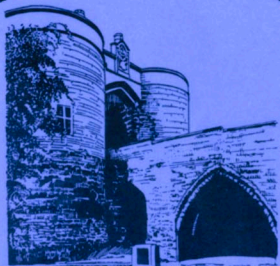


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This Society exists to develop a worthwhile environment in Nottingham. To achieve this it encourages good architecture in all its forms, planning, and the preservation of the desirable aspects of the heritage of the city. The Society likewise will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

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NEWSLETTER

Nottingham
Civic Society

September 1983

62



LONDON ROAD



35p

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Elsewhere in this issue will be found details of more successful and longer lasting schemes.

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Ken Brand

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THE LACE MARKET SCHEME

Nottingham's Lace Market Scheme is the joint winner, with the Sefton Coastal Management Scheme, of the Royal Town Planning Institute's Silver Jubilee Cup Award 1983.

These are the Judges Conclusions:

A Conservation Policy for the Lace Market, Nottingham

The Lace Market scheme in Nottingham covers an area of distinctive environmental character. The Lace Market was the centre of Nottingham's administrative and religious activity from Anglo-Saxon times until the 19th century and was the centre for much of the industry and commerce that was a basis for the city's growth. By the 1850's the changeover from domestic to factory production of lace was almost complete. The lace merchants as they grew more prosperous began to erect purpose built factories, warehouses and offices. The majority of these, some of which were of exceptional designs, remain today and create the special character that is peculiar to this conservation area. The area is located on a particularly important site, a sandstone outcrop incorporating a vertical cliff averaging some 50 feet and in close proximity to the present city centre. The buildings are generally between three and six storeys and materials are dominated by stone and brick with many impressive doorways, pediments and porticoes at ground floor level. The street scale closely reflects the narrow tortuous medieval street pattern.

The main problems of the area identified in the mid-70's were very much concerned with the deterioration in the overall environment of the lace market because of general economic changes and very much reduced demand in lace manufacturing, together with acute difficulties in access for servicing, loading and unloading associated with problems of parking and congestion resulting in the all too familiar picture of vacant sites, dereliction and decay. Faced with this challenge the City Council examined alternatives for action and came to the conclusion that a policy of conservation and reuse of the tremendous resource presented by both land and buildings in the area would not only preserve the best of the old but would enable the area to play a full part once more in the economic life of the City. This decision involved the explicit rejection of alternatives based on major or comprehensive redevelopment and recognised that a sensitive approach would be required to relate new uses to the constraints involved in conserving this unique part of the City's heritage. There followed the extension of the original conservation area boundary and the preparation of an extensive programme of environmental improvement associated with the development of traffic management and parking schemes and the preparation of planning briefs for sensitive sites. This work is summarised in the publication 'Conservation Policy for the Lace Market'.

The results of this initial policy-making activity have been articulated through both Development Control work and environmental programme work to a point where now the Lace Market is a delightful environment for those who live and work within its surroundings. Indeed, the success of a number of small scale housing schemes on vacant sites within the area is evidence of local people's views. Perhaps the most striking success story of the scheme though, is the economic activity now in existence within the refurbished 19th Century buildings of the Lace Merchants. Not only are successors to those Lace Merchants involved in the textile business back in the area, but also many buildings have been converted in an extremely sensitive way to provide facilities for small scale office users who often find it difficult to locate in the office blocks of the 50's and 60's.

Whilst this reuse of the City's assets has been taking place the cultural significance of the Lace Market has in no way been neglected. Arrangements were put in hand at an early date to ensure that there was full scope for archaeological activity and also the setting of ancient buildings like St Mary's Church which has been carefully improved to make it once more the focus which it was in earlier times.

To summarise, the Lace Market Scheme epitomises all that is best in conservation of the built environment. The ethos of the area as a small City within a City has been maintained, the medieval street pattern on its sandstone cliff still provides access to the buildings of the Lace Merchants which now give accommodation to the business and commercial activities of the era of micro technology.

The First World War ended Nottingham's dominance of the Lace trade. The Lace Market primarily a creation of the 1850's and 60's flourished until 1913. After the war the trade had to contend with changes in fashion besides trying to re-establish old markets against strong European competition.

Whilst never really depressed the Lace industry went into a steep decline. The grand warehouses were sub-divided and let off to a multiplicity of small textile concerns. Rents were cheap and consequently little was spent on maintenance. By the 1960's the Lace Market was very badly run down and plans for comprehensive redevelopment and the building of a network of new roads blighted the area.

In the wake of the Civic Amenities Act, however, the Lace Market was designated in 1969 as one of the City's first Conservation Areas. A working party was established to draw up a new conservation policy for the area and this was published in 1973. It recommended that comprehensive development area and planning lines be abandoned. The buildings essential to the character of the Conservation Area were identified and proposals made for the development and improvement of the very many derelict sites throughout the Lace Market.

The City Council adopted the new conservation strategy and the Land Committee voted a special fund for improvements to derelict sites. The City Planning Officer began a very difficult task of promoting new developments and renovation work in a run down area which many people saw merely as grim legacy of the past.

Three of the larger derelict sites have been developed as new housing, two by the City Council and one by a Housing Association. A high standard of design was required to match the scale and detailing of the adjoining commercial buildings and to provide a desirable residential environment in a busy commercial area.

Thirtyone formerly derelict sites or unsold car parks have been landscaped, improving the quality of the environment and giving confidence in the future of the area. At Garner's Hill a small park has been created on land which remained derelict for over 50 years. CEP labour was used and the only cost to the City was that of materials, most of which was reclaimed from site. This scheme has won Civic Trust and RICS - Times commendations.

After years of neglect improvements to many of the most important buildings in the Lace Market were imperative. Lack of confidence in the future of the area by many of the owners, however, was a serious problem. Promotion of renovations through grant aid was the only way of securing investments in the buildings. In 1976 a Town Scheme was established and a number of renovation schemes were quickly instituted and now amounts to £30,000 per year. Such was the initial success of

the scheme that the Department of the Environment has made Nottingham a 'Priority Town' for Section 10 monies with an annual allocation of £50,000. In 1979 the Lace Market was declared an Industrial Improvement Area, thereby further extending the range of grants available for improvements to buildings. In all over 100 buildings have been renovated since 1976 with grant aid totalling £500,000. The estimated total investment in the area is £3,000,000 excluding the new housing developments.

Carlton Street, Goosegate and Hockley formerly thriving shopping streets traverse the Lace Market but by the early 1970's they had become very run down. By 1978 over half of the shops were vacant. The City Planning Department organised a major facelift scheme for the street as part of the Inner Area Programme and this has been remarkably successful with nearly 30 buildings being renovated. The Midland Group Gallery, one of the largest art complexes in the country has been established on Carlton Street with grant assistance from the City Council and other bodies.

The success of the conservation policies for the Lace Market has meant that despite the recession the level of vacant floorspace is now significantly lower than it was five years ago. At the same time a number of new uses have been established in the area including restaurants, clubs and other entertainments, offices, studios and residential conversion schemes. The Planning Department have taken a very flexible view in order to help revitalise the area. The Lace Market, however, remains one of the main reservoirs of light industrial accommodation in the Inner City Area and care has been taken to ensure that an adequate supply of such floorspace is retained.

The success of the conservation policy has been such that the Lace Market has been transformed from a run down and depressing neighbourhood seemingly without a future to an area of great diversity and interest. Buildings which have been largely derelict and unused for many years have been refurbished, the landscaped sites have matured into attractive oases of green, and there are residents back in the heart of the City for the first time in many years. Although much remains to be done a great deal has been achieved as a result of ten years of effort by the City Planning Department.



