

20.1 Further Information on Sites along the Walk over Waterside Bridge to Colwick Woods / Colwick Country Park.

Information gathered for these notes is from Google searches.

1. St Giles

The church of St. Giles is the oldest building that still survives in West Bridgford, part of it – now forming the south aisle – dating to the 13th century while the tower is 15th century. As a result of the huge expansion of West Bridgford from the late Victorian period onwards, the church was extended in 1898 and again in 1911.

2. Trent Bridge Cricket Ground

Trent Bridge Cricket Ground is used for Test, One-Day International and county cricket as the headquarters of Nottinghamshire County Cricket Club.

As early as 1783 Nottingham played a match 'near Trent Bridge' and in 1822 West Bridgford played Samuel Chapman's XI in a 'field near Trent Bridge'. It is not clear exactly where these were. However, during the 1830s but certainly in 1838, matches were played in an open grass area behind the Trent Bridge Inn and belonging to Mrs Chapman, the landlady of the TBI. The area was enclosed as a cricket ground and formally opened in 1841 by William Clarke, Captain of the All England Cricket Team, who had married Mary Chapman. It is the world's third oldest test ground; the first Test match here was in June 1899, with England playing against Australia – result: a draw.

<https://www.trentbridge.co.uk/trentbridge/history/seasons/1838.html>



c.1900



Trent Bridge is currently (Jan 2026) undergoing major redevelopment, primarily focused on demolishing and replacing the historic Pavilion with a new six-storey structure, aiming to complete by Summer 2026 to secure future Test cricket status.



Prior to 1910, Notts County FC played their home games at Trent Bridge as a tenant of Nottinghamshire County Cricket Club. Cricket took priority on the ground and the football club often had to play early and late season fixtures at other venues to avoid a clash. Apparently, the Football League eventually deemed that this practice was inappropriate and demanded that Notts either seek more favourable terms for the use of Trent Bridge or relocate to a new ground on which they could fulfil all of their fixtures. In 1910, a plot of land near the cattle market on Meadow Lane was leased from the city council and a new stadium erected. Part of the new stadium was a temporary stand from Trent Bridge which was literally floated across the river.

2a. At the corner of the cricket ground, at the junction of Fox Road and Radcliffe Road, is **Trent Bridge House** County Council offices. I worked here for a number of years and in the early 1990s I was asked to set up a team to work on developing the NET tram system. Presumably as an encouragement, my boss said that in this position I would expect to be visited by important people and therefore they would move me to a smart new office.

“smart new” turned out to be a porta-cabin in the car park!!!

Colleagues were quick to make fun of this:



3. Nottingham Forest City Ground

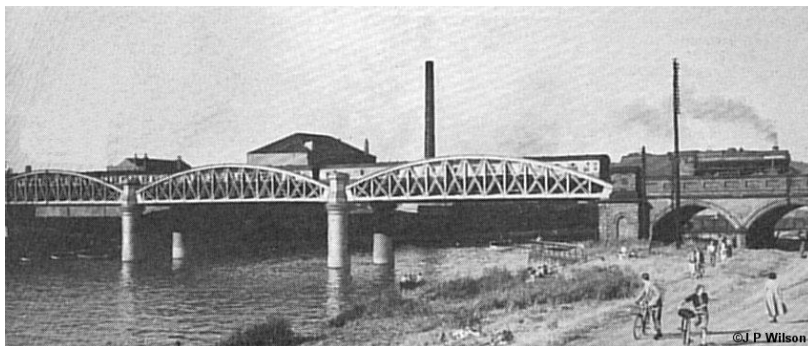
Nottingham Forest Football Club was founded in 1865 and have played home matches at the City Ground since 1898. At the time, this area was within the City boundary so the name 'City Ground' was appropriate. Before that, they played at a number of other grounds within the City, starting at Forest Racecourse (1865-1879) and including, as I noted in Walk 9, the Town Ground on Bathley Street, the Meadows, which became the site of a tram depot and is now a NCT bus depot.

4. Trent Lock

This is No 1 lock on the Grantham Canal. The Canal was built from the River Trent to Grantham, some 33 miles between 1793 and 1797 at a cost of £118,500 and narrow boats and barges primarily transported coal but also building materials and groceries through 18 locks to Grantham. On the return journey they transported corn, malt, beans, wool and other agricultural produce. Due to the development and the success of the railways the canal was closed in 1935 and left to its fate. Over the years it fell into disrepair with some sections, including this one, now closed off by road construction.

5. Lady Bay Bridge

Originally opened in 1878 as a railway bridge on the line between Melton Mowbray and Nottingham Station. When the Nottingham direct line of the Midland Railway was abandoned in 1968, plans were made to convert the river crossing and so relieve pressure on Trent Bridge. However, these works were not complete until 1979.



