

## 2A. The Park Estate & Nottingham-Beeston Canal Appendix – Further Information on Sites along the Walk

The walk routes are drawn using Open Street Maps from the internet <https://www.openstreetmap.org>, with some use of Google Maps <https://www.google.com/search?client=firefox-b-e&q=google+maps>, and old maps are from Old Maps Online <https://www.oldmapsonline.org/en/England> and National Library of Scotland, Ordnance Survey Maps <https://maps.nls.uk/os/6inch-england-and-wales/>

Facts, descriptions, old photographs and historical information used in the walks are from sources openly available on the internet. The sources are recorded with links – readers can use the links (available at time of writing - 2024) to obtain further information.

### 1. NET bridge, Nottingham Station

This is named the Karlsruhe Friendship Bridge after Nottingham's German twin city and in recognition of the support Karlsruhe staff had given to the City Council's NET team in the early years of the project – visits we made there were extremely helpful. In late 2019, Nottingham celebrated the 50th anniversary of its twinning with Karlsruhe and, writing in 2020, Matt Turpin, Communications Manager at Nottingham UNESCO City of Literature, says: *"This spirit of cooperation and friendship have served to build bridges and spread understanding in ways that correspond to the ideals UNESCO hold"*, so I think naming an actual bridge after the twinning seems most appropriate. Poet Jo Dixon marked the 50-year anniversary by writing a poem that was read by Jo to the visitors from Karlsruhe at a celebratory dinner at Wollaton Hall. You can see the whole poem at: <https://nottinghamcityofliterature.com/blog/karlsruhe-50-a-poem-to-celebrate-half-a-century-of-friendship/> but here are a few lines:

#### ***Karlsruhe Nottingham 50***

*One of us here, the other there.....*

*Nudged, our unfamiliar lives tilt together....*

*Trams rumbling there, trams rumbling here.*

*A network forged by an expansion of thought.*

*Along the tracks, our streets flicker and echo: friends meeting in cafés, school kids hanging by the gate.....*

*We walk the Blauer Strahl, tending twin paths, holding the gift of the other, our coat sleeves touching.*

The Blauer Strahl ('blue streak'), consisting of 1,645 ceramic tiles, connects Karlsruhe's art-ceramics pottery studio with the Karlsruhe Palace (Schloss). It is the world's largest ceramic artwork.



Back in Nottingham, the landmark bridge structure was designed to reflect a more splendid railway age with a magnificent 100m span tubed steel curve rather than the usual 'motorway style box girder' structure. The main structure, totalling 1000 tonnes, was fabricated in two parts on the worksite south of Queens Road and then inched across using hydraulic rams over several nights.

Just to the north of the new bridge the tram route briefly follows the alignment of the viaduct that carried the Great Central Railway (Great Central Main Line - GCML) which was built in 1899. The GCML was the last main line railway to be built in Britain during the Victorian period. It extended an existing Manchester - Sheffield line south via Nottingham, Leicester and Rugby to London Marylebone.

Its construction through Nottingham involved over 2km of tunnelling, under the city centre, north to Carrington, and almost 1.6 km of viaduct, from below High Pavement, across The Meadows roughly parallel to Queens Walk and over the Trent just east of Wilford Toll Bridge.

In the 1960s, the line was considered by Dr Beeching as an unnecessary duplication of other lines that served the same places, especially the Midland Main Line, and most of the route was closed between 1966 and 1969.

Looking north from the Nottingham Station tramstop, this is the view now....



...and this was the view in 1973, shortly before this section of the Great Central Railway closed completely.



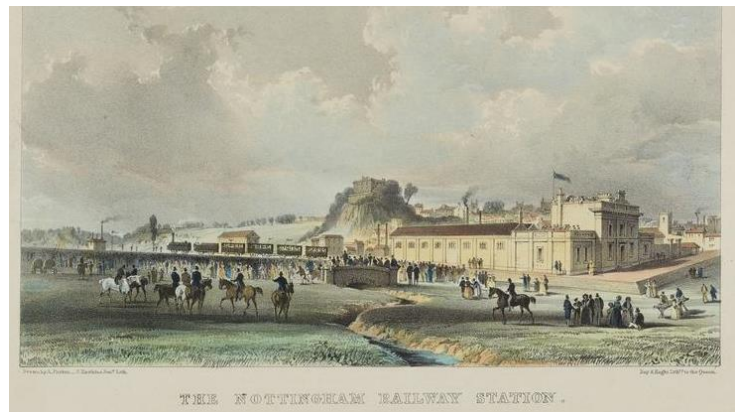
The new viaduct and new bridge over Canal Street and the bridge over Nottingham Station are the most significant structures on Line One. The viaduct involved erecting 20 concrete beams, each 20m long and weighing 30 tons, and for the Canal Street bridge, 16 beams, 152m long with a combined weight of 536 tons.



## 2. Carrington Street

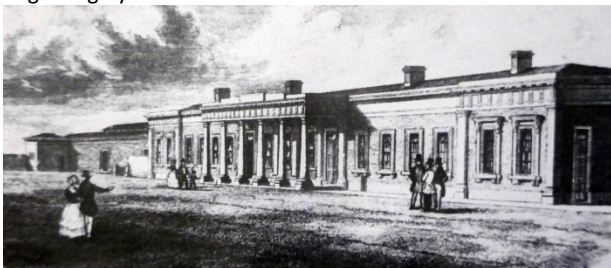
Nottingham's first railway station was Carrington Street station, which opened on 4 June 1839, as part of the Midland Counties Railway line from Nottingham to Derby. This terminus station was situated on the opposite side of Carrington Street from the current station, on a site now occupied by Nottingham Magistrates' Court (see below). This illustration by A. Parker shows crowds gathered on the Meadows to watch the first train at the station, with Nottingham Castle in the background.

<https://collection.sciencemuseumgroup.org.uk/objects/co65897/the-nottingham-railway-station-print>



The station on the current site was first built by the Midland Railway in 1848

and rebuilt in 1903.