It is hard to list all those who contributed to such a major operation. This started with a Working Party in the early 1970's, a report to the City Planning and Development Committee in 1973 and enormous effort, particularly between 1975 and 1983, to stimulate improvement with grant aid and environmental works to give confidence to the area. This illustrates the need for well prepared planning strategy and resolute implementation.

The Civic Society and many architects and other professionals have been involved. The City Council Departments, Department of Technical Services, Architects, Engineers and Land Divisions, the Recreation Department in landscaping. The main impetus in generating improvement has been from the planners, particularly the Deputy City Planning Officer, Richard Blenkinship, Jim Taylor and Ray Craig.

The Bridge Housing Society have built a fine housing scheme and the City Council's own Fisher Gate and Goose Gate Schemes are very good.

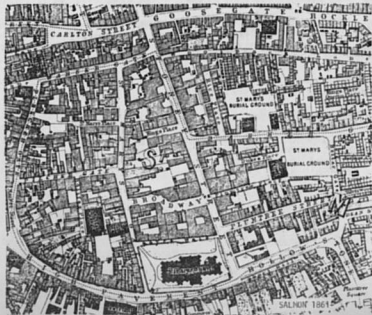
Developers and building owners have contributed enormously i.e. Flambarde (Colin Watkins) have restored Gothic House, Halifax House, Hockley Lanes and two buildings in Stoney Street. But many others have taken on major restorations.

The County Council and the Department of the Environment have contributed financially to the general scheme which the City Planners have administered. The City Policy and Finance Committee undertook overall responsibility and the four successive leaders of the Council since 1974 have taken a great interest and helped the scheme considerably.

We are particularly grateful to the Chairman of the Historic Buildings Council (Mrs Jennifer Jenkins) who took a personal interest and gave substantial grant aid to many projects.

Our Chairman attended the ceremony in London on 29th June where the presentation of the award was made by Patrick Jenkin, Secretary of State for the Environment. The Society received a Commemorative Scroll.

(Report based almost entirely on information compiled by the City Public Relations Office and gratefully used with their approval. Ken Brand)



TAKE A LOOK AT: BROADWAY

Stoney Street and St Mary's Gate, two of the main thoroughfares of Anglo Saxon Nottingham, figure prominently in the evolution of that settlement into the Lace Market area in the middle of the nineteenth century. However, the street which epitomizes the creation of the new commercial core of Victorian Nottingham must be Broadway.

On 21st February, 1853 Richard Birkin "after much spirited bidding" purchased the fading Plumtre House and its grounds for £8,410. Plumtre House was situated on Stoney Street north of St Mary's Church from which it was separated by St Mary's Church Side (later Kaye's Walk). Once part of the gardens was across on the eastern side of Stoney Street, but that disappeared with the infill associated with the formation of Plumtre Street and Plumtre Place.

The house was one of several splendid town houses which graced the eastern side of the old town. It had been partly rebuilt and restyled by Colen Campbell between c. 1724 and 1731 for John Plumtre MP for Nottingham 1705-41. Plumtre might well have supervised the completion of the house after Campbell's death in 1729.

The onset and resulting expansion of industrialisation, all within the tight bounds of Georgian Nottingham, drove out the gentry from the town into the country in the late eighteenth century. One by one the gracious town "seats" with their spacious gardens were demolished and replaced with closely packed undistinguished industrial and commercial premises.

Undistinguished that is until the prestigious warehouse boom of the 1850's. In Nottingham the concept of the new generation of impressive warehouses was introduced by the rising local architect Thomas Chambers Hine in the hosiery factory he designed for the family firm of Hine and Mundella, built on Station Street in 1851.

Hine was certainly a man for his time and place.

Richard Birkin, no mean innovator himself in the technology of lace manufacture, wisely chose Hine to develop the Plumtre site.

Between 1853-5 Hine cut a new street Broadway through the grounds of the old house. No short link road this between St Mary's Gate and Stoney Street, but two off-set halves joined in the centre by a double curve. This gave the illusion of a cul-de-sac when viewed from either end.

Except for the north western corner and south eastern corner all of the buildings lining Broadway are also by Hine.

The house survived at least to the end of 1855, providing temporary accommodation for the Government School of Design. As the Nottingham Journal, 23rd November, 1855 noted in the annual report of the School's activities: "...one of the most respectable firms in the town Messrs. Fisher & Co...stepped in and in the most kind and gentlemanly spirit offered them the use of Plumtre House."

They had used it in the last year and would continue to do so until the necessities of Messrs. Fisher's business required it from them." The report further noted that "...two exhibitions had been held at Plumtre House during the past year, one of which was a selection of articles from the museum at Marlborough House and the other consisted of the prize drawings of students of schools of art throughout the Kingdom."

As in his handling of the terrace houses on Regent Street, so on Broadway Hine set back sections of his buildings, perhaps fifteen inches, allowing the introduction of quoins (corner stones). This gave a strong vertical decorative element.

Most of the buildings on the southern side were for Richard Birkin (and Sons) and its most delightful decorative feature is above the gateway to Birkin's goods yard. The Birkin initials; the date 1855 are surmounted by the Bee motif and are flanked to the left by the architects initials TCH and motif, and to the right by the builders initials G and H (Garland and Holland) and motif.

Set in the right hand wall, just inside the gateway, is the Plumtre Coat of Arms, probably used as an ornament on the facade of the demolished house. There is also a double light window of the twelfth century, perhaps some part of the Norman Church of St Mary's revealed when alterations were carried out in 1828.

Overall, Broadway has a profusion of windows and doorways. Some of the windows have more than a passing resemblance to Hine's Country House style, as used at Flintham Hall. Some of the doorways are framed with moldings, the lower part of which is of cast iron, for durability, and the upper is of stone.

The first listing of Broadway in Wright's Directory of 1858, shows six out of the eight entries given to the lace merchants, the other two are merchants. In the century that has followed many firms have come and gone, but the Birkin Organization remained until the late 1950's. Newcomers brought new trades.

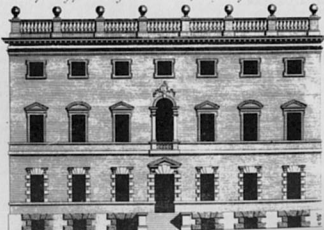
Today a variety of activities are housed in the decaying buildings suffering from neglect. Decaying and neglect are hopefully words soon to be discarded for casual visits are greeted with the glimpses of builders and scaffolding, and the noises of men at work.

The Birkin building now houses a night club 'The Final Solution', 'The Masters' Snooker Club, printers and a recording studio. Further variety will follow.

Do go and have a look at Broadway, in fact, why not join one of the Society's Guided Walks around the Lace Market (free to members). If you decide to stand and stare and imagine those straw hatted girls with white blouses and very long dark skirts bustling by you, do remember to watch out and listen for much faster moving motor traffic!

The Elevation of John Plumtre Esq's' his House in the Town of Nottingham

Ken Brand



Broadway

When was this curved street built across the grounds of the old Plumtre House ?



Above the gateway into Richard Birkin's lace warehouse are carved his Family's emblem and his own initials.



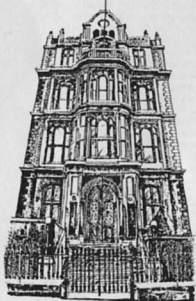
Birkin employed the Nottingham architect Thomas Chambers Hine. What did G and H do ? What is the archway made of and why ?



Inside the gateway is a stone plaque showing the coat of arms of the Plumtre Family. The two small arches below probably come from an earlier Saint Mary's Church.



