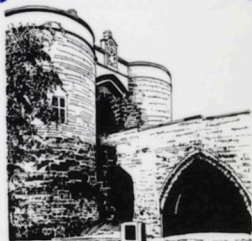


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**NOTTINGHAM CIVIC SOCIETY**



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**Nottingham  
Civic  
Society**

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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.

**We need your support. We invite you to join.**

**Annual Subscription(New): Individual £10 Family £15.50  
Corporate £30 Life £200**

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**NEWSLETTER**

**January 2003**

**Nottingham  
Civic Society**

**120**



**The Fothergill Project  
The Refurbishment of 15 George Street  
with the new finial**

Mark of the Month December 2002

**£1**

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## THANK YOU LADIES

On behalf of the Society I would like to thank Lynn Irvine for organising this year's Christmas Party, our 40th birthday celebration, held in the ballroom at the Council House. It was a great occasion.

I would also like to thank Martine Hamilton Knight for the entertaining and informative lecture programme she put together for the last year. In the words of the old cliché, "It will be a hard act to follow."

Finally, although there are a few men involved, thank you Gate House shop helpers.

Editor

## HOW WE BEGAN

(Editor's note: In the second Newsletter I prepared No. 60 January 1983, now twenty years ago, Ray Banks gave us the beginnings of the Nottingham Civic Society. I think it is an appropriate time to reprint the article.)

The Nottingham Civic Society officially celebrated its twenty-first birthday a few months ago. There was, in fact, a Civic Society in existence very much earlier than 1961, and Geoffrey Oldfield has collated some information about this. We also know that in 1926 it sponsored the publication of the well-known collection of T.W. Hammond drawings, "Nottingham Past and Present". If any of our readers can provide any further information about this Society, I should be delighted to receive it.

The history of amenity, conservation and heritage societies and associations, in the widest sense, goes back well over a century, with many notable milestones on the way, but the formation of the Civic Trust in 1957 marked a general resurgence of interest in such matters. The climate was right, therefore, in 1961, for the formation of our Society. The credit for getting things moving belongs to Arnold J. Pacey, who was at that time a student in the University of Nottingham and Chairman of the recently founded Architecture Society. He enlisted the support of the Civic Trust, who were able to give advice and assistance in many ways, such as the formulation of a Constitution for the newly formed Society. Mr. Pacey contacted a large number of individuals and organisations in Nottingham, whom he felt might be interested in the project. Members of the University and the Architecture Society were very much in his mind, of course, and he elicited the support of many prominent members of staff and heads of departments at the University. He cast his net very widely, however, in his initial approaches, writing to many who were well known in industry, commerce and local government. I set out with the intention of listing them, but I soon concluded that anything like a complete list was impossible and it would be better to write in general terms rather than risk leaving out someone who deserved to be mentioned.

In the letter which he sent out in August, 1961, he said "I envisage the kind of society which would watch new developments in the city and raise informed and constructive criticisms where necessary: it would also try to combat 'subtopia' in the way which has been so successful at Windsor, Norwich and elsewhere. But some of us in the Architecture Society at the University are also most concerned about the destruction of old houses of architectural merit and we hope that a Civic Society would make a consideration of these a matter of some urgency."

## UPDATE ON MULTI MODAL STUDIES AS THEY AFFECT NOTTINGHAM

The Government has decided that a series of multi modal studies should inform the regional planning process. The studies in the East Midlands are particularly relevant to us who live, work and play in the Nottingham area.

The first one is the M1, which as we all know is overloaded. Alistair Darling has just ruled that the M1 should be widened, particularly the strip adjacent to Nottingham, so the findings of the study have now been superseded by a statement of Government policy.

The A453 multi modal study is a different matter. Pell Frischmann produced their final report in July. The Minister has today accepted its findings. This means that the A453 will be duelled from Clifton Bridge to the motorway. Unfortunately it will not be in cutting or tunnel form where it goes through Clifton so the only way to cross the road will be by surface crossings, although bridges are muted in the report. As the report states, improvements to the junctions at both ends will allow traffic to flow, although at present these are often congestion points. In my opinion the effect of this will be to simply increase the volume of traffic and possibly make the road safer. The good news, however, is that most of the money is to be spent on improvements in public transport and the extension of the NET to Clifton. Many people are still very concerned that the road improvements will take place but the public transport investment will not keep pace with the road improvements. This remains to be seen.

So far as the A52 multi modal study is concerned, this has just started. The City proposed at its public consultation meeting that the fourth Trent crossing should be moved further to the east, to give access to Netherfield and Colwick industrial areas and provide a long-term eastern relief road for Nottingham. This puts the problem firmly outside the City but raises the problem of whether Rushcliffe is likely to agree to such a proposal. The Civic Society policy is to keep pushing for the improvement of the railway line and the stations from Nottingham to Grantham, which if there was a fast, efficient service would serve Radcliffe and Bingham as well as a number of smaller villages such as Elton and Bottesford. This is where we feel there should be more investment and that no further investment should be committed to road building.

The City in its Greater Nottingham traffic reduction study has a clear concept of how to reduce the level of traffic over a period of time of fifteen to twenty years by increasing the quality of public transport corridors, i.e. tram and bus

routes. Some of their measures are already in place like parking meters and the clear zone for the central core and there is no doubt that the growth in traffic has been somewhat tempered. Figure 1 from the Local Transport Plan for Greater Nottingham illustrates the strategy very well.

There are other multi modal studies further away from Nottingham but I do not think that these affect us unduly. The A46 study is really to do with the solution to the tremendous congestion on that existing road.

The Nottingham Civic Society has campaigned now for some twenty-five years to get rid of the fourth Trent crossing on the west side of Colwick Park. It now seems that City policy has changed and has abandoned its present location. This is good news for the moment but we may find that the reaction in Rushcliffe, Radcliffe and Netherfield is so violent that pressure to bring it back to its original location is so intense that we have to fight the battle all over again. John Rhodes and myself have been asked to sit on the wider reference group for the A52 multi modal study and you can be sure that we will continue to fight against the crossing and for the improvement of rail services.

Some general thoughts on titles:  
Multi modal up to our ears.

Great stuff on paper but will any of the good intentions turn into a great public transport system reducing our reliance on the motor car.

The Government seem to have given in to pressure from the road-building lobby, which will probably soak up all the available money and leave us with even greater dependence on the motor car and very much worse congestion.

We need to redress the balance of 50 years of investment in roads and consequent lack of investment in public transport by reversing the pattern of spending.

Robert Cullen

## NEWS FROM THE ENVIRONMENT COMMITTEE

Writing just after our fortieth birthday celebration at the Council House, I am aware of the similarity of issues facing the City now, in 2002, compared with 1962 when the Society was founded, with the proliferation of new high-rise building development and a concern with finding ways of dealing with the escalation of traffic in the city and on its approach roads.

During the past months, members of the Committee have attended a number of meetings and consultation sessions concerned with these and other issues.

Proposals for new tall and monolithic buildings appear regularly at the Urban Design Forum: some are considered appropriate to their proposed siting but by no means all. It is to be hoped that the forthcoming tall buildings design guidelines to be produced by the Urban Design Team will lead to a cohesive as well as sensitive approach to the whole problem. There is also the issue of added storeys to existing buildings, and while this at times is dealt with imaginatively and with respect to the existing building and its neighbours, a number of proposals seen at both the Forum and during our own Plans Subcommittee meetings do appear to add little to the local streetscape, and have little obvious advantage other than increased income.

