly refined Fothergill's style and ensured the smooth running of their office. It is possible that he moved the practice towards the Old English revival favoured by the influential Richard Norman Shaw. Fothergill was a Goth, as late as c.1887 he forecast "They will return to this style (the Gothic). No other furnishes such an inexhaustible mine of novelties." For those interested, this change of direction, mirroring one of the national trends, can easily be observed in Nottingham. The Gothic National Westminster Bank on Thurland Street (nominal date 1882) is but a short walk from the Norman Shaw inspired Queen's Chambers Long Row and King Street (1897).

Ken Brand.

NOTE: 1. The name Watson Fothergill has been used throughout although prior to 1892 he was known as Fothergill Watson.

2. Fothergill was forced to move from Clinton Street to George Street in 1894 when the building of the Victoria Station and the Great Central Railway's line to the south was preceded by such demolition in the area. Until his new office was ready he acquired temporary accommodation at No. 18 George Street.

houses from h-c. Summers. From the top left: a-g. Hayes, Scridge Central (1902); e-g. Norley, Sutherland Road (1924); g-l. Summers, Central Avenue (1914); j-k. Ellenberger Thorncliffe Road (1929); f. T.H. Bassett, Bingham Road (1921).



The list of buildings designed by L.G. Summers given here is not claimed to be complete but most of those erected in the city have been noted.

I wish to thank Colin Cunningham of the Open University for his help in obtaining a copy of Summers' drawing in 'The Building News'. Colin also suggested comparing the Thurland Street bank with E.W. Godwin's Northampton town hall (1861 - 4).

Once again may I thank the Principal Archivist for permission to reproduce architectural drawings held at the County Archive Office.

REPORT OF VISIT TO ASHBY DE LA ZOUCH ON SATURDAY 7 JULY

Departing from Maid Marian Way, our coach made its way to Ashby de la Zouch where we were met by the Chairperson and other committee members of the Ashby de la Zouch Civic Society who welcomed us and introduced us to our guides for the afternoon.

Unfortunately, one of our two guides was suffering from a heavy cold and had lost her voice, so the remaining guide was left to deal with our large party of 50 people. As a Heritage Walks guide, I sympathised with his predicament but he coped valiantly, helped no doubt because our party was so attentive and well behaved!

Commencing with a short history of the town, including an explanation of the origin of the name Ashby de la Zouch (never Ashby!) we proceeded through the quieter areas of the town, viewing the outside of St Helen's Parish Church and the Castle (both built in the 1470s by the first Lord Hastings) plus other interesting old buildings. One surprising fact we learned was that, from 1822 to 1884, the town was a flourishing health spa centre to rival Bath. However, demand decreased until only the buildings remained to show us an intriguing part of the area's history. Unfortunately, the most important building, the Ivanhoe Bath House, was demolished in 1962 - a victim of the same mentality that our own Civic Society was created to oppose. Turning into the very wide and noisy main street, a number of small shopping arcades were taken in (for future shopping expeditions?) then, having completed the circuit of the town, we arrived back at the Church just as it started to rain - good timing, we thought!

Our hosts had arranged a magnificent tea for us in rooms adjacent to the Church and there the President of Ashby de la Zouch Civic Society, Countess Loudoun, welcomed us. She told us that she was a direct descendant of the first Lord Hastings and that her family had lived in Ashby de la Zouch for over 500 years. After the meal, our members had some free time in which either to shop or to examine the Castle and Church further. Don, our guide for the afternoon, very kindly gave those of our members who were interested a personal guided tour of the Church.

We returned to Nottingham in the late afternoon after a visit made most enjoyable by the efforts of Ashby de la Zouch Civic Society.