The Adams and Page Warehouse stands on Stoney Street. It was built in 1855 by T. C. Hine. The working space inside was roomy, well lit and was heated by warm air. There was an employees chapel for a compulsory daily service. Walk round the corner into Warser Gate which once ran just inside the Saxon Town Wall. Above a doorway on the left see these figures of a merchant and a blacksmith with Britannia. What does the background show ?



Whose initials are on the door ?

From the Society's Children's Guide to Nottingham

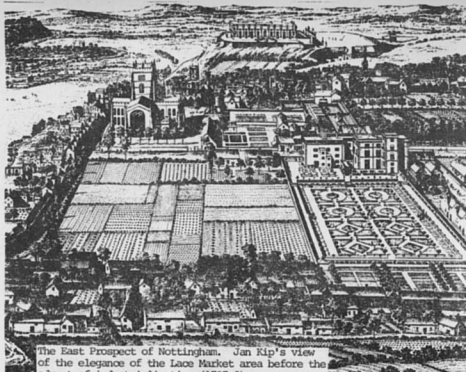


Richard Birkin was born at Belper in 1805 and he died at Aspley Hall in 1870. He commenced work in the lace trade just before the great boom of 1823. He survived the resulting chaos and founded his business in 1827. He developed Leaver's Lace: in 1828 he produced a pearl edge of Leaver's breadth lace; in 1836 he produced spots and honey combs on Leaver's Lace without stoppages. He later joined Alderman Biddle in a partnership. He was one of the earliest manufacturers of silk lace.

He was British Juror of Lace at the Exhibition of 1851 and 1862, and at Paris in 1855.

Richard Birkin was four times Mayor of Nottingham (1850, 1856, 1862, 1863); a Borough and County Magistrate and a Director of the Midland Railway.

He was joined in the partnership by his two sons Richard and Thomas in 1852, although he retired not long afterwards.



The East Prospect of Nottingham. Jan Kip's view of the elegance of the Lace Market area before the advent of industrialisation (1707-8)

The GREAT NORTHERN STATION, LONDON ROAD, nearing completion in 1857. (Photograph by Samuel Bourne).



LOW LEVEL STATION, LONDON ROAD, NOTTINGHAM RESTORATION PROJECT

Introduction

British Rail are under considerable pressure to rationalise their organisation in the interests of economy and efficiency and particular stress is put on the release of the many acres of derelict and under-used railway land and buildings for new development. But British Rail is one of the country's largest owners of buildings on the Statutory List. Many of these are now underused and deteriorating through lack of maintenance. As the owner of these buildings, B.R. has both a public duty and a statutory responsibility to maintain them.

Nottingham's London Road Low Level Station is one such building and highlights the national problem of conflicting pressures on British Rail. Now a new project is being organised by the City Council in conjunction with British Rail which may provide a model solution to the problems of similar British Rail buildings throughout the country.

Like many once magnificent railway buildings of the Victorian boom period, the Low Level Station on London Road is now a hardly noticed and practically derelict shadow of its former self. But a look at the impressive architecture of the frontage and a brief glimpse inside brings back all the atmosphere and splendour that it must have generated in its heyday. Built in 1857 by the well-known local architect, T.C. Hine, it was to be the symbol in Nottingham of the prestige and importance of the Great Northern Railway. The splendidly bold and varied architectural cocktail once bustled with traffic and its magnificent glazed roofed platform area would have seen over sixty train arrivals a day at its peak. But the glory was short lived as in 1900 G.N. trains were diverted to the newly opened Nottingham Victoria. The Low Level Station was subsequently used only by L.N.W.R. trains and was reduced to serve as a parcels depot in 1948. It has had little use and less maintenance since.

The building not only serves to remind us of the railway's past glories, but illustrates graphically the problems British Rail currently have in dealing with their vast inheritance of listed Victorian buildings for which the modern railway system no longer has any sensible use. In the light of government pressure for efficiency and economy in the Railway, there is limited choice in ways of dealing with the buildings.

The dilemma is well illustrated here. By British Rail's own calculation, the building needs at least £40,000 spent on it immediately just to prevent further deterioration, as it has been poorly maintained in line with its low priority use in the railway organisation. Despite offers of grants towards restoration from the Local Authority, B.R. have consistently declined to invest large sums of money in a barely used and non-essential building. Whereas the Environment Directorate of British Rail has a good recent record of investment in operational station buildings (witness the renovation of the Midland Station on Carrington Street) they have, perhaps reasonably, been reluctant to invest in buildings with a less public function.

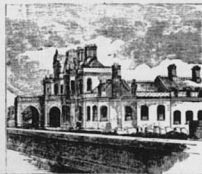
Now a combination of circumstances have enabled the City Council to be the catalyst in devising a solution for the station's predicament. This may achieve not only the former station's restoration and re-use but may provide interesting and valuable work for the Government job creation agencies. It could also be the key to private investment in the acres of underused and derelict land round the station between London Road and Manvers Street. The scheme will provide a huge public benefit in the preservation of an important Listed Building, re-used derelict land and encouragement for the Council's existing programme of environmental improvement work on the Nottingham Canal which is adjacent.

British Rail's recent decision to resolve the future of this building and the surrounding land has set the scene for the restoration project. The City Council's willingness to invest financially in this is another factor. But the third element is the present availability of labour capable of carrying out the restoration work - the Community Programme run by the Manpower Services Commission.

The key to the restoration strategy is in bringing together the participants in a scheme which is seen to be mutually beneficial. British Rail's requirements for any such scheme seem to be that, while keen on the restoration, the building should ultimately no longer be their responsibility. The amount invested in the restoration should, therefore, be reasonable (bearing in mind it currently represents a considerable burden on their finances). For the City Council, the project should result in the restoration of the building and a suitable new user be found to maintain it. But the project should also result in the release of surplus B.R. land in the vicinity so that the proper development of the area can be achieved. For the Manpower Services Commission the scheme should provide a long term source of employment for unemployed people in Nottingham which would be both meaningful and worthwhile, with possibly an element of training.

The proposed scheme devised should meet all these criteria and provide additional benefits as well. It works like this: British Rail will take a principle role in the organisation of the scheme. They will act as the sponsoring body and in partnership with the City Council will provide initial finance for the project. Both parties have already confirmed their commitment to the project by each making available £20,000. Further funds will be raised from other grants giving sources as the project progresses. As the sponsoring body, B.R. will employ a Community Programme Agency (in this case the Family First Trust, who already have some experience in restoration work) to provide the labour, which will be recruited from Nottingham's unemployed.

A local firm of Architects with substantial conservation expertise - William Saunders and Partners - will be employed to ensure that a sympathetic and good quality restoration job is achieved within the limits of finance available, the possible inexperience of the labour force and the need to provide a commercially attractive building at the end of the project. Extra architectural advice will be available from B.R.'s own in-house architects.



SALMON 1861



Once the restoration project begins - in September this year - and the building has been made wind and water tight, British Rail Estates will begin the process of marketing the building to attract a new commercial user with the advice of the City Council. It is not yet clear which sort of use is most likely. In any event, release of the derelict land adjacent will facilitate proper servicing of the building. Any profit from the sale of the restored building will be returned to the MSC if the building is sold within a specified period.

The scheme will be highly flexible. Although a series of priorities for action will be outlined at the beginning, progress will depend on many factors - not the least being the availability of finance. As the project gets underway other bodies will be asked to contribute to the scheme. Overall control of the project will be with a joint committee of the various bodies concerned, but B.R. will effectively act as the client body.

A later part of the scheme is likely to include improvements to the general environment of the building to achieve a comprehensive improvement to this part of the canal side - including the forecourt and adjacent buildings.

The scheme is an experiment.

