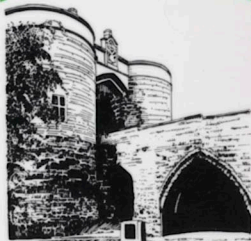


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Society Web Site: www.nottinghamcivicsociety.org.uk

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: Individual £10 Family £15.50
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Further details: Lynn Irvine, Membership Secretary
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Nottingham
Civic Society

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NEWSLETTER



Hart's Hotel
Architects Marsh & Grochowski
Mark of the Month April 2003

(Photograph Martine Hamilton Knight)

£1

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Hart's Hotel (Cover photograph by Martine Hamilton Knight)

"It is an ultra-modern white building with lots of curves, glass and steel overlooking the greener side of the city. Bright and uncluttered, it's very cool, but the warmth comes from the staff, colourful furnishings and art."
The Guardian 23 August 2003

NEWS FROM THE ENVIRONMENT COMMITTEE

Members will be aware of the current spotlight on historical buildings in need of rescue and restoration; newspaper articles and television programmes have brought the plight of these buildings to the notice of a wider public than usual. By its very nature, the Society is already well aware of the threats which affect our older buildings, but we are also aware of the opportunities which these buildings offer as historical and aesthetic objects to be celebrated and as structures to be used by people for living and working in during the twenty-first century.

Among the buildings identified as being 'at risk' in the city are both small and large structures, some of which continue to languish, such as Fothergill's Thurland Street bank; some looking very sad indeed, such as the Georgian house at the corner of Pitcher Gate; and some, fortunately saved, such as Colwick Hall which is now being restored and refurbished for its new use as conference centre, wedding venue and restaurant. Some buildings continue to trouble us considerably, such as the Wollaton Camellia House (although we understand that the Heritage Lottery Bid will come to the aid of this building in the not too distant future). Another building, which we feel needs some help in the near future, is the former Co-operative House store on Upper Parliament Street, where the frontage and rear elevation and aspects of the interior such as the 'film star' staircase deserve to be retained and celebrated in an imaginative use. It is encouraging to note that the City Council is currently considering extending the Old Market Square Conservation Area to include the Co-op's location, so this will provide this distinctive and well-loved building a measure of protection.

The Old Market Square itself is currently the subject of analysis, discussion and a bid to fund a design competition for its possible future appearance and use. There are clearly some very strongly-held views on the subject of the Square's future, but one thing on which people are united is that it does need some serious tidying up and cleaning, with some of the accretions of 'clutter' removed, and certain features repaired or replaced, for example broken benches, cracked paving stones and the crudely repaired Coat of Arms mosaic. It would also be a good idea to study the impact of the tram on the Square before any very definite ideas or plans are developed. What do you think? Please do let me know what you think should happen to the Square and in the Square and what improvements or alterations, if any, should be undertaken. This is the city's heart, and all of us, as citizens need to express our ideas on it.

Members of the Committee continue to be very concerned about what has been described as the 'upward creep' of the city's skyline. There are regularly Planning Applications submitted for the addition of storeys to existing buildings, very often to not particularly distinguished twentieth century structures. While this may not in itself seem particularly concerning, it is the effect on the skyline which is so damaging: two additional storeys may not seem much on paper, but the impact of those two storeys on the streetscape and vistas of the city's core is intrusive and alters the skyline 'by the back door', so to speak. We do, of course, object to this type of development if we feel it will detrimentally affect the character of the city.

Similarly, we comment on proposals for monolithic new buildings, which are out of scale with their environment, and particularly those which would affect the setting of a listed building or the character of a conservation area. We have been heartened recently by the City Council's decision to create a new conservation area around Sherwood Rise: this is an area which has retained a lot of its 'grain' and which contains a number of attractive Victorian Villas. While some of these have unfortunately already been lost, it is hoped that conservation area status will protect those interesting and impressive buildings which remain and which give this part of the Victorian and Edwardian suburban development its distinctive flavour.

On a wider scale, members of the Committee have been involved in consultations and discussions regarding the new 'Big Wheel' transport plans for Nottingham including an increased focus on the role of cycling: discussions regarding the NET line planned to run towards Beeston and Chilwell; and important consultations on the issues surrounding the A52 and the question of whether a fourth Trent crossing is needed and if so which route it should take.

As well as offering our opinion and advice when sought, the Society has also been involved in providing concrete assistance to the well being of the city via financial support for projects. The *Streetscape Guidelines* mentioned in the last *Newsletter* are now reaching completion and already one of the issues dealt with is being addressed by the 'Clutter-buster' scheme whereby redundant and unnecessary street furniture, signs, etc. are being removed. The scheme has received national publicity, and the Council is to be congratulated on it.

Other current projects include the initiative to restore the Royal Centre Terraces to their original appearance and to make them more accessible by removing the existing defunct neon sculpture; and eventually to look at the installation of some new public art there, probably some form of lighting, possibly projected. We are also waiting to hear whether the proposals for the restoration of the Castle Rock (where the rock fall occurred) meet with the approval of English Heritage, as we have offered to provide a new flagstaff to replace the original (1878), which had to be taken down. We are looking forward to seeing this 'exclamation mark' restored, and feel that it will also mark the Society's involvement in and commitment to the city and its historical and visual environment.

Hilary Silvester

MAP REVIEW: OLD ORDNANCE SURVEY MAPS

Nottingham (North) including Mapperley and Carrington 1913

Alan Godfrey Maps Price £2.10 from W.H. Smith and Waterstones

This reprint of Nottinghamshire Sheet 38.14 is reduced from the original O.S. 1: 2500 to a scale of approximately 1:4350 (or about 15 inches to a mile).

Besides the constant fascination of old maps of this date at this scale the Godfrey edition has the added advantage of a very engaging and perceptive commentary by Dr Ron Blake, currently Visiting Research Fellow at Nottingham Trent University.

The author has a background of geography and town planning and he has applied this knowledge in providing a wide-ranging interpretation of an area of Nottingham from Mapperley Road in the south to Spondon Street, Sherwood to the north, and east to west from the Coppice Hospital to the Sherwood Hill Works on Nottingham Road, New Basford. In total it is about one and a half square miles.

Dr Blake gives a sound geological description of the area on which the later development has taken place. He is particularly good on the background to the infrastructure shown on the map. Where appropriate the author looks beyond 1913 and makes observations of how transport, industries and housing needs changed the 'face' of the area later in the century.

This snap shot of part of a dynamic Edwardian city on the brink of the First World War is really engrossing and is thoroughly recommended. An added bonus is a short extract from Wright's Directory of Nottingham (1902).

Ken Brand

KEN BRAND – OUR VERY OWN ‘GOOD DOCTOR’

‘What a very pleasant and interesting man.’ I commented to my companion on leaving All Saints, Raleigh Street one sunny afternoon in 1982. Little did I realise that some twenty years later I would be sitting down to write about Ken Brand and to celebrate his most recent achievement and honour - an honorary degree of Doctor of Letters awarded by the University of Nottingham on 8 July 2003.