D A Newhan

PARK VIEW COURT

In the first part of the biography of the Nottingham architect Albert Nelson Bromley (Newsletter 77, September 1988, p.4) mention was made of Victoria Buildings and their sad history. The competition for 'Industrial Dwellings' on Bath Street was set up by the Corporation of Nottingham and widely advertised in 1875. The winning design was by 'Economy', the pseudonym of Bromley and his uncle Frederick Bakewell. The block, named Victoria Buildings in November 1876, is considered to be the oldest surviving council accommodation block in the country.

In more recent time some attempt was made to refurbish the flats, but neglected and vandalised they were sold in 1969 to Lodgeday Properties Plc through their Newark Office. The company's only reason for acquiring the property was simply realising the potential here in providing small accommodation units for first time buyers, close to the city centre.

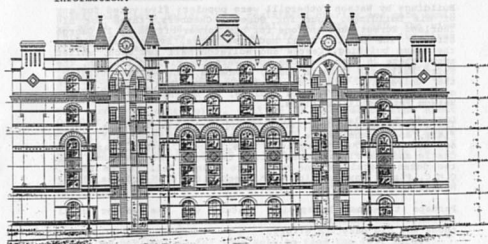
Park View Court, as it is now called, has been totally refurbished and contains 80 purpose built studio and one bedroom apartments. The price range is from £27,500 for a studio to £33,950 for a two bedroom apartment. The apartments are offered on a 199 year lease. There will be a service charge of approximately £350 pa. For this outlay there will be a resident manager responsible for security and maintenance; a security entry 'phone system and lifts to all floors.

Each apartment comes with new kitchen and cooker, new bathroom, new carpets, tv aerial sockets, central heating on Economy 7 and, of course, completely revived. If only some of those former residents could come back...

To make this contrast complete do seek out Stephen Best's article on the Victoria Buildings in The Smeinton Magazine No.13, Summer 1984.

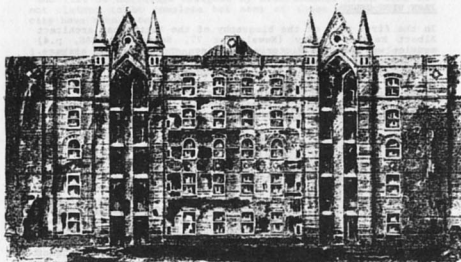
Ken Brand

Thanks to P.J. Manston, Esq., of Lodgeday Commercial Ltd., for information.



FRONT ELEVATION

Scale 1/1000
Drawing No. 1/84



PARK VIEW COURT alias Victoria Buildings (previous page) by Bakewell and Bromley 1875. This is the illustration used on the recent advertising literature.

BEST AND WORST BUILDINGS

The architectural likes and dislikes of a small sample of local residents, the 41 people who recorded their preferences in a book provided at the Society's Environmental Week exhibition, revealed widely differing tastes.

Buildings by Watson Fothergill were popular: five voted for any of his buildings, four for Queen's Chambers, three for his Thurland Street bank and one for his former office at 15 George Street. The Theatre Royal had five votes, Byron House three, the Adams building, Castle and Wollaton hall two each, whilst among these 28 with just one vote were the Midland Station, the Shire Hall, the Council House, Lamberts, the Newton Building, the University Buildings and Sherwood Bus Depot. The optimistic 'Any Pub' could include, of course, one of several Watson Fothergill buildings.

The overwhelmingly disliked buildings were the Victoria Centre Flats, and/or the Centre itself, with fifteen votes, Littlewood and the Broad Marsh received five, Market Square House, the Castle and the Flying Horse Arcade two each. Of the rest, some two dozen, receiving one vote were County Hall, Byron House, G.M.C. Flats, any building with a satellite dish and the Albany Hotel.

Perhaps the most disappoint feature was the rather small response. I have made a bit of a fuss just to acknowledge those who did make the effort.

Ken Brand

HALF WAY THERE!

Forget if you will City 2000 and its implications, come back in time to 1939. On March 18, 1939, the Nottingham Guardian printed a feature on Nottingham Market Place by J.P. Smelt. Reprinted below is the final section entitled 'Looking Ahead'.

