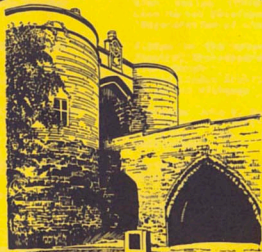


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This Society exists to develop a worthwhile environment in Nottingham. To achieve this it encourages good architecture in all its forms, planning, and the preservation of the desirable aspects of the heritage of the city. The Society likewise will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

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LETTER

**Nottingham
Civic Society**

86

September 1991



Protecting Nottingham's Skyline

60p

INDEX

1. Maurice Barley: An Appreciation
3. Any Scheme Will Do ?
5. The Waiting Game
6. The New Age: Rapid Transit 1901
8. An Old School in Good Condition
10. Priming the Pump
11. Letters to the Editor
13. London Road Low Level Station
14. A Celebration of Watson Fothergill
16. Robbing the Poor to Pay the Rich
18. Recycling in Nottingham
22. Nottingham Castle: A New Future
25. The Civic Trust Education Group
27. Introducing New Members
28. Autumn Programme

MAURICE BARLEY (19 August 1909 - 23 June 1991).

Maurice Barley will be missed by everyone in the Society who was his friend, colleague, had heard him speak or had simply been on one of the many Civic Society outings together. He was always able to share his knowledge and wisdom in a gentle way which was probably developed from his many years in Adult Education.

Maurice was a founder member of the Society and was particularly outraged by the demolition of the Collins Almshouses as were many others who joined him too from the Society. He was its first chairman and in those days we were in almost constant battle with the local authorities - not surprisingly it was the early 60s - a period of rapid change and development.

Maurice gave expert evidence at many enquiries, notably the inner motorway box or Sheriff's Way enquiry as it was called and the Broad Marsh Centre enquiry. As every one knows, we were able to stop the motorways planned through the Park, Arboretum, St Ann's and the Lace Market, but not so many people know that it was Maurice Barley's eloquence and reason which saved Nottingham's only 16th century timber house, then the Severns Restaurant and now the Lace Centre, opposite the Castle Gatehouse.

At the Broad Marsh enquiry I was unconvinced about the logic and validity in moving an historic building to a new site. Maurice explained that this was a common experience in medieval Europe as worked timber was so valuable and it was possible to use the original carpenters' marks to recreate the timber framework and trusses. He also explained how valuable this unique building would be as a sort of living reference book for future students of 'built archaeology'.

Maurice, as we all know, specialised in archaeology above ground ie buildings and particularly buildings of a more humble origin than the palace or cathedral.

That was why he was so active in promoting conservation areas particularly here in Nottingham. The whole city is in his debt for ensuring that most of our major conservation areas were in place before most other cities had caught on to the idea. The idea was to preserve groups of buildings which gave a special character to an area and to ensure that new buildings preserved and enhanced this special quality.

At the Broad Marsh enquiry Maurice was also able to ensure that as far as possible the caves under and around the Drury Hill area would be saved. Drury Hill was lost and one precious part of Nottingham is no more, but the inspectors' report and our success at other enquiries lead directly to the retention of the historic street pattern and again we can thank Maurice for the retention of Bridlesmith Gate and Clumber Street which were at that time planned to be demolished and widened.

Our battles with the local authority and its officers died down by the 70s because we now had a foot in the door and were party to the original Lace Market Report....where we were able, under Maurice's guidance, to persuade the local authority to relinquish their plans for further road widening, eg Barker Gate was planned to join up with a widened Bridlesmith Gate.

Around this time Maurice resigned as chairman and became president, but continued an active role on the committee and was always there to guide and occasionally prod us into action. He was, of course, very fully occupied with his work in the York Archaeological Trust of which he was chairman and in ensuring the creation of the Jorvic Centre together, of course, with many others, but again his leadership was crucial.

His nickname to close associates was 'indefatigable' and so he was in his work on our behalf. Right until his death he was working on the story of the inland Revenue. Indeed I sought Maurice's advice as to what to do - most people thought we could not succeed in stopping such an organisation and therefore, as advised by the Civic Trust, don't fight battles you cannot win.

Maurice said you must fight if only in this case to be able to tell the people of Nottingham we fought it. As it happens we have won the first round but we may have to fight again if the competition fails to produce the right answer to safeguard our historic skyline.

Another project very close to Maurice's heart was the proper survey and historical research into our famous Wollaton Hall. He was sadly missed when he was forced by illness to ask Philip Dixon, his friend and colleague, to take his place when Pamela Marshall presented her work. I would like to think that the Society will enable this work to be completed and a book published and that this work will be dedicated to Maurice Barley by the authors and by the Society.

Bob Cullen

Over 700 friends, colleagues and associates of Tony Mitchell attended the 'Celebration of the Life of Tony Mitchell' held in the Main Hall of the Sports Centre of the University of Nottingham on Saturday, 13th July. A series of brief statements about Tony were interspersed with musical interludes played by a group from the Nottingham Symphony Orchestra. He was indeed a remarkable man.

ANY SCHEME WILL DO?

Not long ago the Evening Post remarked how good it was to see a number of tower cranes on the Nottingham skyline since this was a clear sign of a city moving forward.

I can remember having doubts. One associates tower cranes with the swinging sixties and those endless building sites which lumbered on well into the next decade: and one thinks of the rescue jobs (whether cosmetic or structural) being carried out on those buildings now.

Of course we don't build concrete and glass monsters today. Prince Charles spoke for the nation when he condemned them, and everything these days is more 'human'.

Or is it? We don't build high in Nottingham now, because we respect the city's essentially low skyline, but we build long, as a glance at the building at the bottom of Mansfield Road and Woodborough Road will tell, a respectful but uniform replacement for the individual Victorian houses which were there before.

We all love to hate the Victoria Centre (though its tower blocks look wonderful at sunrise) so we welcome its recent redecoration, only having doubts when we recall Emrys Bryson's comments about emerging into the middle of a neapolitan ice-cream. It is something of a shock to see 'old' photographs of the centre and how dark the walls were: the decoration was intended to come from individual shop displays, just as the front of the Playhouse has so much glass because the people gathered behind it in the bar were intended to contribute to the building's visual effect.

In the eighties we 'knew' that this didn't work, so in we went with our cladding and our imperfectly-understood Post-Modern architecture. New Street station in Birmingham could only benefit from such treatment. I'm not at all sure about it for the Queen Elizabeth Hall on the South Bank.

In Nottingham everything became pretty, from the Broad Marsh Centre with its lifts and its canopies to the curious treatment of the inhuman Mount Street Bus Station, itself buried under monumental but often pleasing office blocks.

So the city was to become human again, and the city council's Local Plan sought to address all human needs. There was much to praise, but some alarm at a notion of retail development which threatened, as one wag described it, to put a hypermarket on every street corner. At one stage there were alleged to be 29 applications for such things, but the only real fruit of that initiative has been the Asda Store at Hyson Green; an attempt to rename that area 'The Green' also died the death.