My first impressions of Ken as he presided over that 1982 T.C. Hine exhibition have been reinforced over the years as I have got to know him as a good friend and very respected colleague on the Civic Society Committee, I know that I can always ring him to discuss ideas or seek information on some aspect of the City and its built and social history; indeed, between us, we keep the phone lines distinctly busy.

Ken’s work for the city and the Society has been recognised before in his Citizen of Honour award, and his research and writing, particularly on his ‘special subjects’, Victorian Nottingham, The Park, and the architects T.C. Hine, Watson Fothergill and Cecil Howitt have been acknowledged not just locally but in the wider world: for instance, Mark Girouard sought Ken’s help when writing about the development of the Victorian city.

Society members will be very aware of Ken’s efforts in the literary field. He has edited the Newsletter for some twenty years, and has also produced and contributed to many other publications, including the city’s Centenary Histories and the book on the artist T.W. Hammond. The Society’s reputation has been enhanced by the stature of its publications and this is very much due to Ken’s enthusiasm and hard work, which has included researching, photographing and writing about such subjects as our Victorian duo, Fothergill and Hine, the development of The Park for his own booklets, and carefully editing, laying out and selecting illustrations for booklets written by other members. I took; a selection of our publications to the recent Civic Trust ‘Pathfinder’ conference where they aroused a great deal of admiration, and some envy when their fund-raising potential was discussed.

Ken is currently Vice-Chair of the Society, a role in which his strongly held principles, knowledge and quiet humour provide invaluable support for myself and other members of the Committee. Dr Johnson’s friends and admirers used to refer to him as ‘the good doctor’; it is a great pleasure for us now to salute our own ‘good doctor’.

Hilary Silvester, Chairman

STREET CLUTTER BUSTING

Background

The steering group for the Streetscape Design Manual has identified a problem of redundant signage and street furniture. Most streets contain a range of signage, poles and street furniture that serve no useful purpose. This clutter narrows the footway impeding pedestrian movement, presents a target for fly-posting, endangers blind and partially sighted people and makes the streets look ugly and uncared for.

The publication of the *Streetscape Design Manual* in June will initiate a more discerning approach to installing new signage and street furniture. However, there is a pressing need to remove the existing clutter.

Proposal

It is proposed that Nottingham City Council adopt the same approach to this problem as the London Borough of Camden. A ‘Clutter Buster’ would be appointed on a full time basis. They would be equipped to decide whether an item was redundant and remove it. The ‘Clutter Buster’ would have a basic knowledge of the relevant highway regulations and experience of manual works on the highway. If they were uncertain about whether an item could be removed they would use picture messaging to get an instant response from the traffic management ward officers.

The clutter busting effort would match the sequence for decriminalised parking. It would begin in the city centre, followed by arterial routes and then other areas.

A priority for removal would be the “No waiting at any time” signs that accompany double yellow lines. Recent changes to the Traffic Signs Regulations mean these signs are no longer required to enforce waiting restrictions. We roughly estimate that there are 20, 000 of these signs in the City with many on individual poles.

The appointment of a Clutter Buster will provide an opportunity to publicise NCC’s commitment to improving the appearance of the streets and promoting ease of movement for pedestrians and people with sight problems. The environmental benefits of recycling the metal and reducing the amount that is installed can also be stressed. NCC can set a national example for good practice, particularly in the removal of “No waiting at any signs” that other highway authorities can emulate. Publicity for the Clutter Buster would coincide with the publication of the *Streetscape Design Manual*,

demonstrating that the Streetscape Initiative is bringing immediate benefits. The Buster would have a liveried vehicle that would give them a high profile around the streets of Nottingham.

Financial Implications

The project will require a budget of £51,000 per annum. This will finance a dedicated site worker, a liveried truck, tools and equipment. It will also cover the materials needed to reinstate footpaths where signage and street furniture is removed.

Three separate sources of finance are proposed:

Budget	Allocation
Traffic Management Revenue Budget for Highway Schemes	£20,000
Highway Maintenance Revenue Budget	£21,000
Local Transport Plan Capital Budget - from the Civilised Streets block allocation	£10,000
Total	£51,000

The Clutter Buster would be employed by NCCW, who would contribute £21,000. Contributions from DES would be made at three monthly intervals and NCCW will provide a log of works undertaken.

Development Department
March 2003

NOTE:

The Clutter Buster is now at work and already some difference has been observed. It is such a good scheme that, as noted elsewhere, it has been awarded the Civic Society's Mark of the Month for August 2003.

Editor

Is there anyone out there listening?

"What is undoubtedly true is that good architecture, good design and good planning is a very effective regeneration tool.

"Any city that invested in good architecture, whether it is Manchester or Barcelona, has benefited from the added value it brings."

George Ferguson current president of the R.I.B.A. on a recent visit to Nottingham quoted in the *Evening Post* 21 August 2003.

BUILDING THE BIG WHEEL

The *big wheel* is a new transport network that will cover the Greater Nottingham conurbation, bringing together buses, trains, trams, cars, cyclists and walkers. Over the next few years around £300 million will be spent developing this integrated transport system so that Nottingham has cleaner air and a safer environment. The *big wheel* will also help to promote prosperity. Companies grow in pleasant places where people can move around easily.

Changing a local transport system is a difficult long-term process - and no one could claim we have built the *big wheel* yet. The local transport plan - prepared by the City and County Councils and endorsed by the Greater Nottingham Transport Partnership, representing councils and companies across the conurbation - is widely held to be one of the most ambitious and visionary in Britain. However transport needs investment from central Government in tramlines and road improvements; it needs major improvements to the national railways; it needs a higher priority given to walkers and cyclists. Perhaps most of all it needs a change in the national attitude to car use. On the continent, car ownership is higher, yet people use cars less. Here we tend to think of a journey as going out of the front door, getting into the car, and then carrying on to the car park. In cities like Karlsruhe or Strasbourg a trip to town may involve cycling to an interchange, hopping on the tram, then walking to the office at the other end. Many more people actually live in town, too.

A large part of the *big wheel's* work is trying to persuade people to try a different type of transport. There are signs that we have made a good start. In a large survey conducted by a national research firm, 67% of City of Nottingham residents had heard about the *big wheel* and 52% across a wide area that included Hucknall and Long Eaton had heard of us, too.

However. In order to persuade people to change from the car, you have to have alternative forms of travel for them to transfer to. Here, too, there has been progress this year, as reported to the Government in the annual review prepared by the City and County Councils. Almost two kilometres of new bus lanes were built and train frequencies on the Robin Hood Line increased to every half hour. NET Line One of the tram is nearly completed and work started on developing NET Lines Two and Three. Nottingham has bucked the national trend by increasing the number of bus passengers for the third year running. New *big wheel* link buses now run a free service round the City Hospital, linking with main bus services at either side of the site. Similar buses will soon

start at the QMC, linking to the Queens Drive park & ride site. Work continued on a bid to Government to change the ring road from a race track round the outside of the city to a civilised series of public transport interchanges, with a guided bus running along the central reservation. If funding is agreed the ring road will become the big link in 2008.