"We have seen our beloved market place as it was in Stuart, in Georgian and in Victorian days. We know it as it is today but who can prophesy what picture it will present a century hence? What will the historian have to say of Nottingham Market Place in the year 2039?

Maybe something like this:

"...Nottingham's historic market place is a scene of unprecedented activity on market days. Tier upon tier, to the height of the century old Council House itself, rise the parking platforms provided for the 'planes of the market visitors, whose machines dropping sheer from the skysies are carried by express lifts to the lower floors and until they, one by one, are tightly packed with the gleaming strato-coaches of the shopping populace from near and far.

"Below the market place, cut out of the solid sandstone rock, is a colossal park where the business man, the clerk, the shop assistant, eye, and even the labourer himself, houses his torpedo-car that tiny mono-seater speedwheel which carries him to and from his daily six hour toil."

And if all this be time of the year 2039 what a marvellous spectacle would Nottingham's market place present could we but pay a return visit in a couple of centuries time!"

NB. Cecil Howitt did put forward the idea of an underground car park in the Market Square in the late 1920s. Almost inevitably the Council turned down the proposal because of its expected expense.

Ken Brand

SOCIETY CHRISTMAS CARD.

Nottingham Civic Society is a registered charity and once again we shall be selling our own CHARITY CHRISTMAS CARD. The view this year is a snowy scene from Clifton Grove across the River Trent and fields towards the University.

As a local charity we rely on patronage from our members and the people of Nottingham. We do not have the resources or vast market of the National Charities.

The cards, in packs of 5, will be on sale daily from about October at the C.V.S. Charity Shop, 33 Mansfield Road (100 yards North of Shakespeare Street), at weekends from the Civic Society Gatehouse Shop at the Castle entrance and at Society meetings. They will also be on sale at various outlets in the city.

So please come and support your OWN LOCAL charity this Christmas.

Cliff Deane
Christmas Card Dept.

P.S. I am now looking for your help to find the 1991 card.

AN INTRODUCTION TO MAPPERLEY PARK (ADDENDUM 1)

In "An Introduction to Mapperley Park (Part 2)" in Newsletter No.72 the observation was made (page 6) that it would appear no plan for the lower portion of Magdala Road had been submitted to the town's officials for approval. A further point was made speculating on the nature and extent of any development on the southern portion of the Wright lands prior to 1877. In that year Mapperley, Carrington and Sherwood formerly, in the Parish of Basford, were brought within the town by the Borough Extension Act.

One document inexplicably overlooked was the map of the greater Nottingham area prepared by Marriot Ogle Tarbotton the Borough surveyor-engineer and published in 1877. The main purpose of the map was to show the size and alignment of the drainage and sewage system(s) of the town and its adjoining area prior to its expansion. However in addition the map does show most of the streets laid out since the excellent maps by Salmon and Jackson, both published in 1861. It is thus extremely useful to the urban historian. If the information required for this map took a year to collect, sort and assemble then a working date of 1876 can be assumed.

Clearly shown on the map are Red Hill Lane and Red Lane (Redcliffe Road) leading to Mapperley Plains Road (Woodborough Road) with the town's boundary drawn in along both roads. Leading off Red Hill Lane is Zulla Road, which after crossing an unnamed trackway, enters Magdala Road. At the eastern or top end of Magdala Road are Lucknow Road and a rather short Lucknow Drive. Lucknow Avenue is drawn in but yet to be named. Lucknow Road forms a link between Magdala Road and Red Lane. All of these roads were in existence therefore before the Mapperley area came under the building regulations of the town in 1877.