In 2016 works were completed on a £60m upgrade as Nottingham's transport 'Hub'. A joint project between Network Rail, Nottingham City Council, East Midlands Trains and the Rail Heritage Trust, the work included refurbishment of the Grade II listed Porte Cochere (changing what was a vehicular access into a concourse with cafes and shops), a new platform and the multi-storey car park, all linked with the tramstop on the bridge, significantly enhancing passenger interchange between modes.

### 3. Nottingham Magistrates' Court

Until 1996, Nottingham magistrates were housed in two separate buildings, the Guildhall and the Shire Hall. In 1996, all magistrates were moved to the new Nottingham Magistrates' Court building. The new building was designed by the Nottingham County Council Architect's Department with William Saunders Partnership and Cullen, Carter and Hill. It sits on the site of Nottingham Carrington Street railway station and its gateposts still frame the pathway from Carrington Street to the court.



There are 18 courtrooms in the main block, with six courtrooms in the Youth and Family block. The complex of buildings also includes the Bridewell Police Station.

The Midland Railway goods shed dating from 1874 was rebuilt to form car parking for the court complex.

[https://en.wikipedia.org/wiki/Nottingham\\_Magistrates%27\\_Court](https://en.wikipedia.org/wiki/Nottingham_Magistrates%27_Court)

On the left side of the entrance to the courts are three plaques; one for the laying of the foundation stone on 22<sup>nd</sup> September 1993 and two commemorating the first 3 women to be appointed magistrates in Nottingham. One of these, Helen Brownsword Dowson, lived at a house named Felixtowe on Clumber Road West (which we pass later on the walk) in The Park (the house burned down in the 1960s).

<http://nottinghamwomenshistory.org.uk/wp-content/uploads/2020/12/Helena-Brownsword-Dowson.pdf>

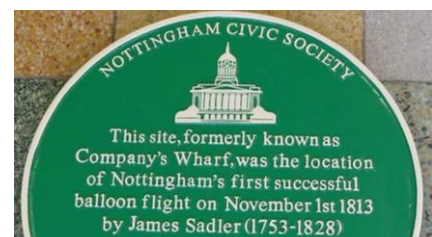


### 4. Castle Wharf

This area has obviously changed considerably since the age of the canal although some of the buildings remain. Barge transport declined due to competition from rail and road. When Britain's transport network – canals, buses, railways and road haulage companies – was nationalised the canals were managed by British Waterways until the creation of the Canal & River Trust in 2012 to own and maintain the canal network as a charity. There is an information board beside the canal which reminds us that this used to be a very busy site with dozens of boats, horses and labourers going about the business of bulk transport. [https://en.wikipedia.org/wiki/British\\_Waterways](https://en.wikipedia.org/wiki/British_Waterways)

The largest fleet of barges and narrowboats in the country were operated by Fellows, Morton & Clayton – the company depot building from 1895 is now a pub/restaurant.

On the wall of the pub is a plaque commemorating the city's first successful hot air balloon flight, which took place on November 1, 1813. At that time this location was called Company's Wharf. The red and white balloon was flown by James Sadler who was watched by more than 30,000 spectators – who waited for up to seven hours beforehand – Sadler travelled 30 miles in the space of an hour.



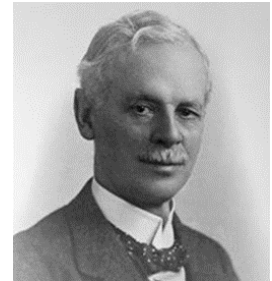
Looking to the right you see the Carrington Street bridge – a newer structure than the one shown in this 1890 drawing by Thomas William Hammond (1854-1935).

Hammond was born in Philadelphia of Nottingham emigres and orphaned at the age of four, he came to Nottingham with his younger sister Maria and lived for a short while with his grandparents.

In 1868 age 14 he enrolled in the Government School of Design (the local establishment is now part of Nottingham Trent University).

On the 1871 census he is described as a lace curtain designer, and in 1872 he was awarded the 'Queen's Prize for a Design of a Lace Curtain'. Other prizes followed and in 1877 he was again awarded the Queen's Prize, this time for the design for a damask table Cloth. He soon began to use his skills as a draftsman to record aspects of the changing town. He began showing his work at local venues in 1882 and in 1890 exhibited for the first time at the Royal academy. His real hobby was black and white sketching in charcoal. He drew about 350 pictures all together, mainly scenes of Nottingham. I have used a few in my walk descriptions

More of Hammond's drawings of Nottingham can be found on the website at: <https://picturenottingham.co.uk/>



Extracted from 'The Changing Face of Tom Hammond's Nottingham' by John Beckett

On a wall (on the right in the above drawing) is another plaque, erected by the Nottingham Civic Society, which commemorates an 1818 explosion which destroyed buildings on the opposite bank of the canal, killing ten people. According to a Nottinghamshire History article

<http://www.nottshistory.org.uk/articles/canalexpllosion.htm> a barge was unloading 21 barrels of gunpowder destined for the coal mines when some powder spilled out on the wharf. One of the crew, Joseph Musson, seeing that gunpowder had been spilt, went to get a hot coal from another boat.

*"You've got a fire in your boat, I want a live coke," he said, "Lads, I'm going to have a flash." Musson carried the hot coal back gripped by two sticks, but he dropped it; he then picked it up and juggled it between his hands, until he dropped it on the wharf where the powder had been spilled. "In a moment the whole exploded and precipitated himself and nine others into an eternal world." The trail of spilt powder had set alight in an instant, and exploded all 21 barrels.*

It was a spectacular end for Musson himself, who was blasted 126 yards into the Meadows. *"The unfortunate author of the mischief was thrown a great distance into the Meadows, where his remains were found, rent asunder and scattered in several parts."*



Further along the canal path to the right, just before Carrington Street bridge, is a mural about Eric Irons which was designed and painted by Honey Williams, commissioned on behalf of The Nottingham Project and Canal & River Trust.

Eric Irons was born in Spanish Town, Jamaica, in 1921 and served in the Royal Air Force during World War II. After extending his military service he settled in Nottingham marrying and raising a family of six children until his death in 2007. It was in 1962 that he was propelled into the spotlight when he was made Britain's first Black Justice of the Peace (magistrate). He would serve on the bench in Nottingham, from the early 1960s, for 29 years until he retired in 1991. He was awarded the Jamaican badge of honour, an honorary degree from the University of Nottingham, and an OBE in 1978.