If it is successful, B.R. are likely to repeat the scheme with their other listed railway buildings up and down the country. Although involved with Community Programme schemes before (as they seem to take the responsibility to try and provide jobs for the unemployed very seriously) they have not been involved in a project of this type.

The scheme enables B.R. to fulfill their public responsibilities to preserve our railway heritage, to provide useful work for the unemployed; and to run an efficient railway organisation. For the City, the scheme will mean a considerable environmental improvement and community gain. It will help to contribute to the problem of unemployment and provide a stimulus to private investment in derelict railway land. But the main result is that one of Nottingham's finest railway buildings from the Victorian period will remain to be enjoyed by future generations.

H. Goldring (C.P.O.)

August 1983

TAKE A LOOK AT: THE LOW LEVEL STATION, LONDON ROAD

The former Great Northern Railway Station (London Road, Low Level) is approximately $\frac{1}{2}$ mile south of Nottingham City Centre. It is located on the east side of London Road just beyond the Nottingham Canal (which at this point runs North to South beside London Road) and to the North of the Nottingham to Grantham railway line and main railway sidings.

The building is on the Statutory List of Buildings of Architectural or Historical Interest as Grade II. Known as the London Road Low Level Station to distinguish it from the later High Level Station opposite, it was originally built by the Ambergate, Nottingham, Boston and Eastern Junction Railway Company with finance from the Great Northern, as a prestigious terminal for the Nottingham operation.

The Station building is a mixture of styles - predominantly Italianate - known popularly at the time as 'Railway style'. The frontage has an Italianate Forte Cochere and balustrade. On the first floor above the entrance is a central Venetian window while the curved linking corner between the two blocks is Jacobean style with patterned brickwork.

The building is surmounted above the entrance by a Gothic truncated spire with cast iron 'bed-end' finial.

Set into the roof of the simpler west wing are eight round headed dormer windows. The curved corner joining the two blocks accommodated a magnificent wooden booking office area.

Both interior and exterior were built to a high standard of craftsmanship and structural quality with such decorative plaster moulding inside and outside; doors and windows are surrounded by rich stone mouldings set into red brick 'Flemish bond' walls with continuous banding and cornice decoration. Worked alternating quoins, cross-patterned brick diapering and stone balustrades are additional embellishments and the slate roof was originally topped by chimneys with ornate pots.

The large covered platform area displays the same attention to detail and flamboyance, with two light-framed wrought iron pitched roofs supported by 30 Tuscan iron columns with delicate ironwork tracery brackets.

Adjacent to the main station building to the east is a red-brick warehouse built by T.C. Hine at the same time. In similar bold style, it is a good example of ingenious ironwork construction methods: the first floor is partly suspended by tie-rods from the roof rather than supported by iron pillars from underneath. This leaves a large area free of pillars on the ground floor and enables trains and wagons to be driven into the warehouse. It is currently being considered for Listing.

The Low Level Station was originally operated jointly by the Ambergate, Nottingham, Boston and Eastern Junction Railway and the Great Northern Railway. From 1861 onwards the Great Northern operated the station for passenger traffic on their own account, giving running rights through the station and its approaches to smaller companies. It was then known as the Great Northern Station.

In 1900 the Nottingham Victoria Station on the Great Central Line opened, (followed soon afterwards by the High Level Station on London Road) providing Nottingham with its first direct line to London. All the other companies, including the Great Northern, re-scheduled their trains through Nottingham Victoria. Control of the London Road Low Level Station was left in the hands of the London and North Western Railway but passenger traffic was inevitably dramatically reduced.

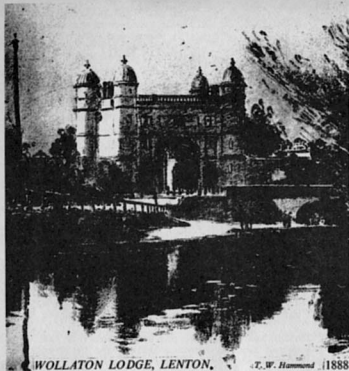
From 1923 Government railway rationalisation policy gave ownership and running control to the London Midland and Scottish Railway. The station was closed to passenger traffic in 1944.

After nationalisation of the railways in 1948 the station became British Rail's responsibility. It was used for general goods and parcels traffic until 1967 when goods traffic ceased. It is now used as a parcels concentration depot with approximately eight trains per day.

H. Goldring (C.P.O.)

A few sets of Salmon's Map of Nottingham 1861 are available from the Editor. The map is in six sections each section is approximately 31½ in. x 25 in. (Overall about 5ft 3in wide and 6ft 3in high). The complete set on white cartridge paper costs £7. Collection or delivery can be arranged.

The map may be seen, mounted, on the landing outside the Planning Department at the Guildhall.



WOLLATON LODGE, LENTON. T.W. Hammond 1888.

One of the most unusual, distinctive 'houses' locally is currently offered by George Hallam and Sons.

It is...well have a guess....Lenton Lodge, Wollaton Hall Drive. It was designed by Jeffrey Wyatville in 1823 for Lord Middleton and formed one of the main entrances to the Hall. The Lodge has been completely renovated and restored to its original condition, with the addition of gas central heating.

Interested? Well you will have to break open a rather large piggy-bank for 'offers in the region of £90,000 are required for the long leasehold interest'.

1823, of course, is also the date of the building of the Camellia House at Wollaton Hall. In 'Sir Jeffrey Wyatville' by Derek Linstrum (Oxford: Clarendon Press 1972) there are photographs of a number of conservatories, hot houses etc constructed by Wyatville in a variety of materials. In addition the author quite casually mentions a meeting at Lancaster between Wyatville and his son and C.R. Cokerell in.... 1823! In 'Country Life' 7th April 1983 an illustration of a long Botanical House by Wyatville at Woburn Abbey (1838) shows the Camellia 'wing' very similar to that at Wollaton - and the roof of the central Palm House is supported by cast iron columns!

There is still nothing conclusive about the architect of Wollaton's Camellia House, but there are some warm pointers towards Sir Jeffrey Wyatville.

Ken Brand

♦ ♦ ♦ ♦

Copies of the Constitution of the Society may be obtained from the Secretary.

THE NEW CONCERT HALL: ANOTHER POINT OF VIEW

The comments on the new Royal Concert Hall in a recent issue of the Newsletter might well have been written by its publicity officer - so perhaps a few further comments might not come amiss!

Architecturally the outside is stepped in a negative effect to the main adjoining side of the Theatre Royal. This gives a fresh satisfying effect. The Concert Hall sits well into the original Theatre Royal. The amount of glass makes the place look inviting and exciting at night - a place to attract one. During the day the reflectivity of the glass gives varying and interesting reflections of the surrounding buildings. Indeed it helps to modify, make acceptable the otherwise large bulk of the building.

But what of the colours, externally and internally? Were they chosen by a committee or by an architect suffering from indigestion? The external colours of dark blue and 'dirty' mustard have no connection with any of the surrounding buildings. They jar within the compact landscape of Polytechnic, Guildhall and Evening Post buildings. Why were the colours used inside the auditorium: magnolia and burgundy, not used externally? Then the building would have toned in comfortably with the white (sic) of the Polytechnic, the pink of the Evening Post building and the off-white of the Theatre Royal itself.

As you will gather, I like immensely the colours within the auditorium. That part of the building - admittedly its whole maison d'etre - is extremely good in many ways. Its colours, furnishings and shell shape I find delightful. But the stalls for the unreserved seats, behind the orchestra are messy, or rather, the people sitting in them (other than the superb Harmonic Choir!) very much spoil an otherwise smart effect.

One thing worries me enormously. If a bomb should go off in the auditorium how long would it take for everyone to get out?