In the city centre the retail revolution hit a popular store when Pearson's closed in January 1988 to become a vast shopping mall. Lots of things happened there: the Long Row facade had recently been restored and the city was loth to see it mutilated; the whole Long Row part was researched and discovered to date in part from at least 1760 if not before; the entire complex was listed grade II*.

The city addressed itself assiduously to saving the Long Row end, making the developers redesign their work round it. A lone voice from the Thirties Society proclaimed the merits of T.C. Howitt's glass screen wall in the modern part on Parliament Street (amazing how many voices have been heard bemoaning the loss of that glass, voices which were deafeningly silent at the time). 'Post-Modern' schemes appeared for the Parliament Street end, mixing East Anglian boatyards with classical porticos and anything else you fancied; the Victorian, inter- and post-war parts of Pearson's were demolished.

The rest has become a prominent part of Nottingham's history: a large hole in the ground and a historic building about to collapse (a month to the day after the collapse, after an equally bizarre chain of events, of the facade of Lambert's Factory: though at least that has lived to fight another day).

What else? Carrington Station filled in, the surface building only just demolished, losing us a vital route into the city for the LRT. The Broad Marsh Centre waiting to snake its way along Cliff Road and obscure the tourist-luring Lace Hall. The Victoria Centre ready to leap into the 'hole' that has awaited it for 20 years. The Flying Horse disappearing as a pub and being reborn as a shopping arcade in the wrong place to attract customers (so how would Pearson's have fared?). The Old Corner Pin, long time rebuilding. Grand designs for Clumber Street (the part where the Peppermill is) in the Post-Modern monumental style, and for Albert Street and Listergate (the old Wakefield's shop) an expanse of unbroken roof with feature glass 'tower' at the corner and 'Victorian' windows, all along: respectful but lacking the life of the existing building with its interesting roofline and two eye-catching gables. The monumental Bulwell Viaduct, all 23 arches of it, went supposedly for a retail park.

All around, land has to be seen 'doing' something. Grand designs for the Wilford Power Station and Babbington Colliery sites regularly excite our councillors, and there seems to be strong control over what will be permitted. But piecemeal developments here and there also desperately need to be controlled: especially in a recession. Or how many more holes in the ground will the nineties bring us?

Ian Wells

Members will have noted, no doubt, that part of the Old Corner Pin site in Clumber Street has long displayed one of the most pointless examples of 'facadism'. A very ordinary terra cotta front has been supported by hi-tech scaffolding whilst a new office block has slowly been rising behind it. Editor

Members will be pleased to know that Bill Spick's Book of Arnold sold out very quickly. If you were unlucky or just forgot to purchase a copy there is a very good chance of a reprint. Now Bill has another book due out soon. This will be 'Arnold and Bestwood in Old Photographs'. The price of this book, which will contain over 280 illustrations, will most likely be £7.95. It should be available by September.

I would personally like to congratulate Bill for he has achieved a life time ambition of getting his long nurtured love of Arnold into print. Now he is sharing his extensive collection of postcards with us.

Ken Brand

THE WAITING GAME

Recently the Secretary of State for the Environment was tabled a question by Peter Viggers the MP for Gosport, Hants, calling for planning guide-lines on the size and layout of women's lavatories in public buildings. Mr Viggers was spurred into action after seeing a long queue outside the ladies lavatory during the interval of a performance at the London Coliseum. This was apparently but one instance of many such inconveniences noted by him.

According to a report in "The Independent on Sunday" (24.3.91) the Department of the Environment in a written reply to Mr Viggers indicated that it was not possible to issue guide-lines in this area. A spokesperson was quoted as adding:

"The problem is that there is no single item of legislation that deals with lavatory facilities. It might be dealt with under the Sex Discrimination Act but only if the facilities are inferior."

Perhaps this is another campaign that the grassroots can take on! Rather than mutter about the insensitivity of the male dominated world of architects and planners should we not ensure that local authorities as well as national professional bodies are bombarded with requests that really adequate facilities are a pre-requisite of planning approval?

It is surprising that so many men who have spent many a long time waiting for their partners have remained so quiet. It is strange how some irritations of life become accepted as the norm. This particular campaign, if such it can be called, may not seem to be of great importance but now that Mr Viggers has bothered to bring it to the government's attention surely he deserves our support.

Ken Brand

[NB: Women will already know about this problem in Nottingham. Men who are still sceptical that such a problem exists should cast their eyes around the next time they visit a live performance at some of Nottingham's popular venues.]

This silhouette of Nottingham from the south with its punchy campaign cry is featured on the Society's new membership form.



THE NEW AGE - RAPID TRANSIT 1901.

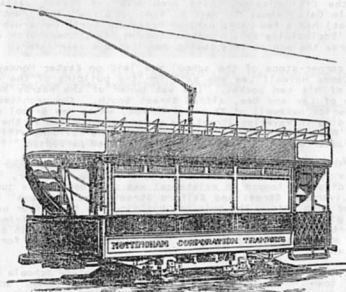
On January 1 1901, the Nottingham Corporation tramways started their new Rapid Transit service using electric tramcars supplied by the Dick, Kerr Company of Preston. Preliminary deliberations involved the newly formed Tramways Committee in visits to Bristol, Dover and Edinburgh, and the City Engineer and Electrical Engineer travelled to New York and Boston. Powers were given under the Nottingham Improvement Act of 1899, to replace horses with mechanical traction. A cost of £425,000 was estimated to be needed to establish a system of some eight routes. The account that follows is how the Nottingham Evening News anticipated the service.

To-day will witness the inauguration of the electric tramways in the city for the public service. The section to be opened is the Mansfield-road route, which, as is well known, has been extended to Sherwood, where a new depot has been built. The work of preparing and laying the new permanent way began in the early part of last year, and this portion of the work was completed in October. The contractors who were responsible for the supply of the electrical equipment for the cars, however, were unable to complete their undertaking in the time specified, and the hope entertained at one time that the new system would be in operation by Goose Fair was, therefore, not realised. A little informal ceremony yesterday indicated that everything was in readiness for commencing the public service of electric cars this morning. The members of the Tramways Committee, together with several other members of the Corporation, were conveyed in two cars from the Market-place to Sherwood, where they inspected the new depot and returned. There were also present the City Engineer (Mr A. Brown), the Electrical Engineer (Mr Talbot), the Tramways Manager (Mr J. Aldworth), the Chief Constable (Mr P.S. Clay), and the Deputy Town Clerk (Mr J.H. Richards). During the afternoon a number of cars were run the full length of the route, in order to accustom the drivers and conductors more thoroughly to their new duties. Perhaps it may be remarked here parenthetically that the drivers and conductors of the old cars have been training for the work, and will to-day take over the charge of the electric cars. This preparation has gone on simultaneously with the working of the old system, which has not been interrupted in the meantime, and naturally has entailed no little anxiety and considerable demands upon the resources of the management. Commencing to-day the service of cars will be more frequent and also extend over a longer period of the day. The first car will start from Sherwood at a quarter-past seven in the morning, and the last car will leave the Market-place at a quarter-past eleven at night. Instead of one car every seven minutes, in future the service will be every five minutes, and the half-dozen cars previously drawn by horses now give place to nine electric cars, which provide about double the accommodation of the old cars. Some of the latter seated 23 passengers and others 34; each of the new cars will accommodate 56 passengers. The fares, as the public have already been made aware, have also undergone rearrangement in favour of the public. It will now be possible to

travel from the Market-place to the Gregory Boulevard, or from Forest-road to Sherwood, for a penny and the whole of the journey to Sherwood for twopence. The running of the trial cars yesterday was witnessed by large crowds of people, who evinced a curious interest in the proceedings.