The problems of managing the ever-increasing volume of traffic throughout the country, both in cities and on connecting routes, are once again very high profile. Proposals for congestion charges in cities, for example London, and the admission that the M6 and other roads will have to be widened echoes the endeavours of the transport planners to deal with increased traffic volumes in the 1960s. The Society won a famous victory then in its campaign to prevent an urban motorway which would have cut off the eastern half of Nottingham and which would have run through the Lace Market and The Park. Thanks to the tremendous effort of those who spoke up against it we were spared the sort of nightmare, which befell the Birmingham and Coventry city centres.

We have, of course, still to live with the generally unlovely Maid Marian Way, but efforts have been made to make it more user-friendly and news has just come in that the City is planning to use extra Government funding of around £3.5m to improve pedestrian access and crossing facilities by filling in the subways and providing surface pedestrian crossings to make the Castle and the Playhouse more easily accessible.

Members of the Committee have been involved in discussions on the subject of the transport interchange at the Midland Station, where eventually train, tram, bus and private transport are planned to meet. They have also attended

presentations on *The Big Wheel*, the City's strategy for managing all aspects of traffic in the city centre, creating an even more pedestrian-oriented environment for the centre which, in the opinion of some, is a good idea for the daytime city but removing private cars, mini-cabs, etc. from the city in the evening could easily result in a potentially threatening and dangerous lack of human presence in the evening city.

In the wider picture, members have been involved in consultative meetings on the future of the A 453 route from the M 1 to Clifton: the preferred route is in fact that identified by the Civic Society when the subject was first raised some years ago, and while no route is ideal or entirely avoids disruption to those living on the proposed route, this direct route does seem to offer the best alternative, avoiding trespassing on greenbelt land.

We are also currently involved in the new study on the A52 corridor from West Bridgford to Bingham. While it may be thought that this area falls outside our specific area, in fact it does impact very much on the life of those living in Nottingham, on business development in the area, and in particular on those who work in the city but live along the corridor. Associated with the A52 study is the on-going issue of a fourth Trent crossing, whether this is in fact needed, and if it is felt that it is unavoidable, then where should this new bridge be situated. The Society has maintained that this fourth crossing is not inevitable, and that certainly no further road crossings should be made between Trent Bridge and Colwick Country Park. Any proposed crossing further east should also be viewed with extreme care, bearing in mind the ecological sensitivity of the river and its associated lagoons for example at Netherfield. Clearly the A52 study is not a simple matter of moving commuters from Bingham and Radcliffe, and there will be no quick solution. The Society will be involved throughout the consultation process and will endeavour to ensure that all the issues are taken into full consideration.

The study is 'multi-modal', looking at all aspects of movement along the A52 and its adjoining area, including private and public transport (buses and rail services), cyclists, pedestrian provision and access difficulties, and leisure use such as horse-riding.

Both these major road routes are obviously of great importance to Nottingham, not only to its commuters but also to its prosperity and commercial well-being. Efficient routes, inter-city, motorway and airport connections have all to be created, and it is the Society's aim to ensure that these are created in an environmentally friendly way as possible.

The Society has become involved in a project involving our urban routes. The City Council is embarking on the production of Streetscape Guidelines, which will cover issues such as street layout and street furniture, and also the clearing and avoidance of street clutter. The Society will be help to fund these Guidelines as a partner with the City and will have a consultative voice in the process.

The Streetscape Guidelines project is being taken forward by Ben Webster, one of our new Urban Design Officers, who was appointed earlier this year. Lisa Turner is joining Ben Webster, as a second Urban Design Officer, and lead the team Heather Emery has been appointed as the Urban Design Manager. The Society is delighted that the City has taken the decision to appoint such a team and also that it has involved the urban design skills and experience of Les Sparks as a regular consultant and chair of the monthly Urban Design Forum. We have great hopes that this Urban Design approach will be of great benefit to the city, particularly in this period of development and regeneration.

Hilary Silvester

## MARK OF THE MONTH

AUTUMN 2002

Recent recipients of the Society's Mark of the Month Commendation have been:

SEPTEMBER The Park Plaza Hotel, Maid Marian Way  
Client Park Plaza Hotel  
Design & Build David McLean

OCTOBER High Pavement Sixth Form College, Chaucer Street  
Client New College Nottingham  
Architects Ellis Williams Architects  
Contractor HBG Construction

NOVEMBER The Exchange, Sneinton Market  
Client Archer Exchange Ltd.  
Architects Franklin Ellis Architects  
Contractor Thomas Fish & Sons

DECEMBER The Fothergill Project, 15 George Street  
Clients Professor Terence Bennett & Professor Sheila Gardiner  
Director of Works Simon Broomhead (Master builder)

## THE CONVERSION OF THE ARCHER EXCHANGE, SNEINTON Mark of the Month November 2002

### Introduction

The existing telephone exchange building comprised of basement and ground floors with four storeys of open plan office areas above. Each floor was accessed by an existing staircase at either end of the building with an existing lift at the northwest corner.

These circulation areas were expressed as brick volumes at either end with the main offices areas contained between. The office areas were formed by a concrete encased steel frame, and the external envelope a mixture of glazing, glass blocks and brick infill panels. The concrete encased steel frame was expressed externally and gave the building its unique character.

The brief was to provide the maximum number of student bedrooms in the existing building with additional two or three storeys of new build accommodation above. The refurbishment and the new build elements of the design were separate packages in their own right with their own inherent problems to be overcome. However, the overall design took elements from both refurbishment and new build, and each one informed the other to achieve a coherent whole.

### The Refurbishment

From its inception the large floor to ceiling height of the existing building (approximately 4.3m), informed the design of the bedrooms by allowing the possibility of a duplex style arrangement with a bed deck level enclosing an en-suite WC and shower area underneath. The bed deck and toilet cores were arranged back to back along a central access corridor, thus exploiting the existing apertures and allowing the maximum amount of daylight into bedrooms and kitchens.

It was also agreed, early on in the design process, to set out the bedrooms on the existing 12ft structural grid. This facilitated the construction process and meant that each bedroom 'pod' was expressed externally by the existing concrete structure.

The external rhythm was dependant on this existing concrete structure, while the new build section above informed the material treatment. Existing windows were replaced with double glazed aluminium windows and new openings created in the existing brick panels. The existing concrete frame was in a bad state of repair and as such, it was decided to overlaid the vertical concrete fins

and horizontal elements with powder coated aluminium flashings. The main infill panels comprised of powder coated composite panels with a fine micorite profile, vertically laid to follow the vertical emphasis of the existing concrete fins.

### **The New Build**

As the structural grid matched the existing and each column clad with a profiled flashing, the verticality of the existing building was emulated in the new build. The main cladding panels comprised of powder-coated composite panels, as used on the existing building below.

The massing of the existing building was identified as two brick circulation cores enclosing a lightweight concrete framed element. The design ethos of the new build was a simple extension of the existing building underneath, i.e. vertical circulation extended at either end with the main body of accommodation located centrally. However, the floor-to-floor height was kept to a minimum for commercial reasons and to keep the overall height of the building within acceptable levels.