There were many smaller scale schemes, too, which make can make a big difference to individual lives - in some cases saving them. The number of people - especially children - killed or seriously injured in road accidents was drastically reduced this year. Adult casualties were reduced by 23%, and children by 42%. Safe routes to school schemes, home zones and speed cameras have all played their part.

One of the primary reasons for building the *big wheel* is to protect its hub - the city centre. The historic heart of the city is the place for civic engagement, social interaction - and it houses a great deal of Nottingham's commercial activity, too. The Turning Point scheme to civilise Maid Marian Way and Parliament Street is now well under way. Greater priority will be given to buses, cyclists and walkers. Dismal and threatening subways have been filled in and, despite the road works; we are beginning to feel a new sense of space. Some of our most important sites D the Castle, the Playhouse, Nottingham Trent University, and the Victoria Centre will be reconnected to the city's core. It has taken a long time to break the city's concrete collar, but all who savour the urban atmosphere will feel Nottingham's new freedom.

There is one figure that shows us we are on the verge of a real transport revolution. While national traffic predictions are nudged ever upwards, Nottingham, almost alone among British cities, has succeeded in reversing the trend. Despite a thriving economy, road traffic has remained at the same level as 1997. A small victory, perhaps, but it shows that the *big wheel* has started to turn.

Lynn Hanna, *the big wheel*

FRIENDS OF NOTTINGHAM MUSEUMS

I would like to congratulate the Friends of Nottingham Museums on the publication of their 100th Newsletter. Well done!

Editor

Details about the membership of the Friends of Nottingham Museums can be obtained from Daphne Hartley on Nottingham 928 3688

MARK OF THE MONTH, SUMMER 2003

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

APRIL Hart's Hotel
Client Hart's Hambleton plc
Architects Marsh & Grochowski
Contractor Marriott Construction
Interior Design Hambleton Decorating Ltd

MAY Former Convent of Mercy, College Street
Client Chase Homes (Eastern) Ltd
Architects Halsall Lloyd Partnership

JUNE William Bancroft Building
Client Gleeson Regeneration
Architects Church Lukas
Contractors Jessops Construction Ltd

JULY Extension and Courtyard, Fernwood Junior School
Client Nottingham City Council
Architects Design & Property Services N.C.C.

JULY Extensions & Alterations, Rise Park Primary School
Client Nottingham City Council
Architects Jackson Design Associates (Mansfield)

AUGUST Clutter Buster Initiative
Client Nottingham City Council
Development & Environmental Services
Ben Webster/Stewart Thompson
Nottingham Contract Works Dave Tebbett

PICTURE NOTTINGHAM

Picture Nottingham is part of the North East Midlands Photographic Record, which is a joint project by the local authorities of Nottingham, Nottinghamshire, Derbyshire and Derby, to conserve and make publicly accessible the photographic heritage of the North East Midlands. For details contact The Local Studies Library, Angel Row Tel: 0115 915 2873
e-mail: local_studies.library@nottinghamcity.gov.uk

HART'S HOTEL; NOTTINGHAM

Mark of the Month April 2003

Hart's Hotel is a 34-bedroom 'townhouse' hotel on a complex and controversial site overlooking the Park in Nottingham. The Park is Nottingham's most celebrated Conservation Area and a Victorian housing development of great quality and presence below and adjacent to Nottingham Castle.

When the client, Tim Hart, purchased the site it contained on it a derelict villa c.1830 in extremely poor condition. The villa, however, was on the register of buildings of local interest and a number of previous applications on the site had been turned down because they included the demolition of the existing building.

The client's brief called for the demolition of the existing building and the creation of a new hotel which would have a close relationship in use to his existing, award winning, restaurant adjacent.

The site is also surrounded by a number of well preserved listed buildings and is set at the top of Park Steps, an extremely interesting and unusual landscape feature leading into the Park and giving an excellent view of the Trent Valley from the top. Research into the history of the site led to the discovery that its boundary was that of the original outer bailey of the castle and that the existing road into the site passed through what had originally been the location of the Postern Gate.

The practice took a carefully contextualist approach to the project, establishing the important views to be retained and developed and looking at how the new building and the spaces it created around it could be related to the important listed buildings and the more recent developments adjacent. Because the site was also so prominent from the Park itself, the composition of the new building in its hillside context was also carefully considered in relation to the Park edge generally.

The design concept that was developed was based on a three-wing pinwheel plan arrangement, which informs both the internal and external organisation of the building and its site. The first wing, which faces south over the Park contains the hotel reception and a number of guest rooms and is a similar scale and form to the listed Georgian terrace to the West. It also has a face looking East into a new courtyard which forms the hotel entrance and gathers two other listed buildings, the Tower House and the Park Gatehouse into a composition

around it, giving place and space to the original buildings and an impressive and welcoming entrance to the Hotel. The second wing faces southwest and takes the form of a long articulated block grouping rooms around larger scale brise-soleil and giving them all a magnificent view across the valley and into the hotel's private south facing garden. The two wings mentioned above are both 4 storeys to make the most of the aspect and relate carefully to other buildings on the Park edge. The third wing is only three storeys high, allowing views of the Tower House from within the new housing development beyond and relating to the scale of the existing 'Hart's Restaurant', which it stretches out towards.

The junction of the three wings internally is the focus of the hotel and contains its main entrance and circulation spaces. On entering the hotel one immediately gets a magnificent view over the Park and this is reinforced at every lift and stair landing on the route to the rooms. The plan is arranged to get the maximum number of rooms with excellent views and daylight bathrooms. It also relates the brasserie/bar closely to the existing 'Hart's Restaurant' and gives the bar the possibility of being accessed without entering the hotel proper. A modest amount of guest parking was required in the brief and this is provided at the lower level of the site extending the existing car park-building relationship of the adjacent development.

The construction is steel frame, pre-cast concrete floors and solid blockwork walls to give fast construction, but reliable soundproofing. The exterior is rendered in an insulating render system in three shades of grey and the roof finished in standing seam stainless steel to give a cool coordinated appearance easily able to relate to the listed buildings adjacent. Design commenced on the building in January 2001 and the project was handed over in April 2003. The contractor is still carrying out snagging work. The cost of the project was £2,700,000.

The client has benefited by commissioning what in his own words is 'an extremely glamorous building at a very affordable cost'.

Marsh Grochowski Architects

DIARY DATE

The Keith Train Memorial Lecture

'Nottingham's Medieval Alabaster' D Francis Cheetham
Friends' Meeting House, Clarendon Street, 7.30pm
Tuesday 14 October

MARK OF THE MONTH MAY 2003

THE CONVENT OF MERCY, COLLEGE STREET,

The project consists of a £1.8million conversion of Grade II listed former convent and nursing home to form 27 luxury residential apartments, consisting of one, two or three bedrooms with ensuite bathrooms and bespoke furniture/ fittings as well as the construction of a new adjacent building containing a further four apartments within the curtilage of the building itself and providing a complimentary infill street frontage to the conservation area, close to the centre of Nottingham. The involvement of the practice stemmed from the earliest possible stage as advisors to the Sisters of Mercy religious order regarding possible options for the future use of the building and thus the release of capital in a manner in-keeping with the social and spiritual conscience of the order, in our capacity as regional advisors to the Churches National Housing Coalition following the ongoing decline in membership of the sisterhood.