On November 17 1900, a trial run involved a tram carrying a load of three tons of sand to simulate a full complement of passengers. The Sherwood route was approved by a Board of Trade Inspector on December 16 1900.

The last Horse Tramcar Service was along forest Road on April 30 1902.



The latest thing in local transport 1901. The advertising and route boards had yet to be added.

BROMLEY HOUSE 1752-1991

A collection of four essays celebrating the 175th Anniversary of the foundation of Nottingham Subscription Library 1816-1991, has just been published. The editors are Rosalys T. Coope and Jane Y. Corbett and the contributors are Peter Hoare, Librarian of the University of Nottingham; Stephen Masticos, Keeper of the Harborough Museum; Neville Hoskins, Local Historian and a Director of Bromley House; and Pauline F. Heathcote, Past President of the Nottingham and Notts Photographic Society and currently their Archivist.

Copies may be obtained from:

Nottingham Subscription Library
Bromley House, Angel Row
Nottingham NG1 6HL

Price £6.00 paperback, postage and packing £1.00 extra.

AN OLD SCHOOL IN GOOD CONDITION

An interesting building in Carlton Road has recently come up for sale. It stands at the corner of St Luke's Street and, despite considerable alterations to the ground floor, invites attention by its attractive timbered gables and minimally Gothic upper windows. Also noteworthy is the roof, with iron cresting along the ridge, and quite beautifully decorative slates. Although it is almost a century since it served its original function, the building was erected as St Luke's Parochial School.

St Luke's Church stood a few yards away, on a site now occupied by the City Mission. Its architect was Robert Jalland of Castle Gate, whose St Mark's, Windsor Street (now Huntingdon Street) had a few years earlier received a critical drubbing in the 'Ecclesiologist'. Consecrated in 1863, the church closed towards the end of 1924, being demolished a year later.

The corner-stone of the school was laid on Easter Monday 1864 by James Holwell Lee who paid for the building of the school out of his own pocket. Lee was owner of the nearby hosiery firm of Lee and Gee, Alfred Street South. The architect was Frederick Bakewell of Thurland Street, whose new School of Art building in Waverley Street was under construction at the time. The 'Nottingham Journal' reported that "the building will be in character with the church, and the intended parsonage."

At first, boys occupied a large room on the ground floor, with girls and infants upstairs. Before long, however, a new building (no longer in existence) was provided at the junction of Liverpool Street and Salford Street, and the boys' school moved into this. The original building was thereafter used as the girls' and infants' school. This, although receiving good reports from the inspectors, eventually had to be taken over by the Nottingham School Board whose annual report for 1895 stated:

"We are sorry that two of the old Voluntary Schools of the town - St Luke's School, with 450 children, and the Arkwright Street Wesleyan School, with 644 - have under the severe pressure of the present time, found it impossible to maintain themselves upon the old footing..."

The inspectors' comments continued, on the whole, to be favourable, though concern was voiced over the difficulty experienced by this small school in coping with a larger number of pupils than it had been designed for. Another serious problem was the absence of any sort of playground, and on new Board School buildings becoming available in the district, St Luke's School closed down at the turn of the century.

Since closure, the building has seen a variety of uses, including a lengthy period as P.D.S.A. premises. In recent years it has been the home of the Tennant Rubber Company. A new occupant has just moved in, but, as already remarked, the building is still up for sale. Though by no means a great building, the old school adds character to this stretch of



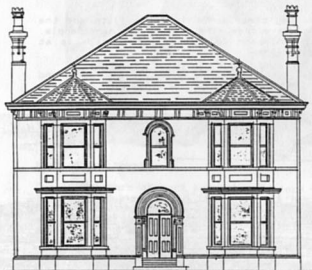
Carlton Road, and it is to be hoped that its long-term future will be secure under sympathetic ownership.

Stephen Best

[A longer account of St Luke's Church and School may be found in *Sneinton Magazine* No. 19, Winter 1985-86. Editor]

✱ Since writing this piece, to my delight I have discovered the former 'Tennants' appear to be staying in the old school.

James Shipstone and Sons (Addendum)



In 1882 James Shipstone senior moved from his old home on Radford Road into this new villa on Pelham Road designed by the architect T. Wright. (See Newsletter 84 January 1991 p.12)

PRIMING THE PUMP

On Tuesday, 14 March 1989, Dr Alice Coleman spoke to the Society on 'The Great Housing Disaster'. She had been in the news on several occasions during the previous two years or so after the publication of her book 'Utopia on Trial - Vision and Reality in Planned Housing'. A stimulating lecture was followed by a very lively question and answer session.

Perhaps as a result of certain members of the audience carrying her thoughts and ideas to higher places, Dr Coleman has been back to Nottingham several times and has been 'engaged' as a high rise housing consultant.

The Kingsthorpe Close Estate, St Ann's, she condemned as being one of the worst designs she had ever seen. Her recommendations offered in an attempt to create a civilized environment included:

- Severing all overhead walkways
- Partitioning seven blocks into small units
- Giving ground floor flats their own entrances with front gardens where possible
- Walling-up of under stair or behind stair spaces
- Cut down the number of access points
- Elimination of dark passages and hidden entrances
- Improvement of lighting conditions

In other areas of the country Professor Coleman's proposals have achieved up to a 55% reduction in criminal incidents. Now Standen Construction have been given the task of bringing these common sense recommendations into fruition. Work should have started by now and the completion time planned is 18 months. Of the total cost of £6,849,000 the government is giving £4,875,000. This cost does include the provision of an extra 25 new homes.

There have been some tragic accidents in these flats and the criminal and the vandal have made life hellish for many people. We can but hope that Professor Coleman's success rate is at least maintained in Nottingham

K. Brand

(Acknowledgement to the Evening Post for the idea and some information).

A SOUTH PROSPECT OF THE TOWN OF NOTTINGHAM



Thomas Sandby
1751

LETTERS TO THE EDITOR

Dear Mr Brand

My nomination for the
Minus Mark of the Month

A recent addition to Barker Gate corner, opposite the Bowling Hall, is a fine example of brickwork, neat fenestration, (traditional sash windows to boot), and a cheerful without being garish, colour scheme.

The whole effect is pleasing...except for what should be the crowning glory...On both elevations the tawdry plastic (?) pediments are a complete let-down. Perhaps they are temporary until something more worthy is completed...but several months have passed since the Contractor left site, so it would seem that these twin aberrations will remain.