Two other points are worth noting. A start seems to have been made on dividing up the land at the western end of Red Lane, close to Mansfield Road, into building plots. Secondly, seeing a cricket ground located in the field facing the church, St. John's Carrington, leads one to speculate about its use and its history. Was it used exclusively by the Wright family and their house guests or was there a Carrington Cricket Club? Could this be the site of the first cricket ground in the county, as mentioned in the Nottingham Date Book? On August 26 1771 a "Cricket match - eleven of Nottingham v. eleven of Sheffield....took place in a field on the north side of the Race Course, and was won by our townsmen." To be realistic there were probably many other earlier but less important cricket matches in the County played on long forgotten grounds.

Ken Brand.

"Nottingham Castle, A Place Full Royal' by Christopher Drage is the report of the ten year programme of excavation at Nottingham Castle, sponsored by the Nottingham Civic Society. Although a book in its own right it is published as the 'Transactions of the Thoroton Society Vol. XCIII for 1989.' Members of the Civic Society are entitled to a copy of this report free of charge. A copy can be collected at the autumn meetings of the Society. Special arrangements can be made for those members wishing to receive a copy but who are unable to attend any of these meetings.



MARK OF THE MONTH APRIL 1990

St Mary's Hall, Barker Gate, Nottingham

The original hall was built c.1834 whilst the extension was designed and constructed by T.C. Hine in 1874. Every effort has been made to restore and refurbish the property to its original form. Brick and stonework has been restored and replaced to match the original; a chimney stack has been rebuilt in accordance with the original design drawings; cast-iron rainwater gutters and railings have also been replaced in accordance with the design drawings. Substantial investment has been made in the fabric of the building to secure its future and arrest the process of extensive rot and decay that was well advanced prior to refurbishment.

Architect: MABER ASSOCIATES
Contractor: MAJOR OAK DEVELOPMENTS LTD

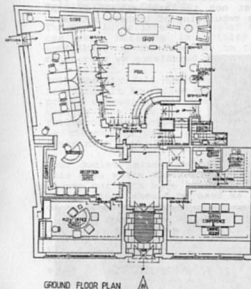
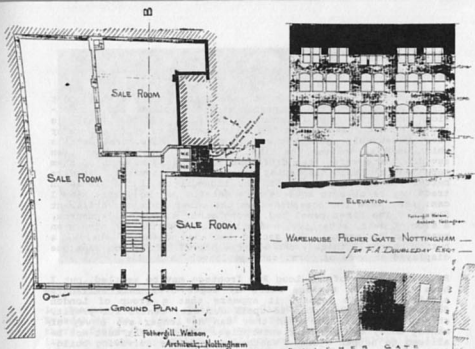
Colin Maber



As noted in Newsletter 82, the Mark of the Month for March 1990 was awarded to James McArtney Architects for their refurbishment of 33 Pilcher Gate as their new larger office. This building was designed by Fothergill Watson for the lace merchant F.A. Doubleday Esq; the plans being approved on 11 January 1889.

The numbering of buildings on Pilcher Gate has been altered and any conclusions must be tentative. It does appear that F.A. Doubleday and Son were established in the warehouse next door, that located on the corner with St. Mary's Gate (No. 41?). The first tenant of the new building was Frank Woodward & Co. Ltd, also lace merchants and this firm remained the sole occupant, certainly until the outbreak of war in 1914.

By 1920 it seems that Doubleday had moved in from an address on St. Mary's Gate. Thereafter the decline in the lace trade is reflected in the increasing number of companies with at least an office in No. 33 Pilcher Gate. Many of these firms had no connection with the lace industry, sometimes their businesses were even outside the textile trade. Woodward's survived there until sometime after 1932. In that year the building was shared by five firms. By 1950 the number had increased to seven.



GROUND FLOOR PLAN

The two drawings, approximately 100 years apart, show the intensive use to which Fothergill's rather simple ground floor layout is now put. The front elevation produced by Fothergill is a very plain drawing compared with James McArtney's labour of love.