Through this early involvement we had the task of maximising the capital receipt to the Sisters to allow them to fund other initiatives; whilst at the same time finding a viable & sustainable use for the building fully compatible with its heritage and conservation status. Through appraisal of a range of options involving detailed negotiations with both public and private sector development organisations; in conjunction with English Heritage and Nottingham City Council planning & conservation departments, the site was purchased and has subsequently been developed by Chase Homes (Eastern) Ltd.

The building was originally designed by the renowned gothic revival architect, A.W.N. Pugin and was constructed between 1845-46 for the RC Cathedral Diocese located on the adjacent cathedral site and comprises two, three & four storey buildings arranged around a central cloistered courtyard, with a double height chapel complete with original decorative paint schemes designed by Pugin. The experience of the practice in dealing sensitively with historic buildings and the detailed knowledge gained through the early stages lead to the practice being retained by the developer client - Chase Homes (Eastern) Ltd - to carry the project through planning, listed building & conservation area consents, providing the necessary continuity to resolve the technical translation of our initial sketch proposals through detailed design & building regulations to construction in the shortest timescales through a team development and construction management approach with the client's sister company Chase Norton Construction Ltd.

In particular, detailed architectural & conservation investigations have been undertaken & coordinated by the practice to establish the history & detail of earlier paint decoration schemes & other architectural features within the building; and the incorporation & enhancement of these as unique elements within contemporary styled interiors. The existing built form has been maintained with careful & considered alteration to ensure the various aspects relating to the spatial character of the development are able to be appreciated and enhanced, providing a unique peaceful and tranquil residential setting close to a thriving commercial city centre.

Client: Chase Homes (Eastern) Ltd, 9 College Street, Nottingham

Architect: Halsall Lloyd Partnership
(formerly Wilkinson Hindle Halsall Lloyd)

Quantity Surveyor: The Back Group, 35 Park Row, Nottingham

Structural Engineer: Howard Stanley Pratt, 1 College Street, Nottingham

Services Engineer: D H Squire, 29a Plains Road, Mapperley, Nottingham -

Contractor: Chase Norton Construction, Diddington Hall, Kenilworth Road, Meriden, Warks

Contract Sum: IFC 98 - £2,153,852.00



**The Chapel, the Convent of Mercy, College Street, Nottingham
(A.W.N. Pugin 1845-50)**

Refurbishment/Conversion into Apartments by Halsall Lloyd Partnership
Mark of the Month May 2003

WHO WANTS TO BE A CONSERVATION OFFICER?

If you do, well you won't become a millionaire! Although conservation specialists in local authority employment need to be multi-skilled, with over two thirds having post graduate qualifications, their salaries are relatively modest. Well over one third (38%) earn between £21,000 and £25,000. Invariably there is regional variation with a higher weighting in London and the South East. The median is nearly £2,000 below the national average for all employment.

The source of this information and much more about Conservation Officers showing that they are over-stretched, under-resourced, undervalued and underpaid comes from the *Survey of Local Authority Conservation Provision in England*. This pioneering study was undertaken for English Heritage and the Institute of Historic Building Conservation in 2002 by the School of the Built Environment, Oxford Brookes University.

Although Conservation Officers come from a variety of professional backgrounds town planning predominates, followed by architecture. The extent of the contribution that these officers can make has been limited by the decline in real terms of the spending on conservation by local authorities over the last five years. This in turn holds back the positive contribution that conservation can make to local and regional regeneration.

Most local authorities have responsibility for managing a substantial resource of historic assets, on average 1,200 listed buildings and 28 conservation areas. This responsibility is covered by the equivalent 1.7 full time conservation specialists employed by the average local authority, but there are big variations between authorities. Apparently staffing levels have remained static over the past three years. Here Nottingham has "bucked the trend" as the vacant conservation chair was filled earlier this year by Steve Bradwell.

Conservation officers reckon they have good relationships with fellow professionals inside and outside their authorities, an exception appears to be with the public utilities (25% poor or very poor).

When questioned about the service they provided the conservation officers responded very positively. Among their considered opinions they felt:

Conservation plays a large part in planning. The status, role and weight of conservation in the planning process deserved better recognition. They would welcome a greater statutory role for conservation.

Conservation officers want to spend more time on proactive work and less time reacting to problems.

Conservation has a wide-ranging community, economic and environmental role.

Conservation officers spend a significant amount of time working with communities and in regeneration schemes on non-development control issues but did not feel this was always fully recognised.

So in future when we are all about to criticise our local conservation officer(s) for failing to protect our historic buildings or sending poor developments back to the drawing board remember like the pianist they are doing their best. We know now it is not entirely their fault, better spend that pent up fury lobbying the office of the Deputy Prime Minister to improve their lot.

Source: English Heritage, selectively filtered by Ken Brand

The full report is available on:

www.english-heritage.org.uk or www.ihbc.org.uk

HERITAGE OPEN DAYS 12-15 September 2003

Heritage Open Days offers you four days of free access throughout England (**excluding London**) to discover, explore and enjoy local architecture, history and culture.

For more information about participating properties and activities

Visit: www.heritageopendays.org

Call: 08700 100 150 (From 21 July D 15 September, 1730 D 24.00)

Write: Heritage Open Days, The Civic Trust, 17 Carlton House Terrace,
London SW1Y 5AW

For similar events in London, Scotland, Wales and Northern Ireland

Visit: www.heritagedays.net

CORE CITIES 2003

"The Core Cities Group was set up in 1994 to represent the English non-capital cities of international significance. Its mission is 'To work in partnership with Government and other key stakeholders to promote and strengthen Core Cities as drivers of regional and national competitiveness and prosperity with the aim of creating internationally competitive regions.'"

Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield make up the Core Cities Group. Nottingham was the last to join, no doubt to represent the East Midlands region.

Recently John Prescott, in his role as Minister for Housing, Planning, Local Government and the Regions, has requested each of the Core Cities to produce a prospectus "setting out in broad terms the key goals of their forward strategies and how they plan to use their distinctive assets to contribute to the urban renaissance agenda and to increase regional and national competitiveness".

Developing a new vision is the title of Nottingham's 2003 *urban renaissance and competitiveness prospectus* and it is the source of all of the above quotations including that ghastly word 'stakeholder'.

The document quickly makes the point that whilst Nottingham is a compact, lively and accessible city of some 267,000 residents its real clout lies in having a population of some 750,000 living in the greater Nottingham area and further that three million people live within a one hour drive of the city centre. That centre contains over 178,000 jobs.

There are some sixteen sections in the prospectus that give a comprehensive review of where the city is, where it is going and what it hopes to be. It is all very worthy but somehow lacks the "Wow!" factor, perhaps the *Bilbao Effect*. This may be a little unkind on my part for there is much of promise - but Nottingham here is in the "premier" league and one has to compare the City and West Bridgford with Manchester and Salford or more realistically Newcastle and Gateshead. Each pair has a stretch of water between. Let us set the pace for "the Jones" not be content with just keeping up!