More about Irons can be found at: <https://city-arts.org.uk/who-was-eric-irons-obe/>



## 5. British Waterways Building

The 6 storey Grade II Listed British Waterways Building, formerly known as the Trent Navigation Company warehouse, was built in around 1919 for the storage and loading of goods and materials onto canal barges for transportation across the country. More recently, the building was converted for leisure use as part of the 1996 Castle Wharf development (behind the British Waterways building). A gym and the Wetherspoon pub The Company Inn were based within the building but have both closed, as has the Glee Comedy Club.

Planning permission was given in September 2022 to convert the landmark building into 95 apartments.



## 6a. The Grace Church

This building used to be an Employment Exchange but is now a modern evangelical church.

The unemployment related activities are now based at Castle Court (8 below)



## 6b. New Castle House

This art deco style building was originally called Viyella House. Designed by Nottingham architect Frank Broadhead, it was built in the early 1930s as offices for William Hollins & Co. The name Viyella is based on the unusually-named valley road, Via Gellia (the A5012) near Matlock, where in 1890 Hollins & Co acquired a mill used for the early production of Viyella, originally a soft, light, flannel-like fabric made of a blend of lamb's wool and fine cotton. The clock on the front of the building has a set of chimes that play a different tune each day of the week – one of these can be heard on: <https://www.youtube.com/watch?v=eNd6RPUOT9Q>



Viyella House, in the 1950s

## 7. Nottingham Waterworks Company building

As we will see later, the River Leen once flowed along the route of Castle Boulevard, thus providing the town of Nottingham with a more plentiful supply of water. As early as 1696 water was taken from the Leen and pumped into a small open reservoir on Park Row (just north of the Castle), from where it flowed by gravity to most parts of the town. However, by the early C18th, the stretch of the Leen through Nottingham had become badly polluted by dyes and other industrial refuse.

So in 1826, **Nottingham Waterworks Company** built a more powerful pumping station on part of the Brewhouse Yard site to pump gravity fed water more than four miles from the River Leen, well upstream near Basford, to the Park Row reservoir, to provide a source of clean water for the town.

The photo shows the pumping station in the 1870s – it was later enlarged and is now used as offices/storage for the Brewhouse Yard and Castle Museums.



There had been water mills at Brewhouse Yard since medieval times, providing water for the castle and also ale was brewed for the castle garrison. Long before Castle Boulevard was built in 1880, a fledgling community grew up at Brewhouse Yard with 120 people living in 20 houses built on the site in the shadow of Castle Rock. A range of tradesmen including framework knitters, coopers and dyers, plied their trade from tiny workshops and after a long day's labour quenched their thirst at nearby pubs. Among them was Nottingham's richest man, the 18th century

textile magnate William Elliott. His vast wealth stemmed from a secret recipe he and his nephews devised for black dye in the 1750s when men clamoured for black stockings to show off their legs.

**Much of the history related here and elsewhere in this appendix has come from the hugely informative articles within the Nottinghamshire History website <http://www.nottshistory.org.uk> and, within that, the papers of the Thoroton Society of Nottinghamshire.**

## 8. Castle Court

This now re-furbished Watson Fothergill designed building, partly occupied by Department for Work and Pensions, Jobcentre Plus, was built as Burton-Alton's (paper merchants) warehouse in 1894 and was later used by Baker and Plumb as their furniture store.



## 9. Castle Point

Built in 1896, this curved fronted building used to be the regional headquarters of Rediffusion TV, a business that distributed radio and TV signals through wired relay networks. The business gave rise to the first ITV (commercial television) franchisee to go on air in the UK. The building was also once a NatWest Bank. In 2013 it was converted into 'luxury' apartments.

## 10. The Park Estate

The Park Estate derives its name and origin from a royal park attached to Nottingham Castle.

In 1067 William the Conqueror ordered the building of a Royal Castle on the then barren outcrop of the rock. The Park was created soon afterwards and was regularly stocked with deer brought from Sherwood Forest and later also by rabbits brought here from France. For four centuries the Castle was to be the Kings' principal residence in the Midlands. Whilst in residence the King would have hunted here, using the Lenton Hermitage cave (see 23 below) as a hunting lodge.



At various times the kings also created smaller enclosed gardens within The Park and there was also a substantial fishpond. But, by the reign of Elizabeth 1 the Castle was effectively abandoned and it and The Park fell into decay. Following the restoration of the monarchy after the Civil War, the ruins were purchased by William Cavendish, 1st Duke of Newcastle, and in 1674-79 he erected his new ducal palace in the Italianate Classical style, though still named 'Nottingham Castle'.

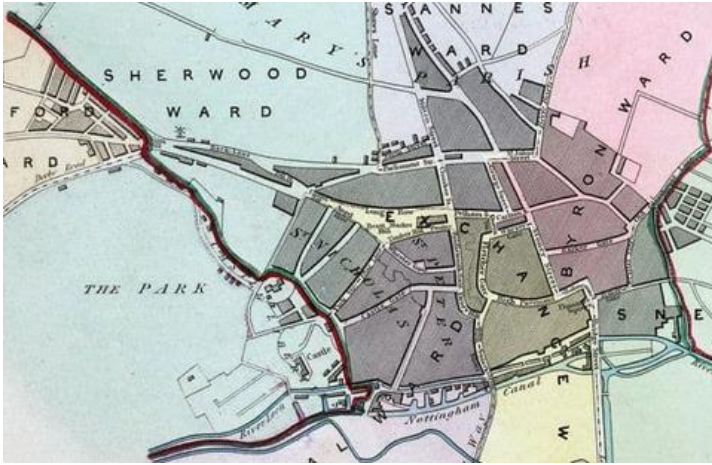
By the 1760s the 'Castle' and The Park had been abandoned again, the then Duke preferring to stay in London or his country seat at Clumber Park. The local population effectively took over The Park as common land, for walking and other recreational activities and to graze their cattle.