And I remain (wincing),
Sincerely
Gilbert Clarke
Editor, Sneinton Magazine

[Could this be the first of many Minus Marks of the Month(s)? On this particular building I have often wondered why the central windows are so deeply recessed.]



Mark of the Month.

Due to pressure of work and other factors - trying to wear too many hats - I am afraid I am a little behind with the Mark of the Month programme. The resulting backlog is now being cleared and all should be well very soon.

Awards will be given for the refurbishment of the original Haydn Road Board School and the improvement of paving etc on Nuthall Road-Bar Lane and Plains Road-Westdale Lane (on completion). Several shop/restaurant improvement schemes on Mansfield Road are under consideration. Members are always welcome to phone and pass on details of potential award winners. This is a Society award.

Ken Brand

in Newsletter 62 (September 1983) Hugh Goldring of the City Planning Office wrote about the Low Level Station, London Road. He wrote of its history and of its future through a restoration project. Two issues later Dave Ablitt, then joint editor of the Sneinton Magazine, kindly allowed me to reproduce an article he had written under the optimistic title 'London Road Station: A New Future'. Now over seven years later Stephen Best has delivered a personal outburst on the present state of the station. Once again I am indebted to our Sneinton friends for permission to reproduce this stinging attack.

Ken Brand (Editor)

[Stephen's article appears in the Summer 1991 issue of the Sneinton Magazine. Price £1.00, it is available from newsagents in Sneinton and some City Centre bookshops]

LONDON ROAD LOW LEVEL STATION - A Personal Outburst

IT IS ALMOST A DECADE since a short history of London Road Low Level Station appeared in Sneinton Magazine. In the years that followed, much happened. Dave Ablitt's suggestion that the station would be an ideal location for an industrial museum became widely accepted and supported. Local and central government, together with British Rail, put up a very substantial sum for the partial restoration of the station, and Family First, then a local Community Programme Agency, carried out a loving, and highly acclaimed, restoration of the station building (excluding the train shed) under the supervision of the consulting architects, William Saunders and Partners.

This ought to be a triumphal story. Instead, what has happened? The building is on its way to becoming a wreck. With no B.R. presence, day or night, vandalism and theft have wrought havoc. The booking hall/refreshment room, perhaps the centrepiece of the restoration, is in a sad mess, with every pane of glass smashed, and with graffiti adding a mocking footnote to the plaque which records the repair.

Worse than this, perhaps, lead has been stripped from the roofs, and the sky is visible through gaping holes in which new, or newly treated, roof timbers must be rotting. One cannot believe that those responsible for the structure are unaware of their present plight, and there appears to be a lack of will to make the place secure. It is hard to escape the conclusion that, in some quarters, the total dereliction of Low Level Station, and the consequent necessity for its demolition, would be regarded as less than a total tragedy.

And what of the people who did the work on the station? They would be forgiven for coming to the conclusion that those in authority held their efforts in contempt. One person who was deeply involved in the restoration has, in private, expressed deep sadness and anger over the fact that such fine work is being allowed to come to nothing. If something is not done before the winter, the station building, as well as the train shed, may be in a parlous condition. Considering the amount of money that was spent (and well spent) on architects' fees, building workers' wages, and materials, this state of affairs is a scandal.

Stephen Best

LONDON ROAD LOW LEVEL STATION (Footnote).

About 1984 a four page newspaper 'Sneinton Spotlight' was published by the Nottingham City Planning Department. On page 4 was a bold headline 'High Hopes for Low Level Station', the last paragraph of the article beneath the headline closed with these words:

"...and when the works are finished later in the year, it is hoped that London Road Station will be an example to be proud of."

NOTTINGHAM - A CENTENARY HISTORY OF THE CITY

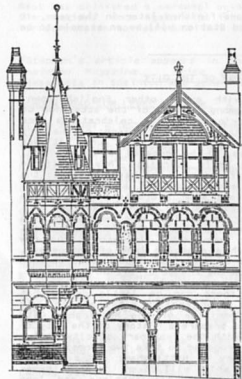
In June 1897, in common with every other English town, Nottingham celebrated the Diamond Jubilee of the accession of Queen Victoria. Despite pouring rain, the celebrations were long and noisy, and for this there was good reason; on the very day of the celebrations in the town, 22nd June, it was announced that the town was to be created a city which, according to the Nottingham Daily Guardian, "has occasioned locally the most lively satisfaction". The mayor reported the matter to the council at its meeting on 19th July, when it was agreed to commemorate the event with a bronze plaque on the Guildhall, and a diamond pendant for the mayor to wear as part of his ceremonial regalia bearing the City arms surmounted by a portrait of the Queen. The local paper thought the council discussion on this occasion was rather lukewarm; "the new honour has been received with a singular lack of enthusiasm. Even the deputy mayor seemed to have his doubts as to whether any benefits would follow from the change of title."

Nearly a hundred years on there can be little doubt that Nottingham has grown into a major English city, and in July 1990 the Leisure Services Committee of the Nottingham City Council approved a proposal to prepare a history of the City to be published in conjunction with the centenary of city status in 1997. The publication is proposed to take two forms: first, a substantial scholarly history of Nottingham; and second, a pictorial history of the town which will cover the same themes but through a series of pictures, illustrations and long captions, and have a wide appeal among Nottingham people, Nottingham exiles, visitors, and other people interested in Nottingham.

To set the project in motion, it has been agreed to establish two boards. First, there is to be an advisory board consisting of representatives of the City and County Councils, and a number of local bodies with an interest in the history of the town, including the Civic Society, the Friends of Nottingham Museums, the University and the Polytechnic, the Chamber of Commerce and the Trades Council. This committee is to have responsibility for the public profile of the book. Second, an editorial board has been established under an editor-in-chief, Professor John Beckett of the University of Nottingham. Professor Beckett has formed a team of five section editors to oversee the writing and preparation of the book.

A CELEBRATION OF
WATSON FOTHERGILL

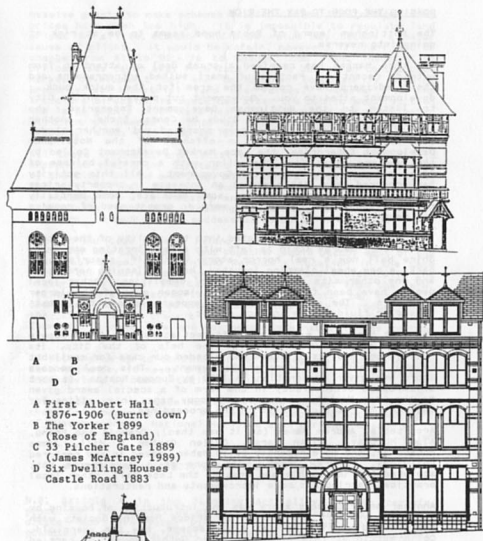
The 150th Anniversary
of his birth
(1841-1991)



Own Office 1895
15 George Street

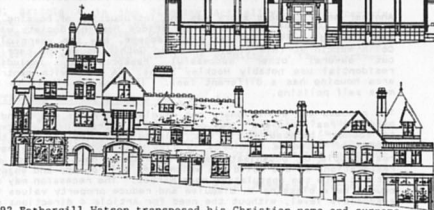


Shop/Queen's Chambers
Long Row-King Street 1897



A B
C
D

- A First Albert Hall
1876-1906 (Burnt down)
B The Yorker 1899
(Rose of England)
C 33 Pilcher Gate 1889
(James McCartney 1889)
D Six Dwelling Houses
Castle Road 1883



In 1892 Fothergill Watson transposed his Christian name and surname.