In the section *A City of distinctiveness* it is noted, "Nottingham has benefited from the fact that a large part of the City centre is owned by the Council..." On the facing page one of the Key Challenges set out is "To develop more green space in the city centre". I would like to be reassured that these two statements will be linked.

A City of Squares initiative is already in place with a remit to create new and enhance existing city squares. In putting what was in retrospect a naive question about these square to a major city official a minor splat followed in which I was reminded of existence of the Ice Stadium Square (then unnamed), Theatre Square and the Playhouse Square. Of these I concede the arrival of Anish Kapoor's Sky Mirror is a welcome attraction in the forecourt of the Playhouse, although when the tables are out from the bar/restaurant the area is somewhat lessened as a public open space. Of the other two, one is rather a traffic island, the nature and function of the other I leave to members.

The big one, the Market Square, is soon to be the subject of a major international competition to re-establish the square as the focal point of the city. This is great news! For some of the older members of the Society it is the culmination of a quarter of a century or more of waiting and hoping. The news was splashed across the front page of the *Evening Post* "SQUARE VISION". In smaller print inside the Council Leader, Jon Collins, rather dampened down the fire, being quoted as saying " We will have this architectural competition and see what the outcomes are and whether we want to go ahead with any of the designs that come up. Because we're holding a competition doesn't mean we're bound by it."

The cost of implementing a transformation, estimated at £5 million, will of course have to come from external funding. Other Core Cities, notably Leeds, Manchester, Birmingham and Sheffield have already got sizable new squares in place D under various guises *Peace, Centennial, Millennium* etc.

There is also a note that "Designs for a number of new landmark buildings are currently being created". I hope this is a genuine use of "landmark" and not the old developers' speak, which usually in translation means "tall and probably out of scale".

There is a very encouraging acknowledgement of the roles Nottingham's two universities play and will increasingly play in the economic growth of the city through research, development and innovation.

There is more to the Prospectus than architecture and planning. "Cultural infrastructure and services" are reviewed, that's a sore point when one remembers that four Core Cities aimed to be "European City of Culture" and a fifth, Manchester, had just hosted the Commonwealth Games. Whither Nottingham?

Ken Brand (A personal reflection)

**'A VERY POOR AREA': the metamorphosis of the Carter Gate /
Manvers Street area. (Part 3 Conclusion)**

The Nottingham City Transport premises wrap themselves around a large proportion of the site's circumference, and the Manvers Street elevation provides a contrast between gigantic exit doors of the 1920s (with roller blinds, now never opened) and characterless recent infill. Is there, though, anything to bring the amateur of townscape and architecture, rather than the bus spotter, to the place? I think there is. Apart from the Barton garage, whose two entrances are typical of 1930s municipal bus architecture (with a faint touch of Hollywood Egyptian?) we still have that part of the City Transport depot that incorporates offices and shops. This is a curious building, deserving of a more lucid analysis than it will receive here.

Designed under the regime of T. Wallis Gordon, City Engineer and Surveyor, it chiefly consists, so far as the casual onlooker is concerned, of a long façade curving from Lower Parliament Street into Southwell Road, and running the whole length of that street until it turns the corner of Manvers Street. The curve makes it difficult to appreciate the overall design, and to decide whether we are looking at one building, or two. A walk along the frontage, however, reveals that there are two distinct symmetrical compositions, linked by, and flanked by architecture of rather ambitious character, interspersed with much more utilitarian stretches.

Working from the earlier end of the depot, we begin in Lower Parliament Street, where a stone-built bay turns the corner into Stanhope Street at an angle of 45 degrees. Flanked by rusticated quoins, a decorated carved panel bears the words 'Nottingham Corporation Tramways 1926' in sans serif capital letters. This title is lent added authenticity by the two fragments of tramline, which have surfaced through the tarmac at the entrance to Stanhope Street. There follows a nondescript range of brick, with stone dressings, and then the main entrance, the first of the more formal compositions. This is of brick and stone, and emphasized by quoins with carved cartouches at the top. Its centre is entirely of stone, slightly projecting, with an arched hood on curly brackets, above a rusticated doorway with some pleasant leaded glass in the fanlight. The letters NCT are carved above the door.

After a further dull section of brick, the façade is enlivened by two bays of stone, with a circular window in the gable, topped by carved swags and garlands, and the date AD 1926 on a crisply carved stone between the upstairs windows. The ground floor has rustication around two pairs of vehicle doors,

one of which has what appear to be original metal grilles in the upper parts. We are now in Southwell Road, and have reached the point where shops or offices are incorporated into the ground floor. This bit of the building is of five brick bays, each pair of upper and lower Georgian-style windows being linked in an elaborate vertical stone composition, with prominent keystones. These form, in effect, narrow stone bays alternating with the brick. This particular style of window is repeated in four other brick-built ranges of the building.

Next to be seen is the other symmetrical range, of five elements. Its narrow central bay is of stone, with a rusticated and pedimented doorway protected by a wrought iron gate, and a round window at the top stage. On either side of this centre are brick bays with the same stone windows as those described a moment ago, and a pierced parapet. Flanking these are stone outer bays, with an arched pediment featuring a carved wreath and swag. The first floor windows have broken pediments, the outer ones triangular, and the middle one segmental. The bays are further emphasized by rusticated pilasters on the upper floors, with a repeat of the garland and wreath at ground floor level. Of their shop fronts, the westerly one, originally a Lloyds Bank branch, has the added feature of fluted attached columns.

A further four-bay brick section follows, with two shops below. Then, as though squashed in because there was no room for anything wider, a little two-bay stone feature with pedimented windows, and segmental pediment enclosing a cartouche in front of a flat cornice. Rounding the corner into Manvers Street is a brick frontage of three bays, with the best of all the shop fronts below. This, the former Flitterman's, has a recessed entrance, original glazing bars, and attractive leaded lights at the top of the curved shop windows and above the door. It must be hoped that this will not be vandalized by modernisation.

In Manvers Street proper is one of the busiest parts of the whole building. This is a one-bay stone feature with another iron gate (originally the entrance to the depot cart way) in a rusticated surround. Above this is a window with a broken pediment and big keystone, and yet higher up a real conceit; a round window (can it have been intended to accommodate a clock?) surmounted by a very fancy keystone is set within a raised panel with an arched top. The keystone reaches up into a segmental pediment, set against a flat cornice. The round window is flanked by cartouches on which the interlaced figures 1927 are carved. More rustication completes the ensemble. It all brings to mind H.S. Goodhart-Rendel's remark about the designer of a Victorian church in Chelsea, who 'was determined that no visitor should be dull for a single moment.'