Others including the music critic of the Guardian have criticised the capacity of the foyers. To get a cup of coffee and find a loo before the interval is over demands expertise, fleetness of foot not to mention a sound knowledge of geography. The internal decor, not much seen at present behind or under the current crowds, is another matter for dismay. The carpeting, happily from Kidderminster is gorgeous and reflects the blue of the external framework, but why so many other colours? There are red strips on the bars, black doors, red doors, yellow doors not to mention areas of grey. Did every member of the Leisure Services Committee demand their own favourite colour?

Finally, that Sculpture...yes, well it's jolly, it's fun; but fixed on top of the clean 'sculptured' lines of the Theatre Royal extension is it not just untidy? There are many other solid works of art by modern sculptors that would have added to the dignity of the complex rather than looking like some bits left over from the Bar fittings.

I do not know what our visiting orchestras think of their backstage accommodation, but as a member of the Harmonic Choir which regularly uses the Hall, I find the backstage provision uncomfortable and lacking in facilities. The narrow corridors and staircases behind scenes are frightening.

However, the Royal Concert Hall is a great asset to the City. I just wish the architect had looked at the setting before designing it and thought a little more about the numbers likely to use it before determining on the use of space. Oh...and thought about an overall colour scheme.

Marion Wallwork

RATAE AND LIGORACEASTER (The town of the Ligoran people)

On Saturday 18th June a Corporation bus from the settlement of the people of SNOT whisked a party of time travellers to the above town and the surrounding city of Leicester.

We were welcomed by the Chairman and Committee of the Leicester Civic Society at a fine new Community Centre and regaled with tea and biscuits. Thus refreshed we split into four groups, each with a guide.

The area surrounding the centre has been cleared and rebuilt some-what in the style of our Fisher Gate redevelopment.

Then down hill to Bow Bridge over the River Soar and the adjacent Canal where the Civic Society working with other bodies has made a fine job of clearing the waterways and repairing the banks. Richard III did not fare very well in this City for it was at this point in 1485 that he stubbed his toe on the way to Bosworth Field and fulfilled a prophecy when his head struck the same point on his return. By this time he was, of course, beyond caring. (We did at least build a Tower in his name at Nottingham Castle and gave him a send off from the town).

Parts of the medieval Castle remain and now contain a courthouse. The bailey became a coal wharf on the canal but has been transformed into a tranquil garden. Here a most ingenious modern development has been carried on in the opposite canal bank. In a gap between two existing warehouses a new building has been erected with an expanse of mirror glass rising from a ten foot high brick base. This reflects back the trees on the garden side of the Canal creating an impressive illusion of a tree-lined area between the old buildings.

The garden leads to the Newarkes with the 16th C. Almshouses and Hospital and then through the Castle Precincts into a street of half-timbered houses.

A modern intrusion on the edge of this area was the Holiday Inn with little charm and no pedestrian access at street level. It did, however, support a footbridge and high-level walkway providing an overhead view of the Roman Forum and museum of the Jewry Wall.

We continued along a short pedestrianised (ugh!) street with its restored Grammar School to the fine 14th C. Guildhall which was in use up to 1876 when it was replaced by the New Town Hall. (About this time Nottingham's old Guildhall was demolished by the new Railway at Weekday Cross). By now the building was in a very poor state of repair and there was a move to demolish the 'eyesore'. However, following pressure by historical and archaeological groups the Council of the new City of Leicester finally began restoration in 1922 and it was reopened in 1926. Our visit here was necessarily brief as lunch was scheduled for 2pm. A brisk snack and we reformed into new groups with the guides spending the last hour of a very enjoyable day showing us an area of their special choice.

Many thanks to our hosts for taking us, in, round, and out again and introducing us to a place unknown to the visitor who ventures no further than Rackhams and the Clock Tower. A special Thank you to the Ladies who organised the refreshments that 'started the day right'.

The Courier

One might say 'The Deane of Couriers'.

Members of the Society who are teachers should look out for Heritage Education News. A copy is sent to every school 3 times a year. Each issue carries details of the activities of other Heritage/Environmental Groups and the addresses of the publishers of pamphlets etc. useful for planning educational visits.

VISIT TO SALTIRE AND HALIFAX

On Saturday 16th July some 40 members of the Society flew the flag when they travelled to Saltire and Halifax in a City of Nottingham leopard.

The latter part of the morning was spent on a guided tour of Saltire, one of the most famous of the early model villages conceived and completed between 1851 and 1871. The village has an area of 49 acres and is situated on the River Aire about three miles north of Bradford. Sir Titus Salt (1803-1876) saw the village as a complete economic unit; he provided work, housing, health care, education and temperate recreation.

The architects were Lockwood and Mawson, well known in Bradford, but in Nottingham represented by the old University College on Shakespeare Street (1881). The street pattern is strictly geometric; the streets, with Royal exceptions, are named after members of the Salt family. Now the factory buildings are largely empty and since 1933, when the village was sold, the houses have become privately owned.

Lunch was taken in a variety of ways and places - even in 'wet' Yorkshire. Before setting out for Halifax the party, in two halves again, had a stroll through the nearby gardens complete with a statue of Sir Titus (though now apparently called Mick).

On the far side of the Park the little cable car up to Shipley Glen, a long established outing for Bradford folk, probably had the quickest batch of return fares in its history.

Leaving Saltire the coach headed for the Metropolitan Borough of Calderdale, on the outskirts of Halifax the coach was boarded by strangely clad locals waving collecting tins. Local guides were picked up and the party had an informative tour and a bird's eye view of the town from a nearby hillside, the centre of Halifax being in a valley.

Later, back in town, members were given the option of conducted visits or private rambles. Most managed to see The Piece Hall (1779) superbly renovated, but rather blighted by the presence of an untidy open air market. A walk around the inside of the famous town hall was popular. The building was designed by Sir Charles Barry (1859) completed by his son E.M. and opened in August 1863. The dome over the main staircase, a number of ceilings and above all the galleried Victoria Hall were all much admired.

The Borough Market, Victorian cast iron and glass (1895) and the Halifax Building Society's Head Office, Elizabethan 'bronzed' aluminium and glass (1972-3) were discovered and assessed by some members. Others explored the insides of teacups.

The saddest sight/site, conveniently ignoring a growing Arndale Centre, was the deserted Crossley-Kossett Carpet factory. Once Halifax was fine carpeting, now it is mortgage and toffee.

Much of the carving on the many Victorian buildings is still in very good condition, a tribute to the craftsmen and the quality of stone selected. Apparently 24,000 tons of Swalesmoor Stone was used on the town hall alone.

And so back to The Salutation.

Ken Brand

The Nottinghamshire Environment Advisory Council (N.E.A.C.) recently published a Report by Dr M.A. Healy entitled 'Lead, the Environment and Health', which is available from their office: Link House, 110 Mansfield Road, Nottingham NG1 3HL. Price £1.50.

TURNEYS

One of the most important and imaginative housing schemes in Nottingham for some time is the Turneys Quay development on the old Turney Brothers site at Trent Bridge. The project architects are William Saunders and Partners of Regent Street, Nottingham for Costain Homes.

The Turney Brothers Tannery and Leatherworks ceased trading in July, 1981 after several months of trying to survive and recover on a reduced work force. The firm had been taken over in December, 1970 by Booth and Co International.

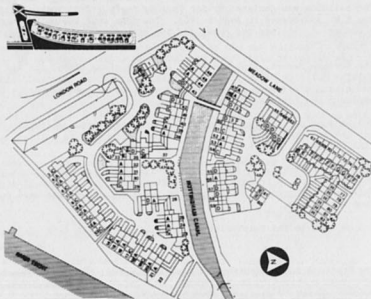
The grimy buildings strategically situated at the city end of Trent Bridge have given a forbidding impression to the visitor approaching from the south. The cleaning of the 'Tow Arms' and the demolition of some property at the junction of Arkwright Street and London Road only helped to emphasize the dereliction.