London bound steam engine train over Lady Bay Bridge in 1953.

http://www.old-dalby.com/images/45227_ladybay%20JPWilson.jpg

The bridge was used as an Eastern Bloc railway crossing in 1982's TV series 'Smiley's People' - film adaptation of John Le Carre's novel starring Sir Alec Guinness.

<https://www.ladybay.co.uk/history.html>

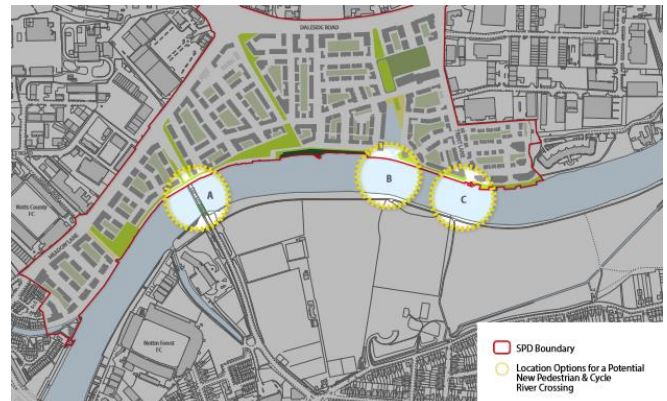
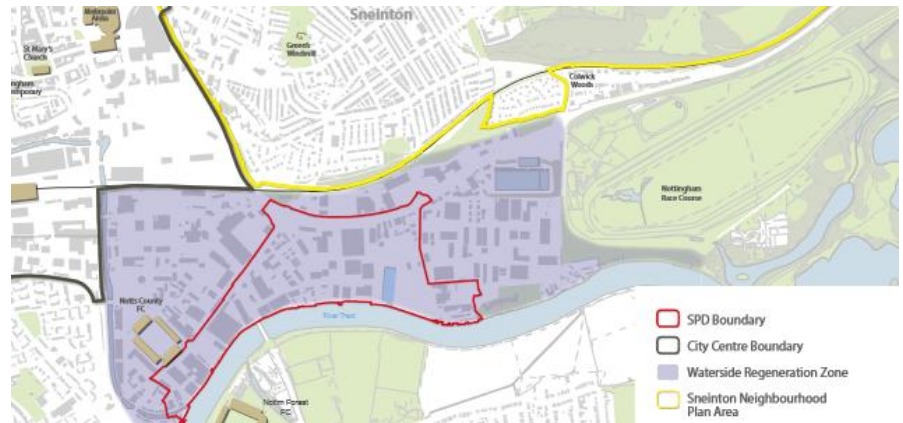


6. Waterside Pedestrian & Cycle Bridge

A Nottingham City Council news item dated November 8th, 2021 reported that the need for a new walking and cycling bridge was identified in the City Council's Waterside Supplementary Planning Document (SPD) in 2019. Subsequently, the council secured £9.25m from the Government's Transforming Cities programme to deliver this scheme as part of a programme to invest in local transport infrastructure that will improve sustainable transport, support growth, and encourage more low carbon journeys.

Before the end of the 19th century, Waterside was out on the edge of the city – an area of low lying farmland on the banks of the River Trent. From the turn of the 20th century the land became a light industrial area with accompanying workers housing and associated facilities. Some of the workers housing would have also served the engineering works on the opposite side of Meadow Lane. Only fragments of the historic development of the area survive and these mainly comprise of workers housing and Trent Villas (see later) as well as some of the older industrial buildings.

The Waterside SPD applies to 27 hectares of the larger Waterside Regeneration Zone. The boundary for the SPD was chosen to reflect emerging residential development schemes in both the east and west parts of the Waterside. Recent development includes the Trent Basin area and it is here that the bridge has been built following consideration of three options identified in the SPD



The Trent Basin housing development is on the site of what was Trent Lane Depot (see 23). Built in the late 1920s this was Nottingham's largest Trent-side cargo facility - and indeed the largest on the Trent, making the biggest statement about Nottingham as a trading city and the City Corporation's intention to bolster and enlarge its hold on the transport of cargo along the Trent to Nottingham in one direction and from Nottingham to the rest of the world via Hull and the North Sea in the other. For more about this look at A History of Trent Basin by Mark Patterson: <https://www.trentbasin.co.uk/wp-content/uploads/2020/11/Trent-Basin-%E2%80%93-A-History-by-Mark-Patterson-1.pdf>

The City Council's report identifies the following benefits of the new dedicated pedestrian and cycle bridge over the river Trent, with an additional smaller bridge over Trent Basin (on the northern bank) to enable east-west connectivity alongside the river for cyclists and pedestrians:

- a new commuting route options for trips into Nottingham, the QMC, university sites and science parks from the south of the river;
- a link across the river from the new housing and developments sites within the Waterside Regeneration Zone on the northern side to the green spaces on the south and to the National Water Sports Centre;
- better access to the various sports grounds and sporting facilities in the area;

- new opportunities for leisure trip making for pedestrian, runners and cyclists from either side of the river;
- more circular route options for cyclists, walkers and runners who will be able to cross the Trent at the new bridge and use the existing bridges to create 'loops';
- a safe and direct route connecting residents on the south of the river to Colwick Park (including Parkrun) on the north of the river, when combined with new path upgrade proposals on the northern side;
- new and enhanced views of the river and its wildlife, and opportunities to get out and about supporting physical and mental well-being;
- alleviation of traffic pressures on both Trent Bridge and Lady Bay bridge through increased sustainable travel.



Artist impression

At the time the SPD was written it was hoped that construction works would start in 2022 with the bridge opening in 2023 but, as is not unusual with large projects, the programme was delayed. Construction actually started on site in early 2025 with the main structure being successfully lifted into place on Monday 10 November 2025, with completion in spring 2026.

This is the first new crossing over the River Trent in Nottingham since Clifton Bridge eastbound opened in 1972, which was built years after its older western counterpart, completed in 1958.

More about the bridge: <https://www.transportnottingham.com/project/pedestrian-and-cycle-bridge/>

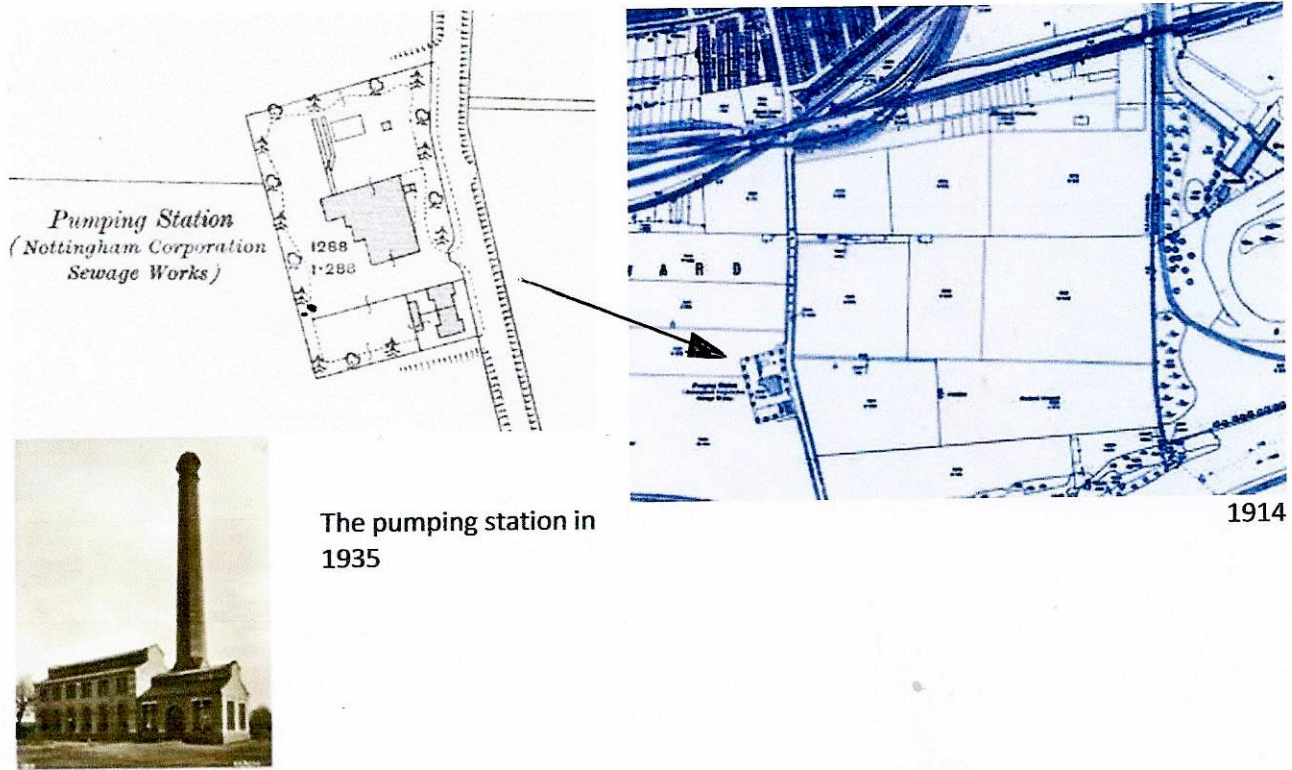


7. Trent Villas

These houses were originally cottages for the Sewage Pumping Station. More recently they were used as a site office by Willmott Dixon, the contractors building riverside houses at Trent Basin.