The circulation cores were picked out in a different coloured panel to the main body of the cladding and stepped back to provide a horizontal break between existing and new build elements. Feature sections were used to pick up floor levels and add detail to the flat panel system. The new lift core at the South West corner reinforces the vertical emphasis throughout the scheme and provides a physical and visual link between existing and new build.

The top storey also steps back from the line of the main building to create a maintenance walkway, and lift shafts penetrate through the roof to create lift motor rooms. The articulation of the upper floors, culminating in the lift shafts and flagpole, serves to draw the eye upwards and serves to reinforce the vertical emphasis of the scheme.

Gavin Richards  
Franklin Ellis Architects

### **CPA LEAGUE TABLES**

As this Newsletter was being completed the results of the first full scale inspection of local government was announced. The process is known as the Comprehensive Performance Assessment. A raw rating on a scale of 1 (lowest) to 5 gave Nottingham City a 2 (weak) whilst the County had a 3 (fair). Somewhat galling were the ratings for Derbyshire 5 (excellent) and Derby City 4 (good). We will return to this topic later.

Editor

### **The Fothergill Project**

It is nearly a year since the last piece on the Fothergill Project appeared in the Civic Society Newsletter, but in that time a great deal has happened, and it is pleasing to report that some components of the project proper might be functional before Christmas of this year!

### **Renovation of Fothergill's Offices and Studios (15, George Street)**

In order to achieve renovations of the highest quality, it was clear that the day-to-day direction of the work needed to be masterminded by an experienced builder who understood the nature of the job, and who was willing to accept the challenge of meeting Fothergill's exacting standards! We were delighted when Simon Broomhead agreed to bear this responsibility, as Simon had worked with us on the first phase of the project, involving refurbishing the retail unit at 17, George Street. Simon had proved remarkably adept at coping with the many difficulties posed by sympathetic restoration of a listed building of such importance, especially ensuring adherence to regulations and completion of all formal processes. In retrospect, it is likely that Simon's willingness to act as Project Director arose from the relative swiftness with which the first phase was completed, and a blithe unawareness of the horrors ahead!

Before work started on the interior of 15, George Street it was damp, leaking in various places, and with no heating or lighting. However, even in this state, it was apparent that many of the original features (ceramic tiles, mosaic floors, hand-carved stair rails, stained glass windows, Doulton fireplaces, parquet floors, solid wood doors and their fittings, etc.) were still in place. Initially, it was possible to use Fothergill's office and the adjoining office (Summers') as storage areas, since these were dry and relatively clean, but, as soon as work began (with Simon aided by Peter Coupe), it became clear this was going to be a major undertaking that would generate a lot of mess in all areas of the building.

A particular problem related to Fothergill's building style, whereby the finished article looks just right, but this effect is achieved in a way that means nothing is as it seems! Thus, between floors, none of the walls are aligned, such that running power cables or central heating pipes through the offices and studios was as much a feat of navigation as it was a test of the ability of the plumber (Nick Swann) or electrician (Gary Wightman) to finish their jobs with the minimum of disruption to the building's structure, while ensuring that the heating and lighting systems were as unobtrusive as possible. Although

Fothergill could, in theory, have had electric lights in his offices, he opted for wall-mounted gas lamps. We have attempted to recreate his original effect by fitting appropriate electric wall lights.

The solicitors (Godfrey's) who occupied the building for many years had preserved many of the original features and, even where they had carried out major structural changes, such as moving the stained glass window from the first floor landing, they had made sure the changes were reversible. Thus, the window is now returned to its original position. However, at some stage, the magnificent wallpaper in Fothergill's office had been painted over, and it is unlikely we will be able to remove the paint without damaging the original. We intend, therefore, to investigate the possibility of having the wallpaper copied so that the office can be redecorated with a faithful replica. (If there is anyone with know-how in wallpaper restoration, we would be delighted to hear from them!).

The fireplaces had fared better, since they were either covered over, or painted, in such a way that the originals were "easily" exposed and renovated. Likewise, the floors had been boarded over and covered with tiles or carpet, but were relatively intact. They are all now returned to the state they would have been in when new.

We have confined the decoration (John Taylor and Graham Walker) to sympathetic, plain colours, matching what might have been original. In the larger of the two offices on the top floor we have left several panels of original plasterwork exposed since, when the recent wallpaper was stripped away, some sketches and notes that are clearly by Fothergill were revealed. For example, there is a drawing of a stylised rose, very similar to the one over the porch of Fothergill's public house (The Rose of England, 1899) at the bottom of Mansfield Road, and a list of occasions when the windows were cleaned, beginning in 1901. It is not clear if this was the first occasion when the windows were cleaned after Fothergill moved into his new offices (1895), but we can assure readers that, having had first-hand experience of this job, it is not a task that would have been undertaken lightly!

Another major problem was the making good of missing skirting boards and architrave around some doors (joinery by Paul Swinburn and Peter Toder), since the original woodwork was done in such a way that all parts fitted together with extremely crafty joints, holding adjoining items in such a way as to prevent warping, whilst ensuring the carved designs were uninterrupted.

### **Renovation of the exterior**

Passers-by will have noticed that we have not neglected the outside of the building. A replica (made by Nigel Pinn) of the long-lost finial, originally surmounting the turret, is, once again, in position. In addition, the roof (carefully repaired by Simon Bell), and the whole face of the building, have been sympathetically cleaned (Gary Dickman). Thus, on the façade, the medieval architect, together with Augustus Welby Northmore Pugin and George Edmund Street are looking much as they would have done, one hundred and seven years ago, contrasting beautifully with the ornate brickwork, the fretted bargeboards, and the glorious windows.

### **Director of Works**

Simon Broomhead not only acted as director of works, but also carried out much of the heavy building work, repointing, plastering, floor sanding and sealing, and tiling himself. Simon is justly proud of the job he has done and, in spite of the sleepless nights he spent worrying about how the work was progressing (and particularly how to get the finial back on the turret), has now got the Fothergill bug. So, anyone with a Fothergill building that would benefit from Simon's expert attention is invited to contact him!

### **The Future**

The Fothergill Project (<http://www.fothergillproject.com>) declares it is "a unique concept in a unique building." Incontrovertibly, the building is unique, but what is the concept?

We intend to use the space as a cultural tourist centre; configured to support academic research (particularly school projects), a business venue with cutting-edge IT support, and a gallery exhibiting artworks and furniture, with all these elements intermingled. Space will be available for various events (e.g., exhibitions of all kinds, business meetings, wedding receptions, etc.), and we are very keen to show items relating to Fothergill and his contemporaries, particularly illustrations of Nottingham, as Fothergill would have known it. So, colleagues with anything that may be of interest, please get in touch.

The first exhibition will be recent photographs of Fothergill's buildings taken by Nick Pautrat.

### **Codicil**

Some of you will be aware that we commented a while ago about the failure of Nottingham to properly acknowledge Fothergill's importance to the cultural development of the City, and pointed out the stark contrast with the recognition given to Gaudi by Barcelona. We mused, then, about the theoretical possibility

of links between the two architects. Reading Gijs van Hensbergen's biography of Gaudi,\* it seems such speculation was not completely without grounds, since it is clear that Gaudi was overtly influenced by Norman Shaw, and by AWN Pugin, both of whom are acknowledged on the front of Fothergill's Offices. Moreover, the sunflower motif was much used by Gaudi, and by the Arts and Crafts Movement, and is a major feature of the magnificent ceramic tiling in Fothergill's lobby, which you are very welcome to come and see for yourselves – along with the rest of the building!