Most of the main building fronting on London Road, the former tannery, will be retained, restored and converted into 43 flats. Conversion includes the addition of tiered oriel windows on the front and town end, and balconies of different lengths on the rear and river end.

The site, bounded by Meadow Lane, London Road and the narrow Trentside park is divided by the Nottingham Canal, indeed a 'new' canal bridge is planned to link the two parts of the estate. The park will be enhanced by the provision of a public riverside walk from Trent Bridge to the canal entrance. The project qualified for an Urban Development Grant.

The houses available in the first phase are of eight types, well intermingled, and offer a choice of one to four bedrooms. North of the canal will be 36 houses, south of the canal will be 46 houses and the 43 flats.

Nottingham's river frontage has long needed some invigorating innovation and the Turneys Quay venture must be highly commended for fulfilling this need. In addition the ingenuity and skill with which the ongoing problem of a deteriorating, abandoned factory site has been tackled must be acknowledged.

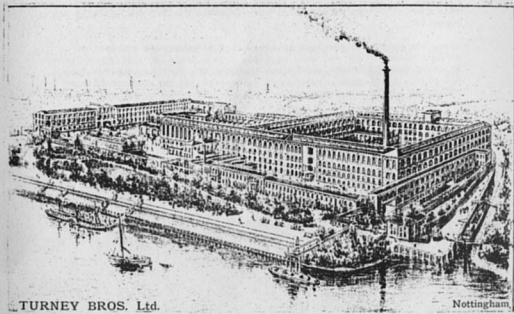


The brothers John and Edward Turney started making leather on a site known as Sneinton Island situated close to the River Trent in 1861. Thus they revived the medieval craft of tanning which had declined in the town to virtual extinction.

Edward left the firm after a few years, another brother William joined the firm. He too left to start his own tannery at Stourbridge.

John became the sole proprietor, the firm prospered and in 1888, the year he was knighted, Turney Brothers became a limited company with Sir John as Chairman and Managing Director. He held this position until his death in 1927 in his 87th year.

Sir John Turney served the town well, he was a member of the Corporation for 46 years. He was Sheriff in 1878, then Alderman and Mayor for two years 1887/88. In 1915 he was made a Freeman of Nottingham two years after becoming a Freeman of the City of London.



His son John A.E. was with the firm between 1891 and 1898 and returned after years in the United States c. 1918 becoming Managing Director in 1927.

A nephew, Joseph Turney Wood, trained as a chemist and joining the firm at 17 in 1882, he progressed to become Technical Director. His scientific approach ensured the company adopted the new 'chromium' tanning processes producing supple hard wearing chrome leathers with their wide colour range.

By 1911 the firm needed to expand and so the canal basin on one side of Sneinton Island was filled in and work on a new chrome tannery started in 1913. Between 1914-18 with the company heavily committed to producing leather for army clothing, the four storey building on London Road was completed.

The old 'Union Inn' at Trent Bridge was purchased and demolished and a boiler house built on the site. The buildings on London Road were extended in 1932. Warehouses and workshops were erected.

Chrome calf leathers were produced during the First World War, between the wars 'Trent Bridge Willow Calf' in many colours became widely known and was used in the ladies shoe trade.

In the Second World War heavier leathers for army boots were produced leading after the war to heavier side leathers from medium weight ox hides. Turneys's 'Levant' was one of very few pure aniline finished leathers.

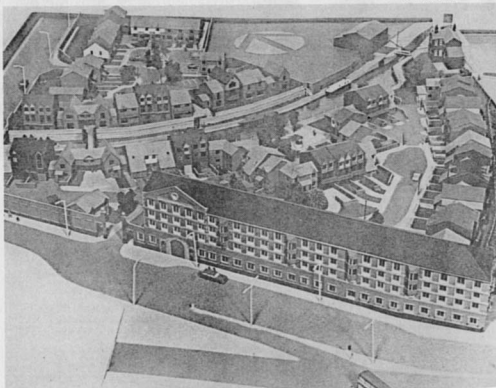
So until the 1970's Turneys, with the aid of new resin finishes, were producing a wide range of leathers, sheepskins, suedes and even large alum tanned skins for bagpipes! Producing in bulk the firm developed a large export trade with the Continent.

A fire in January, 1976, causing damage estimated at £1 million, limited production but did not appear to set back the company. However, later in the 1970's raw material prices increased, the demand for shoe leather, the main product at this time, dropped dramatically. There was a price collapse in 1979. Ironically in the first quarter of 1981, the penultimate quarter of the firm's existence, improved quality and quantity was reported.

Alas, the extensive problems in the United Kingdom shoe and leather markets worked their way back to Trent Bridge and after 120 years Turney Brothers once of London, Leicester, Manchester, Northampton, New York, but mainly Nottingham, closed down. The last 110 skilled experienced employees lost their jobs.

Now at Turneys Quay building work has started north of the canal, but on the southern side, demolition is still proceeding.

Ken Brand



MONEY MATTERS or HOW TO INCREASE THE VALUE OF YOUR SUBSCRIPTION WITHOUT PAYING ANY MORE

In a world of increasing costs we are striving to maintain the present subscription by enlisting your help to make the Chancellor give a cash refund on Income Tax paid.

As a Registered Charity the Society can reclaim the Income Tax paid on each subscription. (1/3 of our members pay by Covenant now and so need read no further - Thank You).

A - QUALIFICATIONS

1. Have a current Bank Account at any Bank - Large or small.
2. Pay Income Tax at the Standard Rate (30%).

B - APPLICATION

1. Ask me for a form of Covenant.
2. Fill it in with its associated Bankers Order.
3. Return to me (NOT to your Bank as I have to maintain a register).

C - PROCEDURE

1. Whilst the member still meets the qualifications at (A) the Society claims back the Tax paid.
2. For each £1 of subscription paid the Society claims 42p. Thus for an individual member we obtain 84p, a family member £1.26 and for a corporate member £2.10. AT NO COST TO THE MEMBER!

At present there are 69 Covenants providing an extra £84 per year. Each year £330 is paid by Bankers Order and £510 from members with a current banking account. If all these subscriptions were Covenanted the Society would benefit by £350 AT NO COST TO THE MEMBERS.

So - ring me (Nottm 473359) and I will send you a form with S.A.E. for return.

DO IT NOW IN TIME FOR 1984

(Every care will be taken to prevent double payment due to banking delays - but if this occurs a refund will be made when the monthly Banking statement is received).

THE MATHEMATICS OF COVENANTS

The question usually asked is how does a 30% tax produce a 42p (42%) refund. Consider a tax of 33 1/3%, then to retain £1 you must earn £1.50. Tax paid 50p which would be claimed. So on the slightly less 30% the refund is 42p.

MEMBERSHIP (as at 1 August 1983)

Just a simple 'profit and loss account'.

INDIVIDUAL 337 FAMILY 200 CORPORATE 15 TOTAL 552

As each member of a family has a vote the effective membership is at least 752.

During the year there was an overall increase of 25 made up of 77 new and 52 resignations (on balance we gained six individuals and 19 family members).

The resignations figures are artificially high and should be spread over the last two years as this is the time that it has taken to end the 'hide and seek' with lost (moved without notification) and lapsed (ceased paying) members.

Cliff Deane
Membership Secretary

Thirty-six groups make up the membership of N.E.A.C. These range from Nottinghamshire County Council to the British Horse Society (Notts Branch) or put another way from the A.U.E.W. (Eng. Section) to the Wilford Residents Association.