Later it was decided that the land should be sold for development. A new access road, called The Park Passage (now the eastern end of Lenton Road), was cut through the old outer moat of the Castle, near the Gatehouse, into The Park.

In 1827 a 'Plan for Nottingham Park' was prepared, influenced by John Nash's fashionable London terraces, and some building work soon started on the Ropewalk followed shortly afterwards by the first houses on Park Terrace (north of the Castle). By 1832 40-50 houses had been built in The Park.



View across The Park by Greenwood 1850



This old map shows the areas of Nottingham which were built upon – The Park is mainly clear with only a few streets drawn near the Castle (the housing shown in the picture above). The map was drawn by Lieutenant R.K. Dawson of the Royal Engineers and published by the Boundaries Commission in 1832.

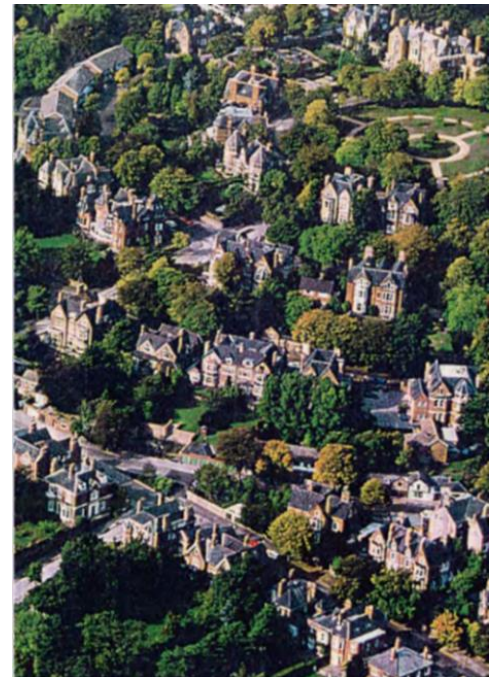
Work on developing The Park stalled for various reasons, including the riots in protest against the Duke of Newcastle's opposition to the Reform Act 1832 (allowing more people to vote), which resulted in the burning down of the Castle, but by the late 1840's house building work restarted including some early houses by the prominent local architect Thomas Chambers Hine (also known for the Adams Building on Stoney Street in the Lace Market and the Great Northern Railway Station (now Virgin Active health club on London Road).

Work continued particularly in the 1870's which benefited from improved economic conditions with a revival of the cotton trade and the prosperity of emerging lace and hosiery industries. The fire damaged Castle was converted by Hine into a Museum of Fine Art and house building work in The Park increased rapidly. Many of the large and imposing 'villas' were built for wealthy industrialists, including John Player (Player's Tobacco Company), Jesse Boot (Chemist Boots Pharmaceuticals) and Sir Frank Bowden (founder of Raleigh Cycle Company).

The houses, many shown here in a photo from above, were designed by a number of architects including prominent local practitioners T C Hine, Robert Evans (also known for the building at South Parade/Wheeler Gate corner of Old Market Square), Watson Fothergill (akf the Express Building on Parliament St) and S. Dutton Walker who designed the building below, typical of The Park style (akf Heathcote Buildings, Heathcote St/ Goose Gate).



House on Park Drive. Architect S. Dutton Walker F.S.A. (illustration from 'The Building News' October 1877)



By 1918 the Estate as planned by T.C. Hine, was effectively completed. It comprised 355 houses, tree lined roads, crescents and circuses, a bowling green on Duke William Mount and sport and recreation grounds on Tattershall Drive to compensate the local population for the loss of 'their' park.

After the First World War the fluctuations of trade and fashion brought a decline in affluence in Nottingham, especially in textiles. The advent of the motor car provided the opportunity for the wealthy to live further afield. Less people could afford the increasing cost of using and maintaining the large houses – the value of the properties slumped.

In 1938 the Estate was sold to the Nuffield Trust, then to Oxford University Chest.

The whole area began to fall into decline, worsened by the Second World War when many houses were abandoned by their elderly inhabitants or were taken over by the Army. After the War the future of The Park

looked grim. During this time a number of demolitions, insensitive conversions and new builds were undertaken with no respect for the character of the original planned villa estate.

The Park was designated a conservation area in 1969 in recognition of its national architectural and planning significance and 93 of its buildings and other features have so far been 'listed'.

In 1986 Oxford University passed its rights in the area to the newly formed Nottingham Park Estate Limited, a company run by the residents.

Now, nearly 2000 people live here in approximately 450 houses and 700 flats. And it retains many of the key elements of the planned 19th century villa estate. Past residents of the Park Estate include Suffragist, City Councillor and Magistrate Helena Brownsword Dowson, artist Dame Laura Knight, theatre director and actor Sir Jonathan Miller, fashion designer Sir Paul Smith, Jesse Boot 1<sup>st</sup> Baron Trent (who transformed The boots Company into a national retailer), John Player (John Player & Sons tobacco and cigarette manufacturer), AJ Mundella (hosiery manufacturer, and politician) and Justin Fashanu (footballer).

Most of the above, and more detail, is from: <https://nottinghamparkestate.co.uk/the-park-conservation-plan/>  
[https://nottinghamparkestatelimited.files.wordpress.com/2022/12/the\\_park\\_conservation\\_plan\\_approved\\_july\\_2007.pdf](https://nottinghamparkestatelimited.files.wordpress.com/2022/12/the_park_conservation_plan_approved_july_2007.pdf)

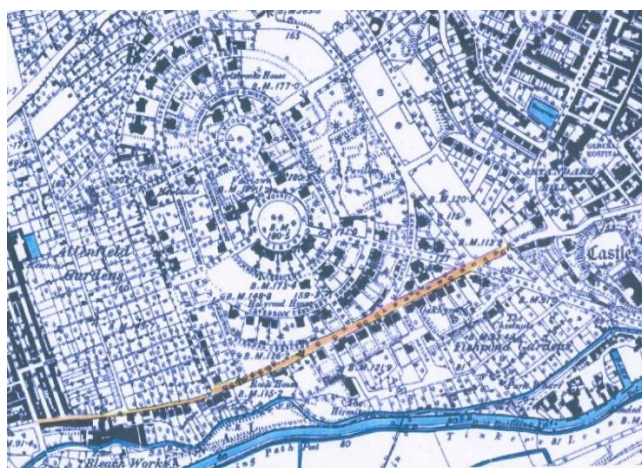
## 11. Ogle Drive

The November 2017 edition of Channel 4's 'Ugly House to Lovely House' with George Clarke featured this property. The owner (with Clarke in the picture on the left) thought her 80s built red brick eyesore "stuck out like a sore thumb". George Clark's team redesigned it (below right).