LETTERS TO THE EDITOR

Dear Editor

In Newsletter 82 you mention the demolition of the Parliament Street frontage of the old premises of A.B. Gibson Ltd., provision merchants, which vanished as part of the Pearson's redevelopment fiasco. The decorative panels to which you refer have, presumably, gone the way of other architectural details which used to enliven the city, and which ought to have been saved. There were three different panel designs, each of them repeated, and each displaying some of Gibson's wares. Readers better acquainted than I with the iconography of the provision trade may be able to squeeze more details of the panels than I can: they were photographed from the other side of Parliament Street. The first panel had, among other things, milk churns, a side of meat, a beehive, and a basket of what might have been meant to be eggs. The second included cheeses, scales, a butter churn (I think), and a large barrel, while the last one displayed sheaves of corn, cottage loaves, and hams.

By now the fate of the Long Row frontage may be settled, but I hope that other members share my anger over this Pearson's affair. To the layman, it appears that a group of London developers has been able to spoil our city centre for profit, and then to pull out when they can no longer see a way of making money out of their enterprise. This surely must not be allowed to happen again. Whether or not the surviving buildings of the Long Row range have lost their architectural integrity, they are surely worth retaining and rebuilding for their townscape value. Is that not the argument which has insisted (quite properly) on the rebuilding of Lambert's tower? Stephen Best.



BACK TO THE FUTURE?

In January 1963 the Nottingham Civic Society published its Broadsheet No.3 (one sheet of A4 printed on both sides, one third of side two contained a renewal of membership form). One item is worth reprinting. Reflect on its suggestions in the wake of the publication of City 2000 proposals.

Trinity Square Car Park

The City Authorities have under consideration the erection of a car park building in Trinity Square. Your Society was approached by the Press as to the type of building and number of storeys we considered most suitable.

Your Society felt they had not sufficient information, and it is difficult to decide on this problem except in relation to a proper communications plan for the central area. We think a traffic flow plan has to come, and this must be related to the future of the Victoria Station area. If the City centre is to be cleared of cars, car parks must be provided outside the inner ring road, North of Parliament Street.

Your Society also consider there should be a bus terminus in this area where North-bound buses end their run. If a multi-storey car park were provided in Trinity Square, we think the ground floor should be used as a bus terminus and two storeys of car parking above.

If this were done, it should be possible to take some of the buses out of the Old Market Square, which we feel is urgent. We considered a multi-storey car park would at the moment cause too great an interruption of traffic on a major road by vehicles cutting across it to and from the car park.

This problem of the Trinity Square car park cannot be decided in isolation, and the difficulties of this particular matter show how ridiculous it is to consider these issues except in the context of a proper town plan.

Ken Brand
Editor

THE CIVIC TRUST AND THE ENVIRONMENT

Later this year, the Department of the Environment intends to publish a White Paper on environmental matters. The Civic Trust was consulted on the suggested contents of the White Paper and has produced the following statement, setting out its concerns and proposals.

Conservation

1. Establish a firm presumption in law that any development in a Conservation Area must serve to preserve or enhance the character or appearance of that area - coupled with a right of third party appeal against permission or consent which fails to do so.
2. Take measures to stem the piecemeal alteration of listed buildings in conservation areas (particularly Grade II) by giving due weight, locally and centrally to the use of Article 4 directions.
3. Encourage and part fund (via English Heritage) the employment of a suitably qualified Conservation Officer or Officers by every local planning authority.
4. Increase the resources available to English Heritage for the care and maintenance of the nation's built heritage.
5. Stimulate environmental education in schools and other places of learning by encouraging local education authorities to afford it a higher priority.
6. Remove the imposition of VAF in respect of all maintenance and repair work on listed buildings.
7. Afford statutory protection to Historic Gardens by a process akin to the listing of buildings.

Urban Environment

8. Require local planning authorities to afford a higher priority to good design in all new developments and give urgent consideration to the comprehensive use of design guides as a means of providing the appropriate level of 'control' within local planning authorities.
9. Give greater protection to the character and quality of our urban heritage, particularly in historic town centres, and re-examine as a matter of urgency the priorities between conservation and development.
10. Bring demolition within ambit of planning control. Permission to demolish not to be granted prior to planning permission being granted for replacement.
11. Require a 'cessation of use' consent in respect of large scale industrial or commercial buildings or operations being closed down as a result of company rationalisation policies.