Your Society is represented by Bob Cullen, whilst another member, Rita Cooper, represents the National Council of Women.

The membership divides into a number of working parties: Erewash Valley Management Committee; Green Belt Subject Plan Working Party; Waste Disposal and Litter Working Party.

At each A.G.M. a number of projects for the coming year are suggested, most are subsequently investigated and in the majority of cases some positive action is possible. Topics scrutinized in this way in 1982-3 included: the problems of the omission of sulphur dioxide and acid rain, the recycling of aluminium cans, improving access to the Countryside for horse riders, and the restoration of Faplewick Dam.

Bob Cullen is the Chairman of the Green Belt Working Party and he has been complimented for his sustained energy and enthusiasm which contributed much to the success of that group.

The setting up of bottle banks, lead in the environment, noise pollution and the use of unemployment programmes to achieve environmental improvements are other topics being tackled by N.E.A.C.

Members might have seen the first results in a competition organised by N.E.A.C. - the Young Woodlanders Award. The first prize, a cheque for £125, was won by pupils of Huntingdon Junior School, Alfred Street Central for a small copse planted in the corner of their playing field, no mean feat for an Inner City School.

The next time N.E.A.C. is mentioned, do not forget behind those initials a number of dedicated people have put in a great deal of hard work helping to improve your environment.

Ken Brand.

NEW ROADS IN OLD COMMUNITIES

Mr. V.S. Payne, Nottinghamshire's recently appointed Director of Planning and Transportation, subjected himself to a barrage of questions from members of the Society at their March meeting when he gave an illustrated talk on 'New Roads in Old Communities'.

Mr. Payne commenced his talk with an outline of the role of the Department of Planning and Transportation, and then went on to discuss the procedures involved in considering potential schemes. Many factors were involved and, hard as one tried, it was impossible to please everybody all of the time. New roads were essential to segregate traffic from the environment in order to alleviate traffic flow and protect old buildings. However, past schemes had not always paid great attention to the visual aspect and a number of 'horror stories' were illustrated during the course of the discussion, which was concluded with a lively question time.

The Society's Children's Guide to Nottingham 'Look at The City of Nottingham' has been available at the Gate House Shop and in local bookshops for several weeks. If members have friends or relations of any age who know or would like to know about Nottingham then the booklet is recommended. The cost is a modest 35p.



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11 July 1983

Mr C Deane
78 Harlaxton Drive
Nottingham NG7 1JB

Dear Mr Deane

With regard to the recent Heritage Walks which took place on Monday 4th, Tuesday 5th and Wednesday 6th July, and were attended by members of our Supervisors' Association, may I take this opportunity of thanking you and your colleagues for arranging such an interesting evening.

We have received nothing but praise from the members participating in these tours and we are most grateful for your help in making the evenings so enjoyable.

Many thanks once again.

Yours sincerely

Mrs S Snowden
Secretary
Supervisors' Association

Another 'Thank You Letter'. Over three evenings 61 people went on the Lace Market Walk and 72 people went on the Regency and the Park Walk, making a total of 133.

CASTLE EXCAVATIONS

In 1976 we excavated part of the twelfth century wall of the Middle Bailey. This year we have excavated another part of the Castle that was built at about the same time - circa 1170 - namely the Middle Bailey Bridge.

Before the excavation began in June the Middle bridge lay well concealed under hedges, trees and behind climbing roses. Most of these have now been removed to reveal the full width of the bridge which now connects the lower castle gardens (the former Outer Bailey) near the Bandstand with the Castle Green (Middle Bailey).

Originally the bridge had a paved causeway at one end and a great stone tower at the other forming the entrance to the Middle Bailey. In the centre was a wooden drawbridge which swung on the axis of the bridge - leaving, when it was raised, a great pit on either side. This pit led to the middle moat over which the bridge ran.

The bridge was the only means of access to the Middle Bailey and was therefore strongly defended. During the 16th Century it appears that the drawbridge was removed, the pit filled in and the stone arch over the moat constructed. It may have been at about this time that the bridge was ornamented with "statues of beasts and giants". These may have been erected for the proposed visit of Elizabeth I and Mary Queen of Scots. However neither Queen either got the chance of inspecting these beasts for the meeting between the two and the visit was called off.

After the Civil War the bridge survived the slighting of the Castle in 1651 though the tower at the entrance to the Middle Bailey did not, nor did the beasts. The bridge was then put to good use by the citizens of Nottingham who carried over it great loads of stone wrenched from the crumbling battlements and towers of the derelict ruin.

In 1674 the Duke of Newcastle reversed the trend as it were, using the bridge to bring in the new stone he needed to build his new ducal palace - now the Castle Museum.

Over that same bridge came the rioters, on the night of October 10th 1831, who set fire to the Duke's palace. It then lay in a gutted shell until restored in 1878. The then Architect T.C. Hine cut a new driveway from the Gatehouse to the new Castle Museum so avoiding the middle bridge. Since that time the bridge has been used to carry a main sewer from the museum, electric cables to the bandstand and the wheelbarrows of the Parks Department. The bridge was planted with all types of trees and shrubs and effectively disappeared from view.

The excavation has revealed part of the original stone causeway leading up to the bridge. On one side is the rut made by the wheels of carriages and wagons before crossing over the drawbridge. (Unfortunately the ruts on the other side were destroyed when the stone slabs were removed in the 1960's by workmen installing the main sewer.) Strange it is to think that every King of England from Henry II to VIII crossed over this bridge. Along it also rode Richard III and Charles II, two kings who both raised their "battle" standards at the Castle before riding out to lose, eventually, their lives and their crowns.

The drawbridge pit has also been cleared showing the size and extent of it, before it was replaced by the still existing stone arch over the middle moat. Much of the surviving masonry is medieval and dates either from its construction or its, no doubt constant, repair.

The bridge was on view to the public during two open days at the Castle on 3rd and 10th July. Access was also obtained to the excavations of Richard's Tower and King David's Dungeon and several hundred people were conducted around by members of the Society. In all £300 or thereabout was taken thanks to the hard work of the guides.

To add to the attraction members of the English Civil War Society laid a wreath at the Castle, in the presence of the Lord Mayor, to mark the 330th anniversary of the appointment of Colonel Hutchinson as Governor of the Castle. The "troop" in Civil War uniforms re-enacted the siege of the Castle of 1644. The Royalist troops seized the tower of St. Nicholas' Church (later demolished) and fired down into the Castle. As in 1664, so in 1973 the Parliamentary forces sallied out of the Castle and drove the Royalists off. However there was one slight difference - I doubt whether in 1644 the Parliamentarians "shot" the Chairman of the Civic Society!

It is hoped that the excavations will allow for the middle bridge to be properly seen and conserved for all time in the future. The cost of conservation and excavation comes of course from the profits of our shop at the Gatehouse.

Andrew Hamilton

THE GATEHOUSE SHOP

What a splendid season we have had, and once again thanks to all the helpers. When we have all the facts and figures to hand a prize will be given to those who took the most money on any one day. Well done.

Andrew Hamilton

FEDAL PERMIT

Just £1 buys you 2,000 miles of freedom - an astounding bargain - when you apply to the British Waterways Board for an annual permit that lets you cycle along their canal-side towpaths. Fine for holiday-makers, and even better for Londoners who can thread their way across the city in peace and quiet without having to fight off articulated lorries and the like. Once you've got the permit, you can even ride along the stretches that say No Cycling, although you should be considerate towards other towpath users. Send your payment, together with an aae, to British Waterways Board Information Centre, Melbury Terrace, London NW1 6JX.