## 12. Lenton Road

Lenton Road is part of what was the oldest road in the area, originally a footpath or bridle road running between Nottingham and Beeston. It is now the only road through the Park Estate that is a public right of way for motor vehicles. The map below shows that the road (orange) had been widened before the 1880s but, where the Park ends the road narrows to its earlier width (along what is now Park Road) serving a large area of allotments (Allenfield Gardens) stretching up to Derby Road – an area that is now housing.



Nottinghamshire OS map  
Surveyed: 1880 to 1881  
Published: 1885

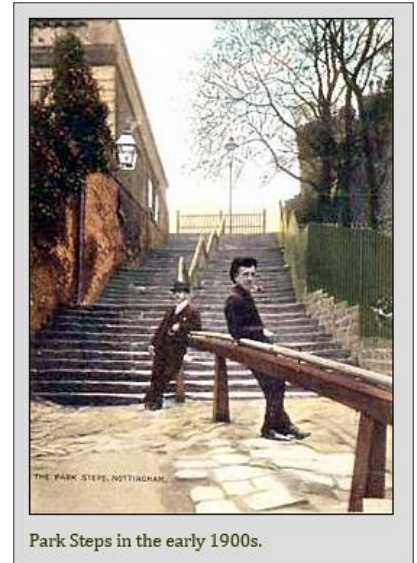


### 13. Park Steps

The Park Steps, an early entrance to The Park, were enlarged in 1829.

*The Park Steps excite admiration by their picturesque-ness, but their history is even more interesting than their appearance. The oldest road in this neighbourhood, whose age it is impossible to speak of in terms of years, was the track from east to west on the high land above the jungle of the Trent Valley. This road, after passing by, or through, the ancient enclosure of Nottingham, proceeded by Pepper Street [off Bridlesmith Gate behind M&S], Houndsgate, Lenton Road and Cut Through Lane [goes through Nottingham University campus] to the west. When the castle enclosure was constructed this thoroughfare was pushed northward and followed up Standard Hill, Postern Street, Park Row and finally struggled down the precipice in what is now known as Park Steps, at the foot of which it turned to the south along Park Valley and re-joined its ancient line at the junction of Castle Grove with Lenton Road.*

From: <http://www.nottshistory.org.uk> – Holland Walker, An itinerary of Nottingham: Nottingham Park, Transactions of the Thoroton Society, 32 (1928)



### 14. Columns Cave

One of the most spectacular caves in the area is a relatively modern creation, the “Columns Cave”, accessed from The Garden House, No 14A Park Terrace. This was created between 1850 and 1876 by Alderman Thomas Herbert, who carved a number of caves in the gardens below his house containing full-sized statues of gods, druidical figures and a Christ.



A ‘fly through’ of the cave can be found at:

[https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwi20Za0zor8AhWNd8AKHdO9BcwQtwJ6BAgTEAI&url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3Df3KcYnuPrPk&usg=AOvVaw14ZdH1sQ8CLwBO\\_JnmtOk0](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwi20Za0zor8AhWNd8AKHdO9BcwQtwJ6BAgTEAI&url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3Df3KcYnuPrPk&usg=AOvVaw14ZdH1sQ8CLwBO_JnmtOk0)



### 15. The Convent

This used to be The Convent of Our Lady of Mercy. It is a Grade II listed building and was designed by the renowned gothic revival architect Augustus Pugin from 1846. The Sisters of Mercy arrived in Nottingham in 1844 and moved into the Convent on College Street in 1846. They ran St Mary's Primary School (closed in 1986) and St Catherine's Grammar School for Girls until 1962. In the 1980's and 1990's the Sisters ran a Care Home for the Elderly and a Repository.

[https://en.wikipedia.org/wiki/Augustus\\_Pugin](https://en.wikipedia.org/wiki/Augustus_Pugin)



By the end of the 1990's the number of the sisters had declined and in 2000 the decision was taken to close the Convent (the remaining sisters moved into a smaller house nearby). The building was restored and refurbished to create apartments in 2003.

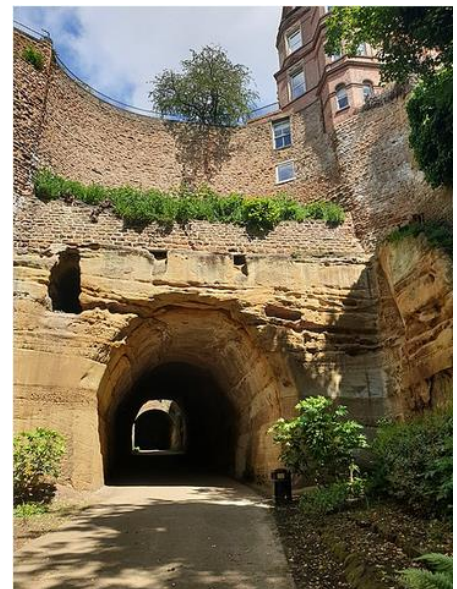
The Convent was linked to the Roman Catholic Cathedral of St. Barnabas, just a little further down Derby Road. The Cathedral was also built by Pugin in 1841-4

## 16. The Park Tunnel

In 1839 a tunnel to form a north eastern entrance to The Park, linked with Derby Road, was being considered. Although by 1844 work on the tunnel had started and more than half the route had been excavated, tunnelling suddenly stopped and the project was temporarily abandoned. However, by 1855-56 Hine had restarted and completed the tunnel project.