*Fothergill Watson - Architect
Clinton A. McInnes*

Watson Fothergill Architect
George Street Nottingham

ROBBING THE POOR TO PAY THE RICH

The Nottingham legend of Robin Hood seems to be at risk of going into reverse.

The Lace Market has received a great deal of attention from outside recently. Parties of smart suited entrepreneurs and their advisers have combed the area for the quick buck - development sites to you. Government put pressure on the City to listen to the Nottingham Development Enterprise, who commissioned the Lace Market Study by Conran Roche. Another set of outside consultants have prepared yet another study, commissioned this time by an offshoot of the Nottingham Development Enterprise, the Lace Market Development Co led by the new and eager Vice Chancellor with a careful balance of local entrepreneurs and Local Government. All this activity has produced very little except an increase in property prices and a lot of empty buildings, some complete, some partially restored and most just as they were in urgent need of repairs and reuse.

The hype in rents has evaporated into the reality of the latest recession. George Atkin is left with a deteriorating and empty Shire Hall now a real horror story in itself, a surface car park, a new wheel clamping industry, half a planning permission and one other site in the process of demolition. Other local people have been frustrated by the larger guns of the larger operators. The current situation appears to say the least, poised or fluid but is in fact static.

The last ten years was a very different story with local people getting on with the job with the help of the City, its politicians and its officers who pleaded our case for small but helpful grants from Central Government. This real success story was given recognition in 1983 by Europa Nostra (a sort of European Civic Trust) in the form of a special award given to the Lace Market as an area. A copy hangs in my office for the part my Practice played in the proceedings.

Architects, Andrew James (as it was then), Crampin and Pring, Alan Mulchay, Julian Marsh, Cullen Carter & Hill, James McCartney, and more recently Colin Maber, moved in and restored buildings. Andrew James, with more of a developer's hat, achieved the impossible and created the Lace Hall, other local practices carried out more improvements and restorations.

Another major success story was the introduction of housing by the City and part implemented by Bridge Housing Society with their award winning Halifax Place scheme, now ten years old. Colin Watkin at this time, recreated Gothic House and carried out several other successful restorations, including residential use notably Hockley Lanes. A city with central area housing has a different feel. It also is likely to be more self policing.

The process was evolutionary not revolutionary, it was soundly based on real need and local demand. The current hype deserves to founder because it is not helping local people and the number of absentee landlords is likely to increase. We need real people or organisations to commission new buildings or restorations of old buildings which they will occupy and enjoy, not put onto the speculative open market. The recession may of course be a blessing in disguise and reduce property values to a sensible level, without the need for Article 4 directions or

massive grants to make schemes feasible where land and building prices have been too high. It is impossible to regulate land prices in a free economy and hope value may become a major cause of blight. It would be unfair, however, if the right to change from B1 to B2, ie to change from light industry to offices, was taken away from local people but given to the Lace Market Development Co, who could then compulsorily acquire property at industrial land use values. However, if the Article 4 direction is sustained after the public enquiry, then the large grants which have had to be given and are anticipated will not be needed to prop up high property values because property values will drop at least for some time.

All these arguments are tentative and circular. What should happen is that clear strategic planning policies administered by the City, should encourage mixed central area uses including industry, offices, housing, some specialised shopping centred on Hockley, service industry and hi-tec gradually taking over warehousing and bulk trading with its attendant access problems, ie back to the successful formulae of the past.

English Heritage or the Inland Revenue could provide a major boost for the Lace Market and together could occupy most of the empty buildings. The Inland Revenue's location in the Lace Market could save time, Government money and incidentally the Historic Skyline of the Castle and the prospect from the Park. It would help to reduce the impact of the motor car on Castle Boulevard and reinforce the case for the early introduction of the light rapid transit system, the City's preferred way forward, to make life and business sustainable in the central area.

If Nottingham is to continue to be the regional capital of the East Midlands, it needs a thriving bustling centre free of cars and serviced by buses, trains and LRT.

The success of the Lace Market in these terms, offers its best chance of conservation. We cannot go backward into some sort of museum economy, National Heritage area perhaps, museum no.

Robert Cullen
June 1991

This article was initially submitted to *The Chronicle*.

N.B. Article 4 in the Planning Act allows within certain provisos the conversion of premises from industrial use into offices and vice versa without the requirement of formal planning permission. Local authorities may impose additional constraints which would have to be submitted to the Department of the Environment for approval.

NOTTINGHAM CASTLE: A Place Full Royal

This is a limited edition and will not be reprinted, but there are now only about 50 copies left. Members who want to purchase extra copies at the privilege price of £6-50 must order through me. The book is not available at this price from the Gatehouse Shop or any other outlet. If posted there will be £1-50 extra to pay.

Cliff Deane (Membership Secretary)

RECYCLING IN NOTTINGHAM

This report details the areas of work undertaken by the Recycling Officer since his appointment, and major trends are identified. Areas of work that need further development are highlighted.

The City's Green Charter specifically identified the need to appoint a Recycling Officer to develop recycling in Nottingham. Interviews were completed in October 1990, and the appointment began in late November 1990. Immediate supervision and line management is provided by the City Engineer and Surveyor's Cleansing Client Principal Assistant.

Recycling in Britain is in a period of rapid expansion. This has been particularly fuelled by the target set by the Government in the Environmental Protection Act 1990, whereby 25% of domestic waste is to be recycled by the year 2000. Currently the national recycling rate is only 2%; this figure is reflected in Nottingham's recycling rate. So over a period of only nine years, recycling of domestic waste needs to expand 12-fold! This is a very high target indeed.

Part of Britain's expansion in recycling includes a number of experimental pilot schemes in 'kerbside sorting', whereby domestic waste is sorted at source to extract the major reclaimable materials - paper, cardboard, metals, plastics, organics, textiles, etc. Such schemes exist in Leeds, Sheffield, Milton Keynes, etc and a new one starts soon in Leicester. These are very much at the prototype stage, and no single model has emerged as the best. The schemes are expensive, and will always cost more than straightforward collect for landfill or incineration.

Europe and North America, however, are greatly more advanced than Britain in recycling, and many of their cities have had sophisticated and successful kerbside recycling schemes for years. Karlsruhe, Nottingham's twin city, is one example in this respect. So it is clear that Britain has a lot of catching up to do. It is also worth noting that Europe and North America find that recycling schemes cost more than landfill or incineration, by a factor of between 40% to 60% more. This additional cost is borne by the municipal authorities, based on a firm policy commitment to avoid environmentally damaging 'easy' options.