Terry Bennett

\* This biography is now out in paperback, price £9.99 (Seen in Waterstones).

## THE CAMELLIA HOUSE, WOLLATON PARK

The Camellia House in Wollaton Park, a Grade II\* listed building, is in a sad state. Society member Dr. E.J. Bassey drew my attention to its current plight and I went over and saw for myself. Boarded up sides, large holes in the roof, and a disintegrating cast iron structure are some of the grand features confronting visitors.

English Heritage paid for repairs several years ago but subsequently no security alarm was installed. Now there appears to be a vicious circle, the Local Authority will not carry out repairs because there is no close circuit television in place, the Local Authority cannot afford the £20,000 to install CCTV!

Meanwhile this potential showpiece of pre-fabrication in cast iron, of 1823, with its cunning collection and distribution of rainwater rots away. In March 1996 the Council's Conservation and Design Section within the Development Department published *Listed Buildings A Guide for Owners and Occupiers* on the back of "Nottingham has one of the highest number of listed buildings of all English towns and cities." (Approx: 800). "Physician heal Thyself!"

Ken Brand

## A VERY POOR AREA: the metamorphosis of the Carter Gate/Manvers Street area. (Part 1)

The new National Ice Centre has made a dramatic impact on the townscape of Nottingham, and many local people have commented on the almost total transformation of the area of the city lying between Bellar Gate and Lower Parliament Street. Just over eighty years ago, however, a neighbouring tract of land underwent equally radical renewal, which changed its character absolutely.

The area today bounded by Manvers Street, Pennyfoot Street, Lower Parliament Street, and Southwell Road, is devoid of any kind of dwelling, its dominant feature being the Nottingham City Transport bus depot. A century ago, however, this irregular triangle of over seven acres was home to nearly 2,000 people, and the cause of serious concern for the City authorities.

Like most of Nottingham's most notorious slum districts, it blossomed during the hundred years after 1745, during which the town's population increased sixfold, with scarcely any corresponding increase in acreage. Badder and Peat's map of 1744 shows only the southwestern corner of the area built up, and forming the most easterly point of the town at that date. Along the western edge of this small triangle ran Carter Gate, with Pennyfoot Stile at its foot, and Back Lane forming its eastern side. Beyond Back Lane was open country, leading to Sneinton on its low, but prominent hill. The boundary between Sneinton and Nottingham was the Beck, the stream whose source was at St Ann's Well, and which flowed down into the Leen at Nottingham. The Beck still exists, although long culverted as part of Nottingham's drainage system.

By the close of the eighteenth century, when William Stretton drew his detailed plan of the town, there had been some minor developments on the site. Back Lane had been renamed Water Lane, and off it on the east side, ran four short streets. One of these bore the name, which is now the only surviving street name in the 'interior' of the entire area under discussion - Stanhope Street.

The following thirty years saw a considerable amount of building here, with a number of little streets running south from Old Glasshouse Street (now Southwell Road.) A start had been made on Manvers Street in 1824, when what was 'a mere swamp' was sold for building. In 1844 the grid pattern of the area was virtually complete, and Salmon's map of 1861 confirms that it was now totally developed. Although it had by then become an underground stream, the course of the Beck still formed the boundary between the parishes of Sneinton, and of St Paul, George Street. By 1861 Water Lane had become





developers who had already received permission continued to build such houses in Leeds until the 1930s. It is to Nottingham's credit that the town had, as early as 1845, taken its first steps to put an end to the very worst kinds of housing.

With the weight of the new law behind him, Philip Boobyer, the Nottingham Medical Officer of Health, prepared a report early in 1912 for the consideration of the Housing Committee. In this he asserted that the district between Carter Gate and Manvers Street was, within the meaning of the act, an unhealthy area. Boobyer had compiled an impressive dossier on this small part of Nottingham, and thanks to his diligence we have a remarkably detailed picture of a poor inner-city area just before the Great War.

The widest streets in the area surveyed for Dr Boobyer were Pierrepont Street and Newington Streets, which measured thirty feet across from house-front to house-front. At the other extreme were the yards lying between Pierrepont Street and Earl Street; of these, Leopold Place was appallingly poky, being only 6ft. 3m, at its widest, and as little as 2ft. 6in. at its narrowest. The area contained, in all, 599 houses, of which the large majority, 432, were back-to-backs. A look at the 1912 plan makes clear how much this type of dwelling predominated. Of other domestic properties, a few had rear windows but no back door, while a further 55 possessed front and back entrances and windows.

In Fisher Gate stood the seven almshouses, which comprised the Willoughby Hospital. Less impressive than it sounds, this 'series of small dwelling-houses' was built in 1780 when the Hospital moved from Malin Hill. The almshouses were eventually pulled down in the spring of 1916. By dint of careful calculation, Boobyer came to the conclusion that in this Carter Gate/Manvers Street area in 1912 there lived some 1,989 people, an average of 277 to the acre. It takes something of an effort to realize that this small area, quite without residents now for over eighty years, contained a population not far short of that of a small market town of the day.

If those who lived in this severely underprivileged locality were deprived of many things, they had an ample choice of licensed premises. Eight pubs were open for custom in the small area we are considering, while a couple more had already shut down. At the corner of Manvers Street and Pennyfoot Street was the Red Lion, while the Sinker Makers' Arms and the Half Moon were in Carter Gate. The remaining five were close to one another in the middle of the area. All were to shut down by 1916, and with their passing Nottingham lost some resonant names of the sort no longer favoured by brewers. The

Leopard stood at the corner of Water Street and Newington Street, and in the nearby side streets Pollock Street and Kelley Street were the Lord Holland and the Grey Horse, the landlord of the last being the impressively named John Cariston Westaway. In Pierrepont Street was the Flaming Sword, and between Earl Street and Stanhope Street there lay, appropriately, the Earl Stanhope.

Some of the pub names were eloquent of local occupations or political heroes. Sinkers were metal weights attached to stocking frames, while Lord Holland and Earl Stanhope were public figures of great celebrity in their time. Henry Richard Fox, 3<sup>rd</sup> Baron Holland (1773-1840), worked for the reform of the criminal code and attacked the slave trade. His home, Holland House in London, became a meeting place of wits and statesmen of the day. Charles Stanhope, 3<sup>rd</sup> Earl Stanhope (1753-1816) married the sister of William Pitt the Younger. He fell out with Pitt over the French Revolution, and proposed peace with Napoleon. His talents ranged wider than politics, however; he invented a microscope lens, two calculating machines, the first hand-operated iron printing press, and a stereotyping process. Stanhope also experimented with electricity, writing a book on the subject.