The tunnel was intended to allow access to and from the park by horse-drawn carriages, and the original requirement was for a tunnel with a maximum gradient of 1 in 14 and the ability for coaches to pass each other within the tunnel. As built, the tunnel actually had a gradient of 1 in 12, which was considered too great for horse-drawn carriages, and, as easier accesses were constructed elsewhere in The Park Estate, it never fulfilled its original purpose and was just used by pedestrians. [https://en.wikipedia.org/wiki/Park\\_Tunnel,\\_Nottingham](https://en.wikipedia.org/wiki/Park_Tunnel,_Nottingham)

The tunnel is still in use, providing pedestrian access from Derby Road, Upper College Street and The Ropewalk to the Park.



## 17. Gladstone memorial



This memorial ring near the tennis court states "Felled by The Right Hon W.E. Gladstone May 11 1875".

It marks the spot where 65-year old Prime Minister William Ewart Gladstone (1809-1898) felled a tree with an axe, apparently one of his favourite pastimes. The previous day he had met the Mayor of Nottingham, the Vicar of St Mary's and the architect TC Hine to discuss the restoration of Nottingham Castle. According to contemporary reports, the tree had a circumference of five-and-a-half-feet and was felled within 50 minutes.

<https://www.nottinghampost.com/news/history/14-quirky-signs-landmarks-nottingham-1698640>

## 18. Gladstone House

Some on-line articles say Gladstone lived in the Park – I am not sure this is correct.



The house on Lincoln Circus which is named Gladstone House is now split into 2 flats. By chance, one of the current residents drove up as I was passing and I asked him if he knew the origin of the house name. He said he had been told that the Duke of Newcastle had it built for Gladstone to use as a summer house when he was MP for Newark but that Gladstone had never actually lived here.

However, according to the Park Conservation Trust, Gladstone House was built in 1876/7 by architect Edwin Loveseed for himself and, as Gladstone resigned his Newark seat in 1846, thirty years before the house was built, the story of it being Gladstone's summer house seems unlikely.

Gladstone was Prime Minister of Britain and Ireland four times between 1868 and 1894. In later life he was popularly known as the 'Grand Old Man'. He did have longstanding Nottinghamshire associations.

Under the patronage of the 4th Duke of Newcastle, Gladstone was elected Tory MP for Newark (which was effectively in the gift of the Duke) in 1832, aged 23, with ultra-conservative views – opposed to the abolition of slavery, because his family used enslaved Africans (over 2500) on their Caribbean sugar plantation, and to democratic electoral reforms (1832 Great Reform Act which gave the vote to middle class men).

He had ministerial roles in Sir Robert Peel's government and was re-elected MP in Newark in 1835, 1837 and 1841 but retired his seat in 1846. Subsequently, returned as MP for the University of Oxford (1847), then South Lancashire (1865), Greenwich (1868) and Midlothian (1880). By the 1850's he was revising his Tory views and by the mid-1860s had become a Liberal, known for his reformist policies, and becoming Prime Minister four times (1868-74, 1880-5, 1886 and 1892-4). Towards the end of his life he observed: "I was brought up to distrust and dislike liberty; I learned to believe in it".

Gladstone's close association with the Dukes of Newcastle, of Clumber and their neighbours continued after Gladstone retired from his Newark seat. As a trustee of the Newcastle Estate he played a role in the development of Nottingham Castle and the Park estate.

<https://www.nottingham.ac.uk/manuscriptsandspecialcollections/exhibitions/online/we-gladstone/index.aspx>

[https://www.nottingham.ac.uk/manuscriptsandspecialcollections/learning/biographies/williamewartgladstone\(1809-1898\).aspx](https://www.nottingham.ac.uk/manuscriptsandspecialcollections/learning/biographies/williamewartgladstone(1809-1898).aspx)

## 19. Lenton, the River Leen, Castle Boulevard & Nottingham-Beeston Canal

Wikipedia provides a good history of the River Leen - [https://en.wikipedia.org/wiki/River\\_Leen](https://en.wikipedia.org/wiki/River_Leen) - The name Leen comes from the Celtic word meaning "lake" or "pool" and the river gave its name to Lenton, 'ton' being the Saxon word for village. The 15 mile route of the River Leen starts as a series of springs at the foot of the Robin Hood Hills just outside Annesley and joins the Trent next to Riverside Way. Its route through Nottingham has changed over the centuries, as described by Wikipedia:

From Lenton onwards the course of the Leen has been quite radically altered on a number of occasions, although the river's present course probably follows a route close to its original natural course. The first change to the river's course came in the late eleventh or early twelfth centuries, when the river was diverted to pass beneath the cliff on which Nottingham Castle was situated before flowing into the Trent near Trent Bridge, thus providing the town of Nottingham with a more plentiful supply of water. This alignment near the Castle is shown in this drawing by Thomas Hammond.



Nottingham Castle before restoration, showing the River Leen, 1870

The next change came with the opening of the Nottingham Canal which in some places occupied the course of the Leen, with the river being diverted along the route of the present Canal Street (this stretch was soon culverted by the Nottingham Borough Engineer).

Further changes came with the construction of Castle Boulevard along the foot of the Castle cliff in 1884. With insufficient room for river, canal and road, the river was diverted into the canal at Lenton and the road built on the course of the former river. After flowing some distance along the canal, the river passed over a small weir into the Tinker's Leen (where the modern Courts complex is now situated) and so into the Trent just downstream of Trent Bridge. However over time, and as the river's catchment area became more built up with faster run-off times, flooding became a problem, with particularly heavy flooding in 1960. By this stage, the main line of the canal between Lenton and Langley Mill had been abandoned, although the stretch through Nottingham remains in use as part of the Trent navigation (the Nottingham-Beeston Canal).

This flooding led to a further diversion, which would largely divert the river back to its original pre-eleventh-century course.

The river was first diverted into the southernmost section of the abandoned canal, between Derby Road and the operational canal at Lenton. It was then taken under the operational canal in a syphon, before entering a brand new channel that took it to join the Trent near the Riverside Way/ Queens Drive junction.