(The Guardian)

The Library Services of the County Council have published five Local Studies Information Sheets:- No. 1 Maps (mainly O.S.) No. 2 Directories (Those available in County Libraries) No. 3 Newspapers (Those available in hand copy and on microfilm) No. 4 Illustration Collection No. 5 Local Studies Centres.

In addition three booklets have been produced:

1. Local History in Nottinghamshire.
2. The Nottinghamshire Record Office - A User's Guide.
3. Local Studies Library - A User's Guide.

All of these publications are free on request from your local Library.

FORTHCOMING MEETING

Architectural Schizophrenia

A lecture by C.E.B. Brett CBE

(Chairman of the Northern Ireland Housing Executive and President of the Ulster Architectural Heritage Society).

11 Lecture Theatre, University of Nottingham

Thursday 20th October

8.00 p.m.

All welcome

CASTLE EXCAVATIONS (11)

Members might like to have a summary of the recent excavations at the Castle. The following, prepared by Chris Drage, is taken from a recent Society pamphlet.

1. **The Black Tower.** We do not know exactly when this tower was built, but it was designed to strengthen the corner of the defences where the curtain wall turned south. Originally at least 50ft. high, the tower was built of Magnesian Limestone, brought from outcrops north of Nottingham. The interior has been faced with a finer sandstone. A roughly built staircase below the modern timber stair was added later. In the construction trenches of the tower, dug by medieval labourers, pottery, animal bones and a broken bone whistle were found.

2. **The Curtain Wall.** The curtain wall was built to replace the Norman rampart during the reign of Henry II (1155-89). Unfortunately the quality facing stone has been taken away and the wall reduced from its original height of at least 40ft. when the castle was destroyed. The wall was also built of Magnesian Limestone. Part of the battlements has survived and is now displayed in Brehouse Yard Museum.

3. The foundations of a small chamber, probably a garderobe or lavatory, were found during excavation.

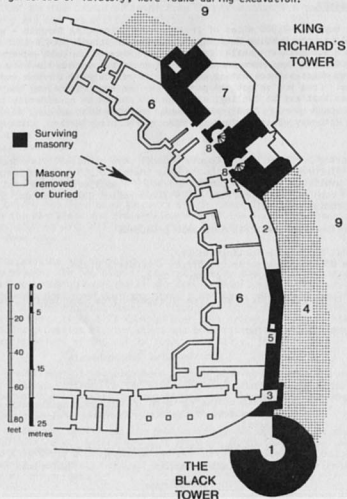
4. **The Rampart.** The rampart formed part of the defences of the first castle built in 1068 by William the Conqueror. The rampart, a great bank of sand and sandstone rubble, was constructed of material thrown up in digging a deep ditch or dry moat (9) around the castle. A timber palisade along the top and timber towers completed these early defences. Timber defences, vulnerable to fire and rot, required much maintenance and were subsequently replaced by costly but more durable stonework.

5. **Mural Chamber.** According to a plan of the castle drawn by John Smithson in 1617, a spiral staircase occupied this small chamber within the wall. Close by is a narrow rectangular pit 18ft. deep, dug through the wall into the sandstone rock. Painted window glass, lead window frames, animal bones and mid 17th Century pottery was recovered from the pit. Although it was finally used as a rubbish dump we do not know why it was constructed. Could it have been a well or cesspit, started during the Civil War but never finished?

6. **The State Apartments.** In the 13th Century the royal apartments were situated in the Upper Bailey, but by the 15th Century they were probably considered old fashioned and were replaced by the State Apartments, built 1476-80. Although they have been completely destroyed by the 19th Century drive, they can be reconstructed from the evidence of the 1617 plan and contemporary descriptions. The ground floor was built of stone with large bay windows. By contrast the first floor was elaborately framed in timber. The apartments formed a residence for the King and his immediate circle, close to the Great Hall, the venue for major state occasions and ceremonies.

7. **Richard's Tower.** Although built by Edward IV from 1476-80, the tower is named after his brother Richard III, who spent much time at the castle. Originally of three storeys above a basement, the tower stood at least 80ft. high. It is divided into two areas, a main section with angled sides and a rectangular northern annex, perhaps for ancillary rooms. As well as strengthening the defences the tower provided secure private chambers for the defences the tower provided secure private chambers for the King, adjacent to the State Apartments (6). Surviving staircases (8) in the basement led up to the apartments. The tower was undermined and blown up in 1651, when the castle was destroyed. Parts of the basement survived, notably the rear walls, covered with 17th Century graffiti, and a central wall, which although undermined, still stands. A well 108ft. deep was dug through the rock in the southern corner of the tower. Footholds, cut into the sides, gave access for cleaning. The well ceased to be used in the early 17th Century and was partially filled with rubbish, pottery, animal bones and a rare example of a mid 16th Century cannon.

9. **The Ditch.** The ditch or dry moat around the Castle was first dug in 1068 but would have been regularly cleaned out, silt and rubbish being removed throughout the medieval period. Now much of it has been infilled except where the road into the park uses it as a cutting.



NEW ARRIVALS

Sunday 14th August heralded the arrival of Simon Arthur Robert Hamilton, first son of Andrew and Isobel. Congratulations and very best wishes to the new family.

CONSERVATION AREAS

It has been suggested that two points mentioned in the articles on Conservation Areas might be considered ambiguous. For the record the interpretation by the Planning Department is as follows:

Listed Buildings

Normally any building within a Conservation Area may not be demolished without the consent of the Council whether it is a Listed Building or not. (Certain exceptions to this rule exist, the Council can advise).

Trees

Any person wishing to prune or fell a tree within a Conservation Area should first give written notice of their intention to do so to the City Council. The Council then has a period of six weeks in which to decide whether or not to 'protect' the tree by making a Tree Preservation Order (TPO). (The Council has available explanatory notes on trees:- 'Tree Care 1' (Pruning); 'Tree Care 2' (Protection of Trees on Building Sites); 'Tree Care 3' (Tree Removal); and 'Trees in Conservation Areas' (Obligation of Owners). These leaflets are available free of charge from the City Planning Department, The Guildhall, Nottingham NG1 4DB (Ph: (0602) 48571).

PUBLICITY OFFICER

Congratulations to Margaret Headen, our Publicity Officer for the past few years, who has recently been appointed Clerk to the Justices of the Cirencester, Fairford and Tetbury, Campden, Northleach, Stow-on-the-Wold and Winchcombe Petty Sessional Divisions. She will be leaving Nottingham to take up her new appointment in October, and we will thus be losing a very valuable and hard working Committee member. No doubt she will soon become involved in the affairs of a Civic Society in the Cotswolds, and we can thus look forward to arranging a summer outing there!

A.B.

The Environment Sub-Committee requests the help of members in compiling details of buildings in Nottingham worthy of inclusion as a 'listed building' in any future revision by the Department of the Environment.

Suggestions will be welcomed by members of the Environment Sub-Committee or may be sent to the Editor.

If members are not sure whether or not a building is already listed, do not worry it is better to have duplication than omission.

TAILPIECE

Collections from Market Street Post Box...1906

Weekdays

5.00, 9.05, 10.55am

12.50, 2.05, 4.35, 5.15, 6.35, 7.50, 10.05, 11.05pm

Sundays

5.00am 7.35pm

Shortage of space prevents the listing of the time of clearance of the post box at the Queen Street Post Office!

David Lovesy's photograph of the University seen across a snow covered Highfield's Park and frozen lake, is the design featured on the Society's Christmas Card for 1983. Now available, the cards cost 18p each or in a pack of five for 85p. (Available at the Gate House Shop, some local retailers and at meetings).

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