Further political partiality may be detected in the street names. Holland Street, Holland Court, and Stanhope Street we already know about, and it appears likely that Burdett Court was named for Sir Francis Burdett (1770-1844). He witnessed the French Revolution, but opposed the war with France, and spoke in favour of prison reform, freedom of speech, Catholic emancipation, parliamentary reform, and other controversial causes. Having declared that the House of Commons had acted illegally in imprisoning a radical speaker, he was taken to the Tower of London, but soon released. In 1820 his published opinions on the Peterloo massacre brought him imprisonment and a fine. In a context such as this, it is likely that Vassal Street was meant to be Vassall Street. The daughter of a Jamaica planter, Elizabeth Vassall's marriage was dissolved in 1797 on account of her adultery with Lord Holland, who immediately married her.

Of the other street names, Waterloo Place and Brunswick Place recalled national events and the Royal Family. Fredville Street, Pierrepont Street, Thoresby Place, and Kingston Street celebrated local landowning families. John Plumtre M.P., last of his line to live in Plumtre House near St Mary's church, married in 1756 the daughter of Sir Brook Bridges, owner of the Fredville estate near Canterbury. Fredville - surely the most risibly named of all English country seats - remained the home of the Plumtre family until it was demolished about 1939, by which time the street in Nottingham named after it was long gone.

Pierpont Street, Kingston Place, Thoresby Place, and of course Manvers Street, took their names from the family of the lord of the manor of Sneinton; Pierponts had been Earls and Dukes of Kingston before the creation of the Manvers earldom. Thoresby Place, however, was a particularly mean and squalid place to bear the name of their seat.

There were 63 shops in this small area, two of them especially long-lived and well-known businesses. The men's outfitters Price & Beal traded at 12-14 Southwell Road, just across the road from their later premises, which were pulled down only a few years ago. Sanderson's tripe dressers in Carter Gate had a shop in Upper Parliament Street, opposite the top of Queen Street. Other trade or business premises noted by the medical officer included two stables, a slaughterhouse, a cooperage, a shoeing forge, and a carpenter's shop. Apart from the slaughterhouse, the least attractive next-door neighbours in 1912 must have been the five marine stores in the neighbourhood. 'Marine store' was a euphemism for a rag and bone or scrap dealer's shop, and one of the five was William Henry Trickett of Vassal Street, whose family business (latterly in Trent Lane) prospered into recent years.

(To be continued)

Stephen Best

Editor's note: The recently published proposals for the regeneration of Nottingham's so called East Side, that area east of the bottom of Hockley, Lower Parliament Street and London Road at a cost of around £500m, earmarks the Bus Depot for demolition! The suggestion is for the Bus Depot site to have built upon it 396 homes, 280,000sq ft of offices, 84,000sq ft of retail and 37,500sq ft of leisure use. The value of this scheme is estimated at some £124m. Comment on and criticism of the whole master plan will appear in due course.

## VIVA BAGTHORPE!

As ever, Stephen Best's article (Newsletter 119) on the changes in Nottingham's street and place name changes was witty as well as informative. He raised the question, 'And whatever became of Bagthorpe?' Some people think it is still a viable area: a friend of mine had a letter addressed to him at the City Hospital, Bagthorpe quite recently. I am happy to say that the name is still used in two places, both to be seen on recent street maps of Nottingham. The earlier is Bagthorpe Gardens, the later Bagthorpe Close, bungalow retirement homes (for people with disabilities), which were built at the north end of Quorn Road in 1996. The area is close to the site of Bagthorpe Farm, now long gone, which was often referred to as Bagthorpe Hall in the 19th century. On Bacon's Map of Nottingham c. 1910\* the name Bagthorpe occurs seven times, but only one feature has survived.

Bagthorpe Gardens (allotments) are to be found at the corner of Haydn Road and Hucknall Road. They have been continuously cultivated since c.1840, possibly earlier. In 1918 The Sherwood and Carrington Allotments Association was formed to promote and maintain their use, but sadly many were later neglected and became overgrown. Then, in 1997, a group of enthusiastic owners and tenants formed the Bagthorpe Gardeners' Association. There are now 60 members and they, by sheer hard work and co-operation, have begun to transform this unique site. This year (2002) their efforts were rewarded when Nottinghamshire Wildlife Trust presented the Association with the Green Guardians' Award for the most Environmental Community and a cheque for £1,000.

One evening in July I was fortunate to join a guided tour of the Gardens. These are normally securely locked to keep out vandals. Apart from the various uses to which the plots are being put I was glad to see that work has begun on restoring the brick sheds or 'bothies', which have been here since c. 1840. In fact, I reckon they could be some of the oldest buildings in Sherwood and Carrington. One of them, a sort of Show House, had already been delightfully renovated, complete with a poster of Charlie Dimmock!

Before 1910 the Gardens stretched to the north side of Haydn Road. The latter has had several other names including Cross Road, Basford Lane, Occupation Lane and even Cavendish Vale, now still in use elsewhere in Sherwood. Bacon's map shows Elvaston Road, Morse Road and another unnamed road crossing Bagthorpe Gardens, but none of these were constructed as shown, although part of the latter appears now to be Ravensmore Road.

As for altering pub names, I agree entirely with Stephen Best. But is it an entirely new trend? On Mansfield Road, Carrington, stands *The Grosvenor*, originally called *The Black's Head Inn*. In 1877 it became *The Grosvenor Hotel* not, as it says on the information panel above the front door, because 'The Grosvenor' was the last horse to win on the The Forest racecourse. There was no racehorse by that name at the time. Nor is that the only error on the panel. After the name was changed to *Squires* c.15 years ago its fortunes plummeted so it was re-vamped a few years ago as *The Grosvenor* and appears to be thriving. Unfortunately it now bears the huge numbers 291 and 293 (Mansfield Road), which have been the actual numbers of the old semi-detached houses next door for about 100 years.

I do wish that breweries were not so sloppy in their research when they put up display panels on their pubs. There is another classic example above the door of *The Robin Hood*, Mansfield Road, Sherwood. It boldly declares that there has been a pub on the site since c. 1723, which is about 100 years too early.

My final plea is that *The Sherwood Manor* on Mansfield Road should revert to its original name *The Garden City Hotel*. It was converted from a private house in the mid- 1920s primarily to serve residents of the new Sherwood Estate, then proudly known as the 'Garden City'. As far as I know there has never been a Sherwood Manor other than the pub.

Terry Fry

\*See T. Fry, *The History of Carrington a Nottingham Suburb* p.46 for part of Bacon's Map, 1910.

## HIGHER AND HIGHER

In the Planning Application list for the 6th December there is an application to redevelop 1 Brook Street for residential purposes following the demolition of the existing building. This is not just another redevelopment for the scheme is for three blocks, one of 21 storeys, one of 19 storeys and the third of 8 storeys. Already people in Sneinton feel cut off from the rest of the city by the existing swathe of high-rise! Will this proposal clash with the long awaited Council policy document on tall buildings?

## WHY ARE BUILDINGS SO INACCESSIBLE TO DISABLED PEOPLE?

Part (i)

You may recall that in Newsletter 118, April 2002 I put forward my thoughts on why the built environment is inaccessible to disabled people. I now want to consider the legislation that has been enacted to rectify the situation and why its failure has in part led to the introduction of the Disability Discrimination Act, which places additional responsibilities on those involved in building design.

The first recognition in legislation of the need to provide access in the built environment was in the Chronically Sick and Disabled Persons Act 1970. This requires anyone in charge of public buildings to make adequate provision for disabled people with regard to access, toilets and parking facilities. The amendment Act of 1976 extended these requirements to places of employment.