The River Leen goes under the Nottingham Canal

## 20. The Grove Hotel

In 1811 the village of Lenton consisted of just over two hundred houses and yet there were already four 'alehouses' there. The Lenton Times (the online Magazine of Lenton Local History Society [https://www.lentontimes.co.uk/images/gallery/lenton\\_pubs/lenton\\_pubs\\_listener\\_32.htm](https://www.lentontimes.co.uk/images/gallery/lenton_pubs/lenton_pubs_listener_32.htm) ) tells us that “one of these, the Struggler Inn was probably situated part way along Grove Road off Castle Boulevard, but of course at that time there was no Castle Boulevard or Grove Road... The Struggler Inn had extensive pleasure gardens, facilities for dancing, and was extremely well positioned to attract seekers of rural pleasures. One customary route was to walk out to Lenton via Nottingham Park. Another walk was along the path which twisted its way from the Castle Rock to Lenton beside the canal and the River Leen. Both routes passed by The Struggler and it must have done excellent business in good weather.”

Apparently The Struggler had “an open-air communal bath, supplied by an underground spring in which those who had paid could sit and enjoy the pleasures of the water, or perhaps attempt to carry out some sort of body wash. There is no indication whether this was a mixed or single sex amenity, but given the times, it might be imagined that it was only for men, but we are not sure”.

In about 1830, at a time when Lenton was expanding, “The Struggler Inn underwent a change of identity. John Ward, its new proprietor, evidently felt that the name wasn't quite right for his establishment. Instead he chose The Grove Tavern”.

Further changes, more housing and additional pubs built and changes made to legislation affecting the sale of alcohol, led to the demise of The Grove Tavern's business. Finally, “Once the road, we now call Castle Boulevard, was opened in 1884, the area in Lenton between it and the canal was quickly acquired for housing. The Grove Tavern was pulled down and its extensive gardens given over to new building. On the Boulevard a huge new public house was built in 1886, which retained a connection with its predecessor in the choice of name - The Grove Hotel”.



The Grove closed in about 2011 and was vacant until about 2021 when it was converted to apartments.

## 21. Castle Marina

Built in 1980s the Marina is, according to an on-line interview ([www.leftlion.co.uk/read/2019/september/life-on-nottingham-canals](http://www.leftlion.co.uk/read/2019/september/life-on-nottingham-canals)) “home to a mix of semi-retired folk, young professionals looking to minimise housing costs and, with a wry smile, what Robin calls ‘single men’ [i.e. divorced].”



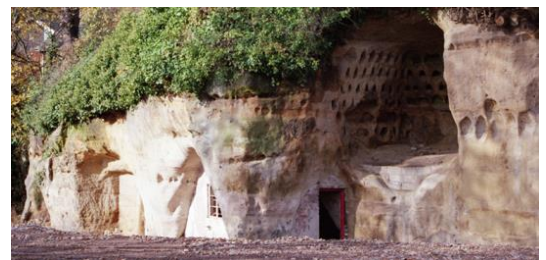
## 22. Cornerstone Church

In 1982 members of Hyson Green Baptist Church in Palin Street decided to form a new Church called ‘The Cornerstone Evangelical Church’ and to purchase premises in Raleigh Street. In the 1990s, Cornerstone had outgrown its Raleigh Street premises and held Sunday services at a secondary school near Wollaton Park. In 2008 the Castle Boulevard site, which used to be an MFI showroom and warehouse, was purchased, and the new church was built and opened in September 2012.

## 23. Lenton Hermitage

Nottingham is a city with many caves; indeed, around the year 868, the Welsh monk Asser, chronicler to King Alfred, referred to it, perhaps in a somewhat disparaging way, as ‘Tigguacobauc’. This word, in Asser’s native tongue, is generally translated as ‘cavy house’ or ‘place of caves’. The man-made caves, originally with people living and working in them, are to be found in groups in various locations throughout the City.

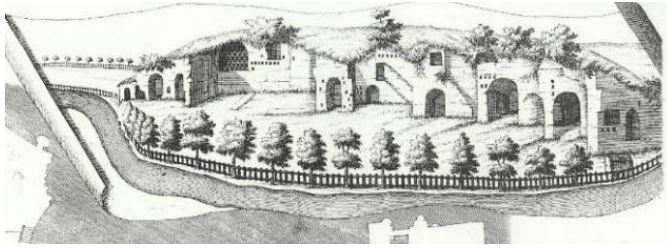
The ones here are known as ‘the Papish Holes’ or ‘Lenton Hermitage’. For many years they were clearly visible, abandoned and much neglected. In the last few years new apartments have been built on the land to the front and the caves have been restored. They are open to the public by request or on Heritage Days.



The Lenton Hermitage caves include a small chapel and a dovecote. The chapel is known as St. Mary De Roche and it is believed that it was created by Carmelite Friars sometime in the reign of Edward I. Along with the Chapel; the friars built for themselves or converted existing caves into a comfortable residence. There is evidence to suggest that the Chapel may have been a ‘shrine’ – a repository for a holy relic. By the 13th century the chapel had passed into the hands of Lenton Priory and the friars were replaced by monks. St. Mary De Roche became an important ‘satellite’ chapel or hermitage to the Priory. In 1447, the Chapel was given to the King in exchange for yet more land holdings. Part of the agreement was that the monks continued to say prayers at the Chapel, for the ‘...good estate of the King and his family’. The Chapel was abandoned by the Priory shortly before the Dissolution. During periods of persecution Nottingham’s Catholics used the Chapel for clandestine mass’s and it is this association that has led to the name Papish or Popish

Holes for the site. The site may also have become a private residence. In the Civil War the site suffered much damage by Parliamentary soldiers from the Castle due to its association with the Catholic faith.

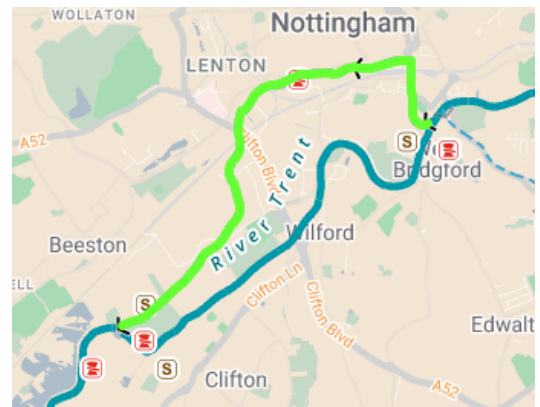
The antiquarian William Stukeley visited the Chapel and published his account along with the first ever known illustration of the site in 1724.