A VERY POOR DISTRICT
Lower Parliament Street
Bus Depot

Above left:
 Stanhope Street Corner 1926

Above right:
 Part way along, where
 Lower Parliament Street
 becomes Southwell Road 1926

Right:
 Manvers Street 1927



We have, by walking from right to left along the front of the building, followed the exterior from its 1926 beginnings to its external completion in 1927. If the reader has found the foregoing description incomprehensible, I apologize, but if anyone decides to go and look for themselves, then my purpose will have been accomplished. The architecture of the bus depot has been unsung for years, but, for all its faults, it is a product of the period of civic pride that gave us the Council House, and worthy of more than a passing glance. After all, it may be argued that if nobody looks at them, our buildings effectively cease to exist.

Several of the shop premises are empty nowadays, and many of the shop fronts are spoiled. This little row, however, still offers a colourful slice of Nottingham life. The Nottingham Drum Centre: Danny's Tattoo Studio: John Isaac Photography: the Salvation Army Care & Share Shop: Massinissa snack bar and takeaway food: Sapco Memorials - granite and marble headstones: and, in the former bank, Levinson Wentworth, fire sprinkler systems. The empty shop at the corner of Manvers Street has already been mentioned; there have been sporadic signs of furtive activity on these deserted premises, but the repositioning of a stepladder was the only visible result.

Drum Centre, tattooist, cafe, and monumental mason notwithstanding, the area is undeniably less rich in human interest than it was when nearly two thousand people lived in it. No one, however, could possibly grieve for the passing of 'houses, courts and alleys which are unfit for human habitation,' and in which 'the want of light, air, ventilation and proper conveniences and other sanitary defects are dangerous or injurious to the health of the inhabitants.'

Stephen Best

Part of this article first saw the light of day as 'Unfit for Human Habitation' in Sncinton Magazine no. 14, Autumn 1984. As he has so often done before, Ken Brand read the revision, and offered helpful suggestions. He also went far beyond the call of duty in looking at the frontage of the bus depot with me, and checking that I had committed no howlers. My warm thanks to him.

A FORGOTTEN CENTENARY

Early in 1903 Messrs Morris and Place, Estate Agents and Auctioneers of 25 and 27 Bridlesmith Gate advertised the forthcoming sale by auction of the Mapperley Park Estate. This was strictly the surviving or northern part of the estate, which included Mapperley Hall. This sale had been forced on the Wright family, owner of the estate, by the result of an action brought against them by Capital and Counties Bank Limited in the Chancery Division of the High Court.

A typical advertisement appeared in the *Nottingham Daily Express* on 14 March 1903, which in addition to a list of the estates assets, informed "The Estate ...its easy adaptability for immediately cutting up into building lots or for purchase by a public body or philanthropist for a public park offers such advantages that no other property in this area could be placed on the market to compete with it."

The sale of the estate took place from 3.30 p.m. on **Friday 20 March 1903**. The bidding started at £60,000, which was followed rapidly by increases of £1,000 to £70,000 then more slowly with advances of £500 until "at £74,000 the hammer fell and the estate passed into the hands of Mr. S.P. Derbyshire of Derbyshire Brothers chartered accountants."

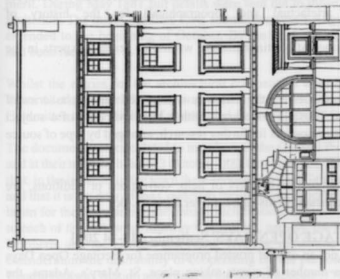
Samuel Patrick Derbyshire was acting for a syndicate comprising himself, his brother Job Nightingale Derbyshire and John Ashworth. To this trio was soon added William Beedham Starr, a prominent local architect and surveyor. Starr was an excellent man to have in this development partnership for besides his architectural talents, he had surveyed the estate for the sale catalogue and associated documents and indeed was then currently involved in work on the edge of the southern part of the estate.

On the following day the writer of the Comment column of the *Nottingham Daily Express* made a very perceptive observation.

"On the whole I should say the purchasers of the Mapperley Park Estate yesterday afternoon got a bargain, the purchase price being £74,500 being about 2s.6d. (=12.5p) a yard."

Ken Brand

The Morris and Place auction rooms in Bridlesmith Gate are currently occupied by *Hobbs* fashion store. Other than the insertion of a shop front much of the building remains unaltered.



A FORGOTTEN CENTENARY

Morris and Place, Estate Sale Room 25 and 27 Bridlesmith Gate, Nottingham

Left: The front elevation of the "Auction Mart" designed by A. R. Calvert for Morris and Place. (Plan No. 109 approved 9 March 1900) (N.A.O.)

Right: A recent (8/03) photograph of the "Auction Mart" now occupied by *Hobbs* fashion store. Above the ground floor much of the original façade survives

NOTTINGHAMSHIRE HERITAGE GATEWAY

The Nottinghamshire Heritage Gateway, jointly sponsored by grants from the Millennium Festival Awards for All Fund and the Thoroton Society, is now live on the Thoroton Society's website at

<http://www.thorotonsociety.org.uk/gatewav.htm>

The Nottinghamshire Heritage Gateway is designed to provide a guide to the heritage resources of the county, and a history of Nottinghamshire featuring the latest research.

The key aims of the Gateway are:

- To assist researchers at all levels by indicating the range of resources available for the study of different aspects of Nottinghamshire' history, culture and heritage
- To provide easy access to the relevant websites and other resources of Nottinghamshire's heritage organisations and other organisations holding material on the county's heritage
- To provide an introduction to the primary and secondary resources (documentary, artefactual and topographical) for the history of Nottinghamshire
- To provide a history of Nottinghamshire written by leading experts in the field

The information provided by the Gateway is arranged through a series of research pathways. These provide users with a brief overview of a subject area and a list of key resources for further research, arranged by type of source material.

The Gateway is ongoing. All offers of help, corrections or additions, are welcome. **Please contact: denise@boobyer.fsnet.co.uk**

LOCAL 'HERITAGE OPEN DAYS' September 13-14 2003

Although there is not an official printed programme for Heritage Open Days locally there are a number of events taking place. St. Mary's, Adams, the Castle, the Museum of Nottingham Life and Wollaton Dovecote all have something on offer. See the Museums' "What's On" leaflet page 13 and local press for details. (A Civic Society flyer should come with this Newsletter).

CENTRAL STATION?

On 29 March 1881 the General Purposes committee of the Nottingham Town Council, in effect the whole Council, met to consider a representation by the Medical Officer of Health, Dr Edward Seaton, of an unhealthy area located within a rough quadrilateral formed by Upper Parliament Street, Market Street, Long Row Central and a full length Greyhound Street. The unhealthy area referred to the Council was commonly known as the 'Rookeries'. Using the power to compulsory purchase areas 'unfit for human habitation' available through the Artizans' and Labourers' Dwellings Improvement Act, 1875 Seaton had progressively declared parts of the town 'unhealthy areas' in an ongoing attempt to improve the general well being of the town.

After due consideration of Seaton's broadside the Health Committee recommended its adoption and subsequently the General Purposes Committee agreed.