Most architects and designers took their guidance from the provisions specified in B.S. 5810: 1979 'Code of Practice for Access for the Disabled to Buildings.' This was a very simple document containing only eight pages of relevant information. Much of this information was taken from Selwyn Goldsmith's 'Designing For The Disabled.'

Further progress was made when 1981 was designated the 'International Year of Disabled People.' This provided the impetus for a review of the 1970 Act and 1976 amendment. In 1981 The Disabled Persons Act, a private member's bill was used in an attempt to achieve greater effectiveness for the provisions within the 1970 Act. The Bill placed a duty on local authorities, through the development control process to draw the attention of applicants to the provisions of the Chronically Sick and Disabled Persons Act with regard to access. *The Architects Journal* of 12th June 1985 however said, "Generally speaking ... the response on the part of applicants nationally has been patchy and disappointing."

It did however result in the creation of The Access Committee for England (ACE), which was set up by the Department of Health and Social Services. This group pushed for access and facilities for disabled people to be incorporated into the Building Regulations because they were considered: "The best way of ensuring access for disabled people." and because of "the fact that Regulations could now be made for the welfare and convenience of people rather than just for matters of health and safety."

Following the findings of two Government sponsored reports on access the Government decided to use the Building Regulations to ensure that part of the access provision outlined in the CSDP Act was enforced.

Part T of The Building Regulations 'Access and Facilities for Disabled People' reached the statute books on August 1st 1985. It applied to all floors of new office and shop buildings to which the public may be admitted. In addition it required a number of wheelchair spaces in halls, auditoria and sports stadiums and access to a wheelchair accessible toilet. The relevant parts of BS 5810 and Design Note 18, 1884 'Access for Disabled People to Educational Buildings' became the deemed to satisfy documents to meet the requirements of the Regulations. Part T exempted access to floors other than the ground floor. In November 1985 Building Regulations in a new functional style were introduced. Part T however was incorporated unchanged as Schedule 2, which was later to the new functional style and became Part M, which came into force on 14th December 1987. This document explained the requirements and where they applied. It also gave advice on what access and facilities should be provided and how they could be designed. The document went on to define disabled people as meaning 'people with a physical impairment which limits their ability to walk and people who need to use a wheelchair for mobility.'

The Approved Document M of the Building Regulations 1985 'Access for Disabled People' contained:

- |                           |                                    |
|---------------------------|------------------------------------|
| M1. Interpretation        | M2. Means of Access                |
| M3. Sanitary conveniences | M4. Audience and spectator seating |

The Building Regulations were again re-cast in 1991 following consultation with ACE, Local Authorities and disabled people's groups. This revision came into force on the 1st June 1992. A further revision, which extended the provisions to dwellings, came into force on 25th October 1999.

It is interesting to note that as with the CSDP Act the Regulations ask that 'Reasonable' provision be made. Since the 1992 edition the definition of 'disabled person' was widened to 'include those who have impaired hearing or sight.' It also details what provisions are to be provided and where the regulations apply which is as follows:

1. New buildings, including buildings substantially demolished leaving only external walls;
2. Extensions, provided the extension contains a ground storey;  
(Note: extensions to dwellings are excluded from Part M) and
3. The level of provision after alteration or extension to a building should not be any worse.

Sections 1-10 of the Approved Document are intended to provide guidance for some of the more common building situations. In other circumstances alternative ways of demonstrating compliance with the requirements may be appropriate. All the sections have comprehensive diagrams and details of the provisions that have to be met.

Planning Legislation is another way of securing improvements to access in the built environment. It has been standard practice for many years to impose conditions on planning applications to secure improvements to access and facilities for disabled people in development proposals. This is providing such conditions meet various criteria one of which is that the aim of the condition could not be controlled by other legislation. Local Plan policies add weight to and reinforce planning legislation and conditions.

In the majority of new build situations planning conditions and negotiations will be limited to ensuring adequate parking provision is made as the Building Regulations cover the rest. Where planning legislation does have an advantage over the Building Regulations is in alterations to existing buildings such as new shop fronts, which often do not require Building Regulation Approval.

In addition to the above legislation there are several British Standards, two of which deserve particular mention.

British Standard 8300 - Design of buildings and their approaches to meet the needs of disabled people - Code of practice. This British Standard replaces BS 5810 and extends to some 168 pages. It explains how the built environment can be designed to anticipate, and overcome, restrictions that prevent disabled people making full use of premises and their surroundings. Although not the subject of the code of practice it does make reference to ways in which management and maintenance can affect safe access and use of facilities for disabled people. It states that the potentially beneficial effect of good management cannot be overemphasized.

Another important British Standard is 5588 Part 8 - Means of Escape for Disabled People. A basic tenet of building law is that access provision has to be complemented by egress provision, and it is on this account that this part of BS 5588 has been prepared. The traditional method of providing means of escape assumes that building users are able-bodied people and that the essential role of management in a fire is to ensure that the fire brigade is called and to ascertain the status of the evacuation.

The presumption of independent capability to use steps and stairs for egress is clearly inadequate when considering the safety of some disabled people. For them evacuation involving the use of refuges on escape routes and either assistance down (or up) stairways or the use of suitable lifts will be necessary. Accordingly, BS 5588 Part 8 covers the measures appropriate for the safety of disabled people from the moment they, and/or the building management, become aware of potential danger until they reach a place of safety.

BS 5588 Part 8 applies to all buildings except single-family dwelling houses, flats and maisonettes and buildings used as a house in multiple occupation. In addition it is not applicable to buildings purpose built for disabled people, including Health Care Premises, which are covered by specific guidance documents issued by Government Departments and NHS Estates.

(To be concluded)

John Devonport,  
Team Leader Access Mobility Section,  
Development and Environmental Services Department,  
Nottingham City Council

## SOCIETY SUPPORT

Your Society has recently given financial support towards the publication of the impressive "A Nottinghamshire Bibliography: Publications on Nottinghamshire History Before 1998." A number of articles, by a range of authors, which have appeared in the Newsletter have appropriate references in this volume.

Financial support has been given towards the catalogue of the current exhibition at the Castle, *Richard Parkes Bonington Young and Romantic*. The Society's logo also appeared on the exhibition's leaflet and invitation card.

## MAGIQUE AND UBIQUE - SHERWOOD HOUSE NAMES (Part i)

Following on from Stephen Best's entertaining and instructive articles on the house names of Sneinton (Newsletters 115 and 116) I was nominated as the obvious candidate to do a similar survey for another Nottingham suburb, Sherwood. I had made a start years ago with a detailed history of two local houses, *Emerson Lodge* and *Woodville Cottage*. Hopefully these accounts will also appear in the *Newsletter*. It's the sort of venture that gets us, that is my wife Hilary and I, out for a stroll round the streets when the weather is against a longer walk in the country. If nothing else it has produced a record of nearly all the names in the area. I suspect one or two will have slipped through the net.