Learn more at the 'Our Nottinghamshire' website:  
<http://www.ournottinghamshire.org.uk>

## 24. Nottingham - Beeston Canal

The Canal & River Trust website describes the canal as: *"once part of a much longer route, which is now derelict. The present-day stretch remains a vital link for boaters, allowing them to bypass an unnavigable section of the River Trent. The coalfields of Nottinghamshire brought great wealth to the region, but transport by the local roads was slow and expensive. As Canal Mania swept the country in the 1790s, the citizens of Nottingham resolved not to miss out, and planned a new waterway from the city to Langley Mill. There, it would connect with the Cromford Canal, which was already busy with coal traffic.*



*The canal opened in 1796, 15 miles long with 20 locks - most of which were grouped into a flight at Wollaton. The geography of the waterways in central Nottingham was, and is, complex. The city was built on the River Trent, but river navigation immediately upstream of the city had always been difficult. While the Nottingham Canal was being constructed, the Trent Navigation Company built an artificial canal - the Beeston Cut - to bypass the river from Trent Lock to Lenton. There, it met with the Nottingham Canal, which therefore became part of the river through-route. Two hundred years later, this is the only part of the Nottingham Canal to survive".*

## 25. Castle Meadow Campus

Completed in September 1994 these distinctive buildings were designed by Hopkins Architects. The design uses natural ventilation and employs the thermal mass of the concrete to cool the building at night. The main Amenity Building has a fabric roof suspended from four raking steel masts.



Until recently the site was occupied by HMRC (HM Revenue and Customs), now situated in the Unity Square building near Nottingham Station. The University of Nottingham acquired the site in late 2021 and have announced that:

Detailed plans for the new campus will be discussed with colleagues across our university community in a series of conversations across the year, although a number of likely core uses for the new campus have already been identified.

- A new city centre location for Nottingham University Business School - home to teaching, research and partnership activity, increasing postgraduate opportunities and our collaboration with strategic partners in the city and beyond
- A practice-based campus for final year and postgraduate students, which offers space to major employers to create an ecosystem of employers and students to work and learn together, ultimately preparing our students for life after university
- A home for Digital Nottingham, providing a civic, research and innovation hub, delivering lasting benefits for the city's residents, businesses and economy by developing skills, ambitions and opportunities for growth in a digital and data-driven world.

All of these ambitions can now be realised in an environmentally-sustainable way, more quickly and at a lower cost than was originally planned before the Castle Meadow site became available.

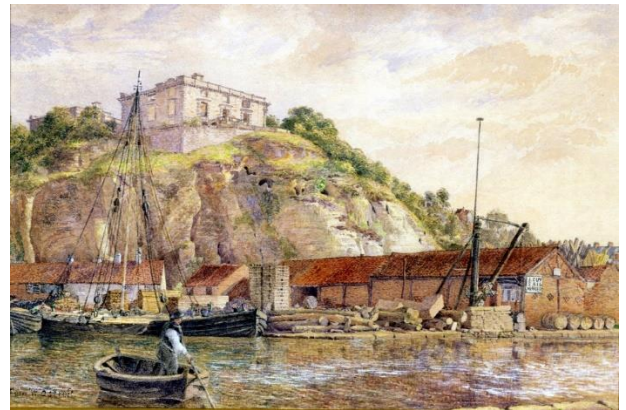
<https://www.nottingham.ac.uk/news/take-a-look-inside-castle-meadow-as-the-university-of-nottingham-opens-the-campus-doors-for-the-first-time>

## 26. Duke of Newcastle's Wharf

As trade along the canal developed, sailmakers and timber merchants established waterside premises and lived in the Castle Boulevard area.

This painting 'Nottingham Castle', by Victorian artist Samuel Oscroft, shows a river barge unloading timber at what the Duke of Newcastle's Wharf.

The 'Duke of Newcastle' was Henry Pelham-Clinton, 4th Duke of Newcastle who was Lord Lieutenant of Nottinghamshire from 1809 to 1839.



After the restoration of Charles II in 1660, the present 'Ducal Mansion' (Nottingham Castle) was built by William Cavendish, 1st Duke of Newcastle and completed by his son, Henry Cavendish, 2nd Duke of Newcastle. With the industrialisation of the town the mansion's attraction gradually diminished and by 1750 the Duke's visits had come to an end. Converting the building into apartments, the Duke rented them off to wealthy tenants. Later used as a boarding school, the mansion slowly declined and the gardens were let off as allotments. The last residents quit the building in 1829 and it remained unoccupied. By this time great changes had come to Nottingham as part of the Industrial Revolution, which left Nottingham with the reputation of having the worst slums in the British Empire outside India. When residents of these slums rioted in 1831, in protest against the Duke of Newcastle's opposition to the Reform Act 1832 they burned down the mansion.

For many years the blackened and gutted shell was to look down over Nottingham until in the 1870s the Town Council resolved that the Castle and its grounds would be an ideal site for a Museum of Fine Art which was opened in 1878.

This picture by Thomas William Hammond shows the Nottingham Canal, Navigation Inn and Wilford Road Bridge in 1873.

<https://picturenottingham.co.uk/image-library/image-details/poster/ntgm016046/posterid/ntgm016046.html>



The canal remained an important part of the industrial life of the city with many buildings alongside it as shown in this photo c1900s.

This is looking west from the Wilford Street Canal Bridge area. The overflow of canal water went into the Tinkers Leen on the left. On the right are buildings on Castle Boulevard. The buildings on the extreme right were once part of a paper works (replaced by the Viyella factory).



This and other old photos of Castle Boulevard are from the Nottingham Post website <https://www.nottinghampost.com/news/local-news/gallery/39-pictures-castle-boulevard-past-3393988>