12. Encourage local authorities to apply higher standards of design and maintenance of spaces in the public domain (pavements, squares, pocket parks, street furniture, planting).
13. The withdrawal of the planning permission granted by the General Development Order in respect of the installation of telecommunications equipment so that any such installations anywhere would require a site specific planning application - at least until technological development renders such equipment much less environmentally obtrusive than at present.

Rural Environment

14. Bring agricultural development, as distinct from agricultural operations, within the scope of development control.
15. Review Areas of Outstanding Natural Beauty with a view to upgrading some to the status of National Parks.
16. Encourage local planning authorities, by the introduction of guidelines, to adopt more stringent development control and land use policies in Areas of Outstanding Natural Beauty.
17. Afford greater protection to landscape features such as field boundaries marked by walls and hedgerows - perhaps by making Preservation Orders in appropriate cases.
18. As in the urban environment, encourage high standards of design in new developments.
19. Re-state a stronger presumption against development in the Green Belt.
20. Introduce the concept of 'compelling need' for all new development in the countryside outside existing areas of settlement.

Planning

21. In London and the Metropolitan Areas re-introduce a planning mechanism to ensure that the needs of the conurbations are strategically planned and co-ordinated effectively.
22. Introduce a system, with proper safeguards against misuse, for a right of appeal for community groups to appeal against a planning permission which is deleterious to the quality of the local environment.
23. Make available central funding to community groups to enable them to undertake such appeals suggested in (22) above. Planning Legal Aid.

Traffic and Transport

24. Discourage the dominance of motor vehicles and their deleterious effects on the urban environment.
25. Encourage, with adequate funding, traffic calming measures in towns and cities.
26. Carry out studies to determine a range of measures designed to put people before cars including provision of more and better public transport provision, light rail, 'Park and Ride', road pricing.
27. Inject public funding into the road and rail infrastructure to ensure that the economic benefits of the Channel Tunnel are spread nationwide.

ENVIRONMENT WEEK 1990

A prominent feature in the Society's exhibition in the foyer of the Central Library, Angel Row, was your Chairman's choice of: 'The Ten Best and the Ten Worst New Buildings in Nottingham in the Last Five Years'. All of the best buildings had been associated with the Lord Mayor's Award Scheme.

The Best (No particular order)

1. Byron House (William Saunders and Partners)
2. O.A.P. Housing, Strelley: Bridge Green
3. Paraday Building, Highfields Science Park
4. St Mary's Court (James McCartney Architects)
5. Castle Gardens, Castle Boulevard
6. Alliance and Leicester Offices, Clumber Street (Crampin and Pring)
7. O.A.P. Housing, Sherwood Rise (Sutherland Craig)
8. O.A.P. Housing, Woodvale, Balloon Woods Site
9. O.A.P. Housing, Radford Boulevard
10. (Details not displayed!)

The Worst (No particular order)

1. Sports Centre, Nottingham High School for Boys
2. Asda, Hyson Green
3. Offices, Middle Pavement
4. Texas Homecare, Radford Boulevard
5. M.F.I., Castle Boulevard
6. Youth Club at Strelley
7. House (Wall?), Pelham Crescent, The Park Estate
8. Sainsbury's Home Base
9. Housing, Basford Flats Site
10. Housing on the Western Outer Loop Road

Now these lists will not meet with universal approval so please offer some other thoughts on this theme. At the Society's exhibition in the Central Library two books were left around for the public to record their opinions. One was 'Your Best and Worst Building in Nottingham Book' and the other was 'Comments Book'. Some entries are noted elsewhere in this Newsletter.