First, I looked along Hood Street where we've lived since 1984. (Before that we had spent eleven years on Leonard Avenue, and I had first got to know Sherwood in 1960 when I began to teach at Haydn Primary School). There are few names up Hood Street, where the houses range from Edwardian terrace to modern flats. Numbers 69-77 bears a stone plaque above a passage proclaiming *Florence Cottages* 1903. They were designed by W. Beedham Starr for J.C.Trick, who also combined to produce 20 houses round the corner on Winchester Street, none of them named. It seems rather late to be commemorating Florence Nightingale so perhaps Mr. Trick was yet another to be smitten by the charms of Florence in Italy. But I must admit to being thwarted so far by the name *Stockley Villas* on a pair of large semi-detached houses just across the road from us, built in 1908-9.

At the other end of the street, beyond the steep hill, on one of the post-war semis is the name *Little Ballineen*. It is one of a handful reflecting immigrants to these shores. *Ballineen* was the name of a much bigger house in Limerick, once home to the owner. On Cavendish Vale is *Drumloona*, the name of the farm in County Leitrim where the lady of the house was born. You will receive *Cead Mile Failte* (pronounced Kade Meela Falichee), 100,000 Welcomes, at 3 Cannon Street and 212 Perry Road, although it's an Irish greeting rather than a house name. Up the road from *Drumloona* on Cavendish Avenue is *Hildesheim*, the name of a town in North Germany. Next-door is *Rehoboth*, presumably associated with Rehoboam one of the kings of ancient Israel. The juxtaposition of Germany and Israel is interesting.

Other German influences can be seen at two more houses. At 9 Edwinstowe Drive there is *Stoltz Haven*, stolz (without a t) being German for proud, as the owner from Berlin told us. Overlooking Woodthorpe Park in a part of Elmswood Gardens known locally as the Frying Pan because of its shape, is

*Die Kauze Nest*, another Anglo-German combination meaning Screech Owl's Nest. Actually, a German friend of ours insists that it should be Das Kauze Nest. However, there are certainly owls about. At 14 Mapperley Street is the name *Fiésolo*, a small town near Firenze, Italy, and at 22 Compton Road you will find *Geltru* which is a small town in Spain about 30 miles from Barcelona, where a close relative once lived and died. At 72 Wimbledon Road is *Salonika*, and further along at No.76 the Welsh may be represented by *Llangorse*. On Osborne Grove a Scottish lady felt secure in *The Carrick*, a fortified house (from *cair* the Gaelic for fort). To come right up-to-date on Burnham Street are modern apartments known as *Nijrams Court*. *Digger* on Raven Avenue may reflect an Aussie dweller, a keen gardener or even an Irishman in the construction industry.

On my travels round Sherwood I have had some interesting conversations with householders, none more so than that outside *Movár*, 5 Osborne Avenue. The owner explained that it was short for his home town in Hungary, because the full name would have stretched to the end of the street. He came to this country during the uprising in Hungary in 1956, and was full of praise for England and democracy, assuring me that we could not have talked freely about such things over there. He has retired now, visits Hungary occasionally with a view to going back although he is reluctant to accept a much lower standard of living, which that would mean. He told me that before him the house was known as *The Rising Sun*, inspired by a visit to Japan.

As you would expect there are far more named houses in the older, middle class roads. Woodthorpe Drive has only a few properties on its south side, which is the northern boundary of Sherwood, but most of them are named. The older ones, *Pelham House*, *White Cottage*, *Hazlemere* and *West Lodge*, date from the late 19th or early 20th century. Pelham is likely to be a reference to the Duke of Newcastle who was Lord of the Manor of Basford (which extended this far) when it was enclosed in the 1790s. Recently the name has also been used for *Pelham Court* on Private Road. *Maple Cottage*, *Woodside*, *Chestnuts*, *Ashwell House*, *Ashwell Court* and *Park Lodge* are modern and all take their name from the proximity of Woodthorpe Park and Woodthorpe Grange, built in 1874 for Henry Ashwell, the master bleacher and a staunch Baptist, who like so many Victorian businessmen immersed himself in public life, especially education.

On the fringe of Mapperley Park, and some may claim in it, is Private Road. Most houses were also erected in the early 20th century, with straightforward names like *The Croft*, *Ambergate*, *Manor House*, *Montrose* and *The Highlands*. The latter is perhaps so named because the house stands on the high ridge

overlooking Sherwood, rather than for a favourite part of Scotland. *Tall Trees* and *Linden Lea* are modern, as are *Munden House* and *Fairlawns* on Fairlawn Place, which is a recent development off the north side of Private Road.

Another late 19th century up-market development was that of Burlington Road and Avenue, Hartington Road and Hardwick Road. In its first years these roads were gated, just as they are in The Park, and house names would add to the exclusive nature. In 1913 Burlington Road boasted *Rosedene* (see below), *Glen Royal*, *Holm Royd*, *Lynwood* and *Cavendish House*. Hartington Road had *Mayo House*, presumably named after the well-known Nottingham character, and Hardwick Road had *Angorfa*. Now they are all gone although there are 20 other names in use today on these three roads, and one more in *Laburnum Lodge* on Burlington Avenue. Most are straightforward, such as *Homeland*, *Beechwood House* and *The Nook* but *Carlyle House* may well stem from someone's interest in that 'dry-as-dust' historian Thomas Carlyle.

There are two Watson Fothergill houses in this small area. *Elberton House* (1889) 9 Hardwick Road and *Burlington Towers* (1892), now no longer displaying the name, on Burlington Road. *Elberton House* was originally the home of Thomas Gallimore, a clerk at Smith's Bank (with private means?), who later commissioned Fothergill to design a greenhouse for the back garden. It is the only known greenhouse to be designed by him, and was moved to Wollaton Hall about twelve years ago. I cannot shed any light on the name Elberton.

George Lindley of G. & W. Lindley & Co., machine holders, Basford, would not have recognised today's address for the house built for him by Fothergill in 1892-3. The area then was known as Cavendish Hill and his was the only house there. By 1902 Burlington Road had been laid out but the house was not named until c.1907 when it appears in trade directories as *Rosedene*. Another 25 years were to pass before it also acquired the number 23. By the early 1950s the house had been converted into flats, the name *Rosedene* was forgotten and it was soon to be *Burlington Towers* instead. (It's probably a coincidence but today 16 Bedale Road is known by the name *Rose Dene*. While we're on Bedale Road note that No.39 is *Ashton Gate*, suggesting that the owners are, or have been, Bristol City supporters).

Only seven houses were erected on Hardwick Road but five of them are named and they are the earliest. *Hardwick House* is the oldest, with the date A.D.1888 on a terracotta plaque high up on the main chimney. It is closely followed by *Elberton House*, then *Richford House* and *Ringwood*, built by Thomas Long in 1910 for the Wilkinson family, who had been landlords of the Sherwood

Inn for over 50 years. Leeson Banner Wilkinson wanted a home for his three daughters away from the alcoholic atmosphere of the pub where they worked. They had moved up a class. No.1 Hardwick Road must be called *Newstead House* because it is on the corner of Newstead Street.

Nearby is a tiny cul-de-sac, Byron Grove, containing *Norfolk House*, which appears for the first time in Kelly's Directory for 1904 as *Norfolk Villa*. The first tenant was Henry Wilson of Wilson & Taylor, general warehousemen of Mount Street. At the top of Hood Street is *Emerson Lodge*, formerly *Emerson Villa* until c. 1908. Presumably House and Lodge were superior to Villa as class statements.