The Health Committee reacted quickly to the Council's decision to clear and redevelop the unhealthy area between Upper Parliament Street and Long Row (Central). They advertised an invitation for architects and others to submit plans for the utilisation of the area. Two prizes of 50 and 25 guineas were offered for those whose plans were judged first and second in order of merit. During May 1881 full details were sent out to those responding to the invitation. The initial deadline for a submission was 1 August but it was later extended to the beginning of October. By the final closing date nine entries had been received.

Whilst the entries for the architectural competition were being assessed the Town Clerk, Samuel Johnson was drafting a proposal by the Improvement Committee on the 'Siting of an intended Central Railway Station'.

The document was circulated to members of the General Purposes Committee and at their meeting held on 3 October 1881 they resolved "That...it is desirable that, in the interests of the town there should be a joint Central Railway Station, and that it is the duty of the Council to facilitate any proceedings which may be taken for the purpose of establishing such Station. That a Memorial be sent... to each of the following Railway Companies, namely, the Midland, the Great Northern, and the London and North Western, requesting them to take into consideration the desirability of cooperating for the purpose of establishing a Central Railway Station according to the plan produced..." This plan prepared by the engineers T. Greenhalgh Walker and Edward Parry M.I.C.E., who was also the County Surveyor, envisaged using the 'Rookeries' and more for the location of the station, in total about 10 acres. More precisely the site would

be a 300feet band from Parliament Street to Long Row, stretching west to east from Market Street to Heathcoat Street. Further eastwards a viaduct would be constructed to affect a linkage with the existing rail network.

A Council committee was appointed to carry the project forward. No response from any of the three railway companies has ever been officially recorded nor even a suspicion of a reaction traced. The only additional reference comes on 5 December 1881 when on the recommendation of the General Works [etc.] Committee the extension of the tramways would be deferred until the location of the central railway station had been settled.

In the end the clearance and redevelopment of the 'Rookeries' was achieved not by the architectural competition D although the prizes were awarded* and the site partially cleared D but by the plans drawn up by the Borough Engineer, Arthur Brown, the King and Queen Streets Y scheme, which was finally approved on 7 October 1889.

The Council's next direct involvement with railways occurred on 1 February 1886 when the Estates Committee suggested, successfully with modifications, that the Council should assist the proposed branch line, the future Nottingham Suburban Railway, by contributing to the cost of the (Parliamentary) Bill. The thrust of the Great Central Railway across, over and under Nottingham was even further ahead.

However, supposing one or other of the railway companies had built a central station according to the plans submitted to them. Think of the buildings that are valued today that would either have been demolished or just not built.

One legacy of one architect in particular would have been dramatically reduced, Watson Fothergill, or as he was known until 1892, Fothergill Watson.

Express Chambers, his newspaper offices on Upper Parliament Street (1876) and probably his Nottingham and Notts Bank on Thurland Street (1882 and earlier) would have been demolished. His own office at 15 George Street (1895), Furler and Co shop and offices, now T.S.B., Lower Parliament Street (1896), Jessop's old department store King Street (1895), and E. Skipwith shop and Queen's Chambers Long Row and King Street (1897) would not have been built.

Other buildings that would have gone include T.C. Hine's Corn Exchange, Thurland Street (1849-50), R.C. Sutton's Parliament Street Methodist Church (1874), and the Broadway Cinema, then the Wesleyan Chapel, by S.S. Rawlinson (1839).

There would have been no need for a Victoria Station, so no Victoria Centre. The Elite Cinema from Adamson and Kinns (1921) would never have been erected, similarly the Prudential Assurance building, King Street by Waterhouse and Son (1894-6), the Argos Catalogue Shop, Lower Parliament Street, built for Buckoll King fruit and vegetable wholesalers (1900) and the National Telephone Exchange George Street (1898), both by Albert Nelson Bromley.

In addition had the 'Rookeries' been replaced by a central station and its approaches, another unhealthy area of 13 acres within the bounds of Lower Parliament Street, Glasshouse Street, Woodborough Road, and Melbourne Street/Milton Street having 1,300 houses, 20 public houses, and the Union Workhouse, would have survived D but for how long? The core of the present City Hospital was built to replace the Union Workhouse so what extra hospital provision would have eventually been erected? Would the close proximity of a large Victorian railway station have influenced T. Cecil Hewitt's choice of style, neo-Baroque, for his Council House?

Ken Brand

*The first prize in the architectural competition of 1881 was awarded to the partnership of Robert Evans and William Jolley, both former pupils of T.C. Hine, under the pseudonym of 'Sweetness and Light'. Hine and Fothergill Watson both entered the competition but were unplaced.

I have invited Stephen Best to use his encyclopaedic knowledge of railways to speculate about:

POSSIBLE DESIGNS FOR A CENTRAL STATION

The Great Northern Railway Derbyshire Extension of the 1870s, running as it did along or outside the eastern and northern edges of Nottingham, had not provided the borough with a new town-centre station. This was in contrast to its path through Derby, which had resulted in the addition of a new and fairly central G.N. station in Friargate. Nottingham's most central stations were, therefore, still in Station Street and London Road. Did the Corporation want to remedy this?

In addition to the proposed rail connections to the east of the envisaged Central Station, other lines in tunnels would have been constructed to connect with the Great Northern at Bulwell, and the Midland Railway at Radford.

Many stations in cities and important towns were used by trains of two or more companies. Very often this was by means of running powers, enabling one company to run trains over another's line, and into its station. In fewer cases stations were jointly owned: for example, at Carlisle, Bristol, Chester, Leeds, and Manchester. In the Nottingham area, however, rivalry between the Midland and the Great Northern was intense, and would continue to be so. 1882 saw the opening of the Great Northern Leen Valley line in direct competition with the Midland's Mansfield branch. These two routes, which crossed and recrossed, were always within a few hundred yards of each other. Perhaps the competition was just too fierce for the idea of sensible railway co-operation to take root in Nottingham at that day, and the proposal for a Central Station simply came at the wrong time?

Trying to guess who might have designed Nottingham's prestigious station is a beguiling pastime. And, it must be asked, had the scheme come to fruition, surely such a prominent building would have possessed what the Midland Station has always lacked - a station hotel?

If any of the three railway companies approached by the council had agreed to build a station, it would in all probability have employed a leading architect. It is, for the sake of argument, reasonable to postulate that the legal preliminaries and investigations of consequent engineering works would have taken two or three years. So, had the Midland been the railway to build the Central Station, Charles Trubshaw might well have come into the picture. Having previously been architect to the Midland Railway's Northern Division, he became in 1884 architect to the entire system. Trubshaw designed important stations at Bradford Forster Square (with a hotel, 1890); Leicester (1892); and Sheffield (1904.) It would have been good for Nottingham to have one of this important railway architect's buildings.

The London & North Western Railway was never to make much of a show in Nottingham, its only line in the county owned outright being from Trent Lane Junction to Manvers Street Goods Station, Sneinton. However, one architect who had designed for the LNWR, and was still active in the 1880s, was no less a figure than Alfred Waterhouse. He had designed the North Western Hotel, opened in 1871, which fronted Lime Street Station in Liverpool. Nottingham has too few buildings by Waterhouse, but, had the Central Station ever been built, we should not now have his Prudential Building in King Street, since that street itself would not have been laid out.