THE HINE CONNECTION

Quite literally out of the blue I received a 'phone call from a Dr Duncan Hine of Hinckley. A mechanical engineer, Duncan was tracing his family's history and learnt of our Thomas Chambers Hine from the curator of the Beaminster Museum, Mrs M. Redie. She has extensively researched the Hine family, especially its Dorset roots.

Last summer a 'Hines of Beaminster' exhibition was held in the town's Strode Room to mark the 50th anniversary of the death of Richard Hine who had published a History of Beaminster in 1914. A chemist by profession, this Richard was a great grandson of the Richard Hine (1768-1844) who established the Beaminster Pharmacy in the town's main square in 1790.

The opening ceremony of the exhibition was performed by Jacques Hine the marketing director of Hine Cognac, Jarnac, France - a direct descendant of Thomas Hine who left Beaminster for France in 1792 at the age of 17 years. This Thomas obtained employment in a winery in Jarnac and in time married the boss's daughter!

Whilst in Beaminster Monsieur Hine celebrated the renaming of part of the alterations to Palmer's Brewery's White Hart Hotel, The Hine Bar. The rest of the redevelopment includes office units and shopping news. I wonder if T.C. would approve?

A photograph in the local paper showed M. Hine pointing to his part of the family on the family's genealogical wheel* compiled and drawn by our Thomas Hine, at least one copy of which is kept at the Local Studies Library on Angel Row.

Ken Brand

* Hine's Family Wheel is an unusual form of a family tree. From Thomas Hine of Dorset (1741-1817) and his wife Elizabeth (nee Daniel, 1740-1814) positioned as at the hub of a wheel, successive generations radiate out from this hub and form concentric rings. As T.C. Hine quaintly labels the chart using a whimsical gothic device 'A Radial Clue to Who's Who of the Descendants of Thomas Hine'. Judging by the attendance at this exhibition there are a lot of Hines about, especially in the south of England.



The hub of the Hine Family Wheel (right). T.C. Hine's portion, correct to about 1892 is shown, left. His grandchildren would lead off to the left.

PLANNING IMPROVEMENT?

For many many years local authorities have had the right to give themselves planning permission - subject to the Secretary of State having the right to call in such applications for his own determination, usually following a Public Inquiry. That system has always been the subject of mild complaint in that the local planning authority can be Judge and Jury in its own court. However, public unease is growing as local authorities have come under pressure to sell off their surplus land often with the benefit of a deemed permission, from which they may gain financially. This is not to say that local planning authorities are acting in a corrupt manner but who can tell how proper planning considerations are balanced against the council's financial interests when these decisions can be taken behind the closed doors of a planning committee and the item is on the closed agenda from which the public can be excluded by resolution of the committee.

The Trust would prefer a system where no local authority can determine its own application. Planning is, at least in part, an exercise in balancing the public interest and private interests. Where does a local authority's application to itself lie in that balance when the authority has a financial interest?

A simple way forward would be for county planning authorities to have powers to determine district council applications and for district planning authorities to determine county council applications. In London and the metropolitan areas, applications from London boroughs and metropolitan districts could be determined by the independent planning inspectorate after public inquiry in appropriate cases. That way applications would be considered on planning merits only and the Judge and Jury element removed altogether in the public mind.

The Select Committee on the environment in its 5th Report, concluded that the Town and Country Planning General Regulations which enable local planning authorities to give planning permission to themselves contained a built-in conflict of interest without balancing safeguards.

In responding to the Select Committee's views the Government argue that the present procedures may not provide sufficient accountability but that planning decisions should, wherever possible, be taken locally. It is proposed that county councils will only be able to apply to themselves for planning permission in respect of minerals and waste disposal development. All other county applications would in future have to be submitted to the district council in whose area planning permission is sought. Well, that is a bit of an advance.

But when it comes to the districts, apart from minerals and waste disposal applications (which would go to the county), districts would continue to make use of the 1976 Regulations. If that is an advance, it is an imperceptible one.