Terry Fry

{Part (ii) will appear in the next Newsletter}

### BOOK REVIEW

Nottingham A History by Chris Weir Published by Phillimore 2002 £14.95  
Hard back, 123 pages + notes and index. ISBN 1 86077 206 4

The author, drawing on his wide knowledge of local history, takes the reader on a lively canter through the history of Nottingham down to 1900. This long formative period of the town is covered in fourteen pages including illustrations, a challenging task for the historian. Thereafter the chronicles of Nottingham in the twentieth century are taken at a more leisurely pace. In reality a more fitting title for this volume could be Nottingham in the Twentieth Century A History.

The twentieth century is covered approximately by decade: Birth of a New Century (Edwardian); War and Peace; The Twenties; The Thirties; The People's War (The Forties); Floods, Football and a Coronation (The Fifties); The Sixties; Changing Landscapes (1970-1989); and The Last Decade of the Last Century.

The twentieth century is obviously rich, perhaps too rich in personal reflections, research, and illustrations of all kinds. Thus in compiling a pictorial history an author is spoilt for choice and selection is mainly of personal preference and easy availability. Chris has chosen wisely; in spite of a plethora of historical picture books published in recent years, he has managed to enliven the text with fresh images.

There are plenty of "people pictures" and reproductions of printed material that these people would have seen, ranging from the Town Clerk's order for the Coronation bonfire of Edward VII (1902), the Armistice headline in the Evening Post (11.11.1918), a Boots advertisement for "First Aid and A.R.P.

Equipment", to the front page of the "New Millennium Souvenir Edition" of the Evening Post.

Many of our heroes and heroines of yesterday - and the days before - make an appearance. The artist Tom Hammond; the swimmer Tom Blower; the actor/director John Neville; cricketer Gary Sobers; Ian Bowyer, Martin O'Neill and the European Cup; Jayne Torvill and Christopher Dean; and of course the City's "much loved" Denis McCarthy are among the photographs of the famous. The inclusion of copies of posters of events, productions, occasions and venues will certainly trigger off more memories and nostalgia.

Reviewers also have their foibles! Although publishers no doubt indicate what they require, I am convinced that Nottingham's nineteenth century history deserves better than a little less than three pages of text. This was the period when the foundations of modern Nottingham were put in place. On a minor point, with so many maps from which to choose, I cannot understand the point of repeating Staveley and Wood's map of 1831, a somewhat arbitrary date, as front and back endpapers. The Plan of Nottingham c.1902 on page 18 could have been moved to the back.

Overall the author has managed to put together a recent history of "our city" that will involve its readers and nudge them into feeling their lives too were and are all part of this story.

Ken Brand

### SAVE THE PAVILION

Although affairs in West Bridgford are rarely noted in the Newsletter, a recent appeal for help is worth mentioning.

Under a poster's bold headline **SAVE THE PAVILION!** came the appeal to save the 'historic' pavilion in West Park off Loughborough Road, West Bridgford. The building, claimed to be 'Lutyenesque in style', was designed for Sir Julien Cahn by the architect (Ernest?) Charles Sutton in 1926. It was apparently used by every international cricket team to tour England in the 1930s. It is being demolished so that the land can be used for housing. If members wish to object write to The Rushcliffe Borough Council, Pavilion Road, West Bridgford, Nottingham NG2 5FE as soon as possible. Sir Julien Cahn liked to organize 'country house' cricket matches involving test cricketers appearing at Trent Bridge.

Editor.



## THE CIVIC TRUST'S "OPEN ALL HOURS" CAMPAIGN

The Civic Trust, the national organisation to which we are affiliated has launched a campaign occasioned by the Licensing Bill currently going through the Houses of Parliament. As you know, the Queen's Speech announced a Bill for the deregulation of the licensing system in England. As the Civic Trust points out, this will have a significant impact on any area where licensed premises exist or are likely to proliferate. It will permit unregulated opening hours and severely restrict the rights of local residents, local authorities and police to object to the granting of a new licence or the extension of hours of existing ones.

This is clearly a concern for all citizens, particularly in cities such as Nottingham where the nighttime economy, with the '24-Hour City' aspiration, is becoming an ever-increasing feature.

Our Society, in common with the Civic Trust, supports the concept of the evening economy, which can bring social and economic regeneration and vitality to towns and cities. But there does come a time when the city and its citizens are exhausted and need to draw breath - and sleep. The removal of any licensing hours legislation could easily lead to a weary, permanently noisy and litter-strewn city centre. Comparisons are made with Europe, where there are no comparable licensing hours, and vibrant cities such as Barcelona are cited as supportive evidence for the 'open all hours' philosophy, but the picture is not quite so clear-cut, and even Barcelona is becoming worn-out by being a city that never sleeps - but wishes it could.

Nottingham Civic Society is writing to City Councillors and Members of Parliament to express its concern about this issue, and support from members would be very much appreciated: letters can be sent to your Councillor, your MP and to Dr Kim Howells, Minister for Tourism, Film & Broadcasting, at the House of Commons, London SW1A 0AA.

## NEXT MEETING

The next public meeting will be on Tuesday 14 January 2003. Ian Wells will talk on **"20th Century Architecture: From Repro to Retro."**

Usual time and place: 7.30 pm The Friends Meeting House, Clarendon Street.  
If you come by car watch where you park!

## 'HANDS ON' TOUR OF THE LACE MARKET

On a perfect autumn day a group from the Macula Disease Society purchased tickets at the Galleries of Justice and donning headsets began a VI-P (Visually-impaired People) tour at the Lace Market Museum (3-5 High Pavement).

There we stood before a waist high lectern on which was a sculptured relief of the building, offering a tactile guide to its contours. Having the architecture explained in the honeyed tones of Joanna Lumley was uniquely engrossing as you felt your way around it in front of you and then stood back to gaze upon it as a whole, this surely one of the oldest and prettiest houses in Nottingham. Crossing the road to the 'Pitcher and Piano' we learnt about the history of this former church with its tall spire and radical history. Then up to the Law Courts (Galleries of Justice), where standing next to a Victorian pillar box we were told of the hangings - not too many - which took place there and how at one of them there was such a throng of spectators crushed together that several people including children were killed.

The fourth place was St. Mary's church and then on to the splendid Adams building - the Place for Lace, with its magnificent façade five storeys high. Two more stops to take in a Watson Fothergill building and the last, the National Ice-Centre built in the year 2000.

This is truly fascinating tour through one of the glories of Nottingham, and ample praise should be given to the artist Alec Keeper and all the many people involved who helped to make this possible. All it needs is some strategically placed seats - it gets rather tiring as some of the descriptions are over long. You can fast forward the tape of course but then you don't want to miss anything, at least I didn't, but if you had listened to everything all the way through it would take two hours. Could the answer be to have a choice of two tours, one on architecture and one on social history, thus reducing them to a more manageable length? This would have the added advantage of coaxing people to return, for it is well worth it.

Access off-peak. Nov 1st to March 31st Tuesday to Sunday 10 a.m. to 4 p.m.  
Last issue 2.30 p.m. Telephone 0115 952 0555

Shirley M Brookes

Shirley, one of our visually impaired members, took advantage of the tactile heritage trail that was previewed in Newsletter 117, January 2002, page 7.