One crucial factor in developing recycling is that it must not be 'waste-driven' but 'market-led'. That is, a scheme will only succeed if a good end-use market has been established which is, ideally, not going to fluctuate in tonnage capacity, nor in price levels. This consideration has to be central in all projects. It is no good collecting materials for recycling without first being certain that they can be passed on to a merchant or mill. So the needs of the merchant or mill do, to a large extent, determine whether a particular project can go ahead, and how it should be designed and organised.

Specific work undertaken so far in Nottingham can be summarised:

(i) Bank Sites Development: To date 19 potential new sites are being investigated for glass banks which may be extended to include can banks. So far two sites have received can banks, and two more have received bottle banks. Many more are in the pipeline. A Glass Recycling Development Plan has been drafted, suggesting an expansion from 12 sites in 1990 to 50 sites by 1993/1994.

(ii) Library and Information Centre: Extensive enquiries have been made to set up and develop a thorough set of information and resource materials on all the main subjects and themes in recycling. Much of this work has led to making personal contacts useful in other projects.

(iii) Monitoring of Developments Outside Nottingham: The experimental schemes in recycling, particularly kerbside schemes, have been researched, and evaluated. It continues to be of value to watch closely as other authorities try something new, which provides inspiration to attempt bigger and better things here; it also helps when Nottingham can learn from others' mistakes.

(iv) Networking: Links have been made with other local authority Recycling Officers throughout Nottinghamshire. This has been of great benefit, ie in developing common approaches to difficult recycling projects requiring inter-authority co-operation. It has also provided useful discussions on the development of waste disposal recycling credits (payable by the County Council, once the relevant sections in the Environmental Protection Act 1990 are enforced in April 1991). Links have also been made with the Nottingham District Health Authority.

Links have been made nationally through a specific network organisation (LARAC). This has proved invaluable for training, information exchange, resource materials, and direct access to Department of the Environment civil servants.

(v) Community Sector: Strong links have been forged with a wide range of community groups, charities, environmental groups, churches, ethnic minority centres, and Community Centre Associations. An active role was played in the recent Community Centres and the Environmental Conference (on 18th May 1991), which aimed to assist Community Associations to develop environmentally friendly activities, recycling being one of them. Regular exchanges of information and ideas have become the norm, with fruitful results.

(vi) Private Sector Recycling Industries: Strong links have been developed with local, regional and national industries, particularly in connection with glass, cans, paper and plastic. Negotiations to set up end-use markets for recyclable materials are going on continually.

- (vii) **Private Sector 'In-House' Green Groups:** A number of large local firms have launched their own 'in-house' environmental pressure groups, which have led the way in recycling and other environmentally friendly activities. Support and assistance have been given to these groups on a regular basis.
- (viii) **Publicity:** A new recycling display has been produced, and exhibited throughout Environment Week, Car Free Day, and at the Community Centres and the Environment Conference (for which the promotional leaflet was also designed and produced).
- (ix) **Media:** The appointment of the Recycling Officer has attracted considerable media interest, mostly via Update, Nottingham Arrow, Nottingham Evening Post, other local newspapers, and radio. National media have also covered recycling events in Nottingham. This media interest is continuing steadily, and has provided opportunities to promote a positive and progressive image of Nottingham's development of, and commitment to, recycling.
- (x) **Training:** Full advantage has been taken of various opportunities to participate in training events in Nottingham and elsewhere. As a result, a rapid appraisal of the main themes and issues in recycling has been possible in a short period.
- (xi) **Supplementary Credit Approvals:** A range of bids was made to get extra 'permission to borrow' to develop recycling schemes. The result is that the Department of the Environment is offering £148,500 in SCA's. This is an exciting development; it is discussed fully in a separate report.
- (xii) **Environment Protection Topic Group:** From its inception this Topic Group has been attended, and various reports produced and passed from there to Environment Committee, such as the Glass Recycling Development Plan. It is anticipated that as soon as the Sub-groups are created a great deal of recycling work will be channelled through them.
- (xiii) **Green Charter Working Party:** Attended this since its inception.
- (xiv) **European Links:** Correspondence is continuing with various European recycling project/networks, in particular the recycling operations in Karlsruhe, Germany.
- (xv) **Office Paper Recycling:** Close support has been given to Nottingham Friends of the Earth who have launched their Waste Nott. Office Round, which is specifically aimed at smaller premises and producers of paper waste. Negotiations are continuing with paper merchants regarding setting up larger scale collections.

Exchange Buildings and the Council House will shortly have a scheme to recycle office paper. Other City Council premises will then be developed subsequently.

- (xvi) **Fund Raising:** Assistance has been given to a number of struggling environmental community groups in the form of advice and help in seeking external funding (from charitable trust, etc.).
- (xvii) **Market Research:** Early stages of developing a market research programme are being completed, in order to discover more precisely what the 'customers' think about recycling, and what would make it more attractive and well supported.
- (xviii) **Purchasing:** Assistance has been given regarding our own purchasing policy, to promote the use of recycled products (which is worth doing anyway, but also promotes the growth of markets for recycled products).
- (xix) **Schools:** Talks have been given regularly to junior schools, with good results and feedback. This is an area likely to grow, in view of the National Curriculum specifically highlighting recycling.
- (xx) **Further and Higher Education:** Good links continue to be made with F E and H E Colleges in and around Nottingham, Nottingham Polytechnic, and the University of Nottingham. This includes assisting them as institutions to recycle their own waste. It also includes negotiations towards setting up cost-free student projects and placements directly relating to recycling and other related areas of activity/interest. This is being done in partnership with the Training and Equality team. Support has also been given to project work being done by individual students.
- (xxi) **Sponsorship:** Some interest has been shown by companies seeking to develop sponsorship with recycling. To date this has not been fully explored.

This report is clearly supportive of the City Council's commitment to develop recycling. In the Green Charter the Council clearly announced it will:-

- Appoint a recycling officer (✓);
- Explore ways of extending the range and amount of materials recycled;
- Increase the number of recycling points;
- Join with other agencies in promoting recycling;
- Recycle as much of its own material as possible;
- Reduce paper consumption and increase the amount of recycled material used.

B E King-Fisher
Acting City Engineer & Surveyor
David Russell
Recycling Officer

This report is substantially that presented to the City Council earlier this summer. I wish to thank the officers mentioned above for permission to reproduce the report.

Ken Brand

NOTTINGHAM CASTLE: A NEW FUTURE (1)

In November 1990 Nottingham City Council passed its latest motion reaffirming its desire

"to do everything possible to make the Castle a prime visitor attraction in a way that benefits what was for five hundred years the principal Royal Fortress in the Midlands."