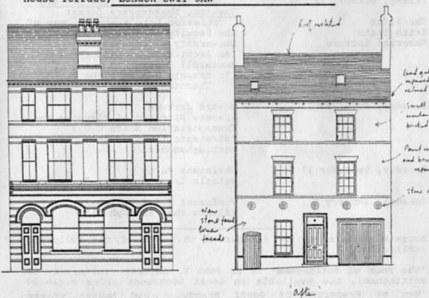
There are some advances - Self-applications would be excluded from the closed agenda from which the public can be excluded

and self-applications could be removed from the agenda of any committee, sub-committee or officers charged with the management, or disposal of, any part of the local authority's estate. Alternatively, all self-applications should be determined by the full council with a prohibition on the delegation of applications. Well, that would let in a little more light on the subject but whether the decision is to be taken by the full council or separated off from land management and disposal issues, the council's financial interest can still be a factor. And councillors, with their knowledge of the council's operations as a whole will be aware of that interest in whatever forum the self-application is determined. The safeguard of notifying the Secretary of State of Self-applications for planning permission will still depend on his willingness to call in such applications. The track record over the last 25 years has not been impressive.

The new proposals of the Department of the Environment represent an advance over current procedures - but you need a powerful magnifying glass to spot it.

Peter Robshaw

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MARK OF THE MONTH (11).

The Society's award for May 1990 goes to Allan Mulcahy for his refurbishment of 13 Castle Gate. If you can get along to look at this building do examine the quality of the stonework. This is by the Sheffield firm STANMINGTON RURAL CRAFTS LTD. The left-hand drawing shows the proposal by A.H. Goodall of Market Street for rebuilding The Old Black Lion public house which stood on this site. It was approved on 31 December 1875. Allan found that the building erected differed in several respects from this drawing.

AUTUMN PROGRAMME.

VISIT.

Saturday, September 8 Bradford
(Details with April Newsletter).

LECTURES.

Except where otherwise stated, all meetings will be held in the Cathedral Hall, College Street, Nottingham, commencing at 7.30pm.

Tuesday, September 11 Martin Bradshaw
(Director, the Civic Trust)
'Looking to the Future: the Role of the Civic Trust'

Tuesday, October 9 Malcolm Reece
(Chief Executive, Nottingham Development Enterprise Ltd)
'The Work of the Nottingham Development Enterprise Ltd: Building a Better City'

Friday, October 12 7.30pm in the Arkwright Lecture Theatre, Shakespeare Street
The Fifth Professor Eric Fearnie (Dean of
Keith Train the Faculty of Arts in the
Memorial Lecture University of Edinburgh)
'An Architectural History of Southwell Minster'
(In association with the Thoroton Society).

Tuesday, November 13 Howard Jackson
(Deputy Director of Planning and Transportation Notts C.C.)
'Strategic Planning in Nottinghamshire'

Tuesday, December 11 Christmas Party
Details later from the Secretary

Tuesday, January 8 Professor J.R.A. Mitchell
'Rivers that Run Uphill'

Society members may be interested to learn of the following publications:

'The Book of Nottingham' by Dr John V. Beckett (University of Nottingham), now available in local bookshops price c.£16.50

'Men of Property' by Geoff Brandwood and Martin Cherry (Subtitled 'The Goddards and Six Generations of Architecture' - in Leicester). This very attractive, well illustrated, large format paperback celebrates the architectural achievements of the Goddard family of Leicester. Copies of the book may be obtained from Geoff Brandwood, 15 The Gardens, East Carlton, Market Harborough, Leicestershire LE16 4UG, price £9.50 plus £1.25 postage. The book is produced and published by the Leicestershire Museums, Arts and Records Service and is a model of its kind. Many of the illustrations, some in colour, are the architects' own realisation drawings. What a pity so many of the drawings of Hine and Pothergill have been lost or destroyed!!