Finally, there was the Great Northern. T.C. Hine's Great Northern station in London Road was widely praised, and the stations between Nottingham and Grantham were by him. Would Hine, though, have contemplated designing a major railway station after the rejection of his plans for the St Pancras Station and Midland Grand Hotel just over a decade earlier? We cannot know. He was, however, interested enough in the development of the centre of Nottingham to have sent in an (unsuccessful) entry for the Rookeries improvement competition which was also under way in 1881. It would be fascinating to know what Hines St Pancras design had looked like, and whether it, or a version of it, could have re-emerged as Nottingham Central Station. Might this station even have proved to be London Road (Low Level) on a much vaster scale?

Stephen Best



The site of the proposed Nottingham Central Station (enlarged extract) from the Memorial sent to the Midland, Great Northern, and London and North Western Railway Companies in October/November 1881. (N.A.O.)

NOTTINGHAMSHIRE PAST

In *Nottinghamshire Past* leading historians of Nottinghamshire have tackled issues in the county's past ranging from the origins of Wollaton Park, through the role of the church courts, the building of Nottingham castle the formation of the dioceses of Southwell, and the reconstruction of Nottingham during the nineteenth century. Each essay opens up and develops an area, which has been only partially known or understood in the past, and the subjects range in time across the past thousand years, and in geography from the Dukeries estates to Stanton on the Wolds. We meet the man who gave his name to the Major Oak, and we find out how relatively easy it was for the monarch to move around the county almost undetected a century ago.

**All the essays have been written to celebrate the thirty-two years
Adrian Henstock spent as county archivist of Nottinghamshire.**

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**Order/purchase for £8.95 before 31 October and save £4.00 from:
County Hall, Archive Office, Local Studies Library, Society meetings.**

GUESTS OF OTHER SOCIETIES

Among the pleasures of visiting other towns and cities and being received by their respective Civic Societies are finding out what they do and how they conduct their affairs.

The society's well-supported visit to Cheltenham on 2 August provided some interesting insights of the Cheltenham Civic Society. Like your Society it was formed in 1962, two years later Lord Parmoor gave his house, No. 13 Lypiatt Terrace to the Society, they have a very elegant Regency home!

The Cheltenham Society organises, in association with the Borough Council, an annual Civic Award scheme to promote good design in the following categories. 1. The restoration of a period building, 2. A new building or structure, 3. An improvement to the built or landscaped environment, 4. A new or restored shop front. The Borough Council provides the funding.

The awards consist of an engraved rose bowl, an illuminated citation and a plaque. Commendations, with an illuminated citation can be made in all categories. This year two awards were made, both in the New Building Category, and five commendations. This is broadly similar to our own, I hope only temporary suspended, Lord Mayor's Award scheme.

A Civic Society plaques scheme is also in place. The 30th plaque, erected on 3 July this year, was for Brian Jones, "founder of the Rolling Stones" and was sponsored by the Brian Jones Fan Club. This sponsorship by an organisation linked to the person commemorated appears to be the essential factor in the scheme. For example a plaque for Sir Ralph Richardson was sponsored by the National Theatre.

Sadly, a recently created sculptured Queen's Jubilee Seat, noted in the Cheltenham Society's Newsletter for May 2003, had been vandalised and was observed lop sided and fenced off.

The weather was wonderful showing the town and its blooms off well and Ken Roberts, assisted by Pauline, must be congratulated for providing our Society with another great day out.

Ken Brand

The Cheltenham Civic Society's Newsletter for May 2003 (12 pages A4) includes a cut out response form for a Society "Audit of Eyesores", in essence recording/reporting "Something that is just unnecessary."

THE FOREST D A History from Wasteland to Allotted Recreation Ground

Produced by "Friends of the Forest", written and compiled by June Perry and Chris Weir, published through *Awards For All*.

There are some publications that reviewers want to be rewarding and it is fair to say that this History of the Forest Recreation Ground in this respect succeeds admirably. It puts across its story in text, carefully chosen printed extracts, illustrations and seven maps. With a limited budget the illustrations are inevitably rather dark but this should not detract from the overall appeal. For those keen enough there is always the photographic collection of the Local Studies Library, Angel Row to consult and a roll of film will soon be used up during a live visit to the Forest.

The History is intended mainly as an educational resource for the study of local history in schools and a copy, in loose page pack format for easy reproduction, has been sent to every Nottingham school. Two bound copies have been donated to each Nottingham library, whilst every City Councillor has also received a bound copy.

After a general introduction there are a number of personal recollections of the Forest before and after the 1845 Inclosure. A collection of pieces about sporting activities gives some insight into football (Nottingham Forest D remember), the early days of cricket, and horse racing and race days before the move to Colwick. A brief account of the town gallows provides a reminder of "The Executions on the Forest" and Gallows Hill. Sandpits and the sandman, Windmills, Forest Fields, the Gregory of Gregory Boulevard and others are all touched upon in a collection stretching down to the transfer and establishment of Goose Fair on the Forest.

This is a labour of love. In schools the pack should stimulate discussion and provide many starting points for further explorations of Nottingham's history. Oh and for the musically inclined there are the words and music of "The Rigs and Fun of Nottingham Goose Fair."

Ken Brand

"In moderation pleasure take, you're welcome to your share.
You'll not regret you came my boys, to Nottingham Goose Fair."

THE GREAT NOTTINGHAM INCLOSURE WALK 2003

On 29th June a walk took place that started at the southern end of Queen's Walk and finished on the Forest, about five miles in all. About 100 people took part, including the Sheriff of Nottingham Councillor John Hartshorne, and three of our local M.P.s.

The day was sunny with clear skies all the way, but not too hot for enjoyment, and as the walk was designed to thread together all our Public Walks and Parks that we inherited from the 1845 Inclosure Act, there was plenty of green grass and trees to relieve the eyes. Although there is quite a long gap in the middle, going through the Lace Market to reach Victoria Park is a pleasure in itself, and in going along St. Ann's Well Road we were following in the footsteps of those earlier townspeople who used to go to the vicinity of the Well for a day out.

As the walk was organised by the Friends of the Forest, that is naturally where we finished, sitting on the steps/seats in front of the pavilion to listen to the splendid and tireless Trent Valley Band, laid on by the Council.

Before this, however, we had made our way up and down through all our green inheritance, surprising the ice cream man in the Arboretum with a sudden 100 strong queue at his van. Those who made it to the Inclosure Oak were given a large bookmark commemorating the fact. A good time was had by all, and I think we will be doing it again next year. Why not join in D mark it in your diaries now, Sunday 30th June 2004, that is 159 years to the very day after the Inclosure Act that gave this land.

June Perry

The *Friends of the Forest* group has been formed to protect the Forest Recreation Ground from further encroachment and to encourage the free use of this historic space.

To join, please send:

Name, address, telephone number, e-mail address and £5 (Cheque made out to 'Friends of the Forest') to M. Bescoby, 5 Mapperley Hall Drive, Mapperley Park, Nottingham, NG3 5EP. For information phone 960 9221