Acting upon the Council's decision your Society commissioned David Shaw Associates, Landscape Architects, to prepare a report, a discussion document, which will present Nottingham with a series of realistic proposals to interpret this dramatic site. The early history of the Castle and its site is, thanks to the Society, well recorded*. In this first part of the appraisal of the Castle and its grounds the account starts with the building of the Renaissance Palace by the first Duke of Newcastle, examines Victorian improvement and ends with a current tourist audit. The second part will reveal the proposals for change and suggest a planned sequence of actions to implement them.

The end of the Civil War brought about the end of the old Royal Castle. In 1651, by order of Parliament, the Castle was rendered indefensible, its Towers were blown up or substantially demolished leaving one of the most important examples of Medieval architecture in ruins. Most of these were finally cleared in 1674 by William Cavendish, the first Duke of Newcastle, who having bought the site proceeded to erect his Ducal Palace which still dominates the Castle Rock to this day.

The Duke also adapted the remaining site of the Castle. The Outer Gatehouse was restored and converted into a Lodge. The bridges over the moat were left providing access for the Duke's new Palace. However, the outer moat was filled to the north of the Gatehouse to provide the Duke's carriages with sufficient room to negotiate the gates.

The new driveway from these gates carved its way through the defensive bank of the Middle Bailey severing the North East Tower and curtain wall from the rest of this Bailey. A further drive accessed the ditch that separated the Middle and Upper Baileys to form a sunken, service yard with its ornate tunnel entrance.

The earthworks required for these drives together with the new pedestrian route up the bank to the Middle Bailey resulted in the destruction of the moat between the medieval bridge (The Middle Bridge) and the North East Tower.

In 1832 the then deserted Ducal Palace, was attacked by reform rioters and set ablaze. Thereafter it remained a gutted shell for nearly 50 years until the Corporation bought the building and converted it into one of the Country's first museums of fine art.

* Nottingham Castle: A Place Full Royal (Chris Drage). Transactions of the Thoroton Society xciii 1989

Landscaping of the Castle grounds after 1878, including the planting of shrubs and trees together with the erection of cast iron railings and turnstiles, the bandstand, memorials and monuments, served to transform them into a typical Victoria Park. The Castle walls of the Outer Bailey were very badly restored in 1909. New walks were introduced from the Upper Bailey into the moat south of the Middle Bridge to take advantage of the sycamore clothed valley to which the moat had naturally regenerated.

The steep bank of the moat created by the cutting of the tunnel access lent itself to the construction of a rockery and pool. Generally the park became the home of other historical artifacts such as a reconstructed section of Town Wall (next to the bridge) and a Georgian doorway (built into the tunnel entrance retaining wall). Even a piece of modern sculpture is to be found next to the flight of steps leading from the Middle Bailey to the eastern facade of the Ducal Palace.

The parkland trend continues today through the care and attention devoted by the City Council on the creation and maintenance of areas of bedding plants and the planting of ornamental trees.

Today, demands of the motor vehicle have also taken their toll as parked cars are to be found near the western entrance to the museum and of course in the sunken service yard with almost all paths and drives being surfaced in the ubiquitous black tarmacadam.

A walk exists around the walls of the Outer Bailey but pedestrians are deliberately restricted from approaching the wall edge around both the Middle and Upper Baileys.

Although advantage is taken of distant views from the highest point of the Castle, the drama of the Castle's awe inspiring location is diluted as views down the rock are restricted by railings.

The end result is that the Castle grounds are seen by visitors as an inward looking Victorian Park which bears little relationship to its impressive and intriguing history. The Palace itself, unfortunately referred to as the Castle Museum, bears no relationship to a medieval stronghold and comes as a great disappointment to the majority of visitors.

Tourists are invariably surprised to find their expectations of medieval Castle dashed and even more surprised to find that what does remain has been by-passed en route to the museum or has to be searched for along an expansive tarmacadam drive.

Attempts have been made to encourage an understanding of the Castle's history by the introduction of plans at various points around the grounds together with the pattern of the original wall outlined in granite setts in the lawn of the Middle Bailey.

Unfortunately this pattern is difficult to perceive and is discouraging in that it only leads to the beech hedge and

weather station on top of the driveway retaining wall. The North East Tower, to which this feature was once connected, is not visible and even if the wall outline is followed the connection is lost at the driveway. A circuitous route would have to be followed along the hedge and down the drive to reach the North East Tower.

The remains of Richard's Tower have passed into private ownership and are unfortunately invisible from both the Castle grounds and from Lenton Road.

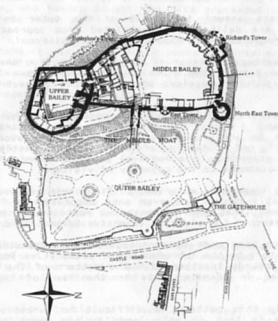
Even signposting ignores the existence of the medieval remains as visitors are directed to the Castle Museum by way of the path up the Middle Bailey bank.

Several features located in the Castle grounds have taken on a dominance which visually overpower elements of the medieval Castle. The statue of Albert Ball acts as a dominating focal point diverting attention from the Middle Bridge which is itself visually overpowered by the stonework of the tunnel entrance, the Georgian doorway and stone retaining wall.

The monument to those who fell in the Afghan Wars is set on raised ground and visually dominates the remains of the North East tower.

(To be continued)

Based on material prepared by
David Shaw Associates



The plan of the Medieval Castle superimposed on the plan of the present 'Castle' and its grounds.

THE CIVIC TRUST EDUCATION GROUP

The Civic Trust works to improve the urban environment where most of us live and work. Its achievements include the concept of conservation areas, laws to protect historic buildings and keep them in repair, the designation of green belts around cities, regeneration of run down towns, the annual Civic Trust Awards to raise design standards of new buildings - and national Environment Week every year in May when people all over the country are actively involved in improving and celebrating their neighbourhoods as places to live.

A thousand local amenity societies are affiliated to the Civic Trust concerned about the future of their cities, towns and villages all over Britain; their total membership is over 300,000 people. Many societies work closely with their local schools and colleges; the Trust is pleased to encourage this interaction.

Education has always been of major importance to the Trust. The Civic Trust Education Group aims to encourage everyone - children, adults and families - to learn about their environment, to care, and to act to improve it.

The Group promotes environmental education, particularly the use of local places, right across the curriculum, from art to zoology, at all levels, through conferences, publications and events. The National Curriculum

"aims to develop the potential of all pupils and to equip them for the responsibilities of citizenship and for the challenges in tomorrow's world".

This, in the Trust's view, includes responsibility for the environment. Better understanding of urban as well as rural issues including development, conservation and good planning and design, will lead to higher quality environments in the future. Appreciation of the sense of place brings an understanding of the unique qualities of each environment which should be respected so that even where there is change, our towns do not all end up looking the same. Care of the best features of the past, good new development and more effective participation in the planning process, especially by communities and young people, are the keynotes of the Trust's work.

Conferences and exhibitions of children's work are regularly held in co-operation with local education and planning authorities to bring together teachers and others involved in shaping the built environment, in lively exchanges of good practice and skills. Project Officers in our Regeneration Unit involve local schools and colleges in the process of regeneration.

Through membership of the Council for Environmental Education, the National Association of Urban Studies and other organisations, the Group is involved in shaping educational opinion nationally. Information on the activities of the Group, the Civic Trust, its member societies, and ideas on urban education, are available from the Education Officer.

Members of the Group work with children:-

- examining with children the past, present and future of a variety of urban places
- helping young people to design improvements to school grounds and buildings to enrich them as resources for learning
- helping to develop their aesthetic awareness, particularly of the built environment

- developing educational activities in historic buildings and museums
- as authors of books on the environment for children
- making children's television programmes about the environment
- helping children plan and improve their surroundings
- promoting examples of good practice in environmental education.

The Group's members contribute to adult education by:-

- playing an active part in amenity societies
- running training courses for teachers, amenity societies, and environmental professionals
- producing publications on the development of the links between education and environmental groups and on environmental problems and achievements
- helping disadvantaged groups to improve their own surroundings by providing professional support
- helping adult groups learn about, understand and actively improve their environments.

Further information and publications from: Celia Clark, Education Officer, Civic Trust Education Group, 17 Carlton House, London SW1Y 5AW, Tel: 071 930 0914.

The Group produces leaflets, charts and publications for children, teachers, amenity societies and environmental professionals - all focussed on using the environment in education.

Environment and Community - Based on the Hampshire /Romsey schools project. K.V. Bailey demonstrates the value of team effort in studying the environment - £1.65 post paid.

Past, Present, Future - K.V. Bailey's account of the environmental education project carried out in the Purbeck District of East Dorset. It deals with the background planning of the project, the area and its problems (population growth, tourism, oil, transport) and then looks at how the schools, aided by the planners and other outside experts, study these problems and the solutions they put forward - £1.90 post paid.

The Built Environment: Where you live. Chart and Teachers' notes - detailed illustrations of a range of homes in an urban area provide a stimulus for a wide variety of observations and activities. Close-ups of building materials raise questions of structure, protection and decoration of buildings. Teachers' notes offer a guide to the chart and ideas for 'streetwork', study of the built environment. Published by Civic Trust Education Group with the Pictorial Charts Education Trust 1989 - £5.30 post paid.

INTRODUCING NEW MEMBERS

In September 1982 (our 21st birthday) we had a membership drive which brought in 22 new members and the Report in January 1983 gave a membership of 774. This year, up to now, we have had 80 new members and a total membership of over 1,100. From these figures it is easy to appreciate our growth and why some new members feel 'left out' when they attend our meetings etc.

We propose, in future, to list all new members in each Newsletter. Initially, the list is rather large as it starts at the beginning of the Society year on 1st October. The entries will be in date order.

As Membership Secretary I hold the complete list of members and would be pleased to introduce new members to each other or to existing members if requested to do so.

Any comments on this 'GET TO KNOW YOU' scheme would be appreciated.

Cliff Deane
Membership Secretary

Miss Vanessa Jackson	Mrs Eve Fawcett	Frank Griffiths
Mr & Mrs J.P. Sellars	Mr & Mrs S. Stephens	David Howarth
Mrs P. Giddens & Family	Mr J.N. Dawson	Ms Kate Marsden
Mrs M. Church	Mr & Mrs C. Woodman	John Drapkin
Stuart Humphreys	Mr & Mrs R. Bristow	Julian Flannery
Mr & Mrs K. Clayton	Mrs S. Bazan	Mr R. Sheppard
Mr & Mrs S. MacFarlane	Mrs Pamela Thompson	Mrs E. Swinton
Mr & Mrs F. Walter	Mrs Pauline Nilan	Miss P. Simpson
Mrs A.J. Johnson	John Goman and Val	Miss Dawn Alvey
Mr & Mrs G.J. Pearson	Mr & Mrs C.R. Crisp	Mrs Helen Alton
Mr & Mrs A.E. Kay	Mrs Jane Smith	Mr J.P. Todd
Mrs Mary Anderson	Mr & Mrs P.R. Emerson	Mark Anslow
Mr & Mrs P.A. Strauss	Mr & Mrs G.P. Bloom	Richard Brown
Elaine & Tony Buckler	Mr R.A. Cockle	Mrs B. Dabell
Miss Jenny Fowler	Mrs E.A. Jackson	Wayne Gibling
Mr & Mrs G. Gilbert	Mr & Mrs T. Lacey	Mr & Mrs D. Lee
Mrs Pamela Marshall	Miss Dorothy Mitchell	Mr R. Norman
Mrs Margaret Parris	Mrs V. Peterson	Mr I.M. Russell
Mr & Mrs F. Ricks	Mr & Mrs Tony Shaw	Tim Ryan
Graham Smith	Mrs Sarah L. Ward	Malcolm Wood
Mr & Mrs F.W. Bridges	Bob Clegg	Mrs V. Fry
Mr & Mrs Eric Jackson	Mr & Mrs A.M. Price	Peter Smith
Mr & Mrs J.C. Silver	John Truscott & Linda	Mrs M. Sheldon
Mr & Mrs Bernard Tucker	Mrs Yvonne Ash	Stuart Gibson
Godfrey Fry	Miss Julia Sheehan	Mr G.C. Jordan
Mrs M.L. Briereton	Miss E.B. Nilan	Alan Trench
Miss Sally Edwards		

PUZZLE
PICTURE



Front elevation



Side elevation

WHAT ?
WHERE ??
WHY ???

AUTUMN PROGRAMME 1991-92

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

- Tuesday, 10th September Alison Hancock (Courtaulds - Chemical Industry Association)
'Safety and the Environment'
- Tuesday, 8th October Alan Swales (Chief Executive, Lace Market Development Co Ltd)
'Regeneration of the Lace Market'
- Friday, 18th October 7.30pm in the Arkwright Lecture Theatre, Shakespeare Street
Piers Gough (Noted London Architect)
'Rigorous Richness'
- The Sixth Keith Train Memorial Lecture
- Tuesday, 12th November Professor John V. Beckett (University of Nottingham)
'Writing the History of Nottingham'
- Tuesday, 10th December Christmas Party
Details enclosed
- Tuesday, 7th January John Harris R.I.B.A.
'Views of Country Houses and Gardens'

CIVIC TRUST PUBLICATIONS

- Heritage Outlook - Journal of the Civic Trust with articles on environmental issues - bimonthly £1.50, annual subscription £9.00 post paid.
- Environmental Directory - Indispensable guide to environmental organisations 1988 - £4.00 post paid.
- Understanding Our Surroundings - Manual of Urban Interpretation - £4.60 post paid.
- Bypasses and the Juggernaut: Fact and Fiction - 1983 - £5.50 post paid.
- Heavy Lorries Nine Years On - 1988 £1.70 post paid.
- Civic Trust Awards Report - 1990 £8.25 post paid.
- Information Guide Pack - For starting a local society £2.50 post paid.
- Wasteland Revisited - Examines the issues raised by derelict land, and puts forward solutions. £2.00 post paid.

Obtainable from Publications, The Civic Trust, 17 Carlton House, London SW1Y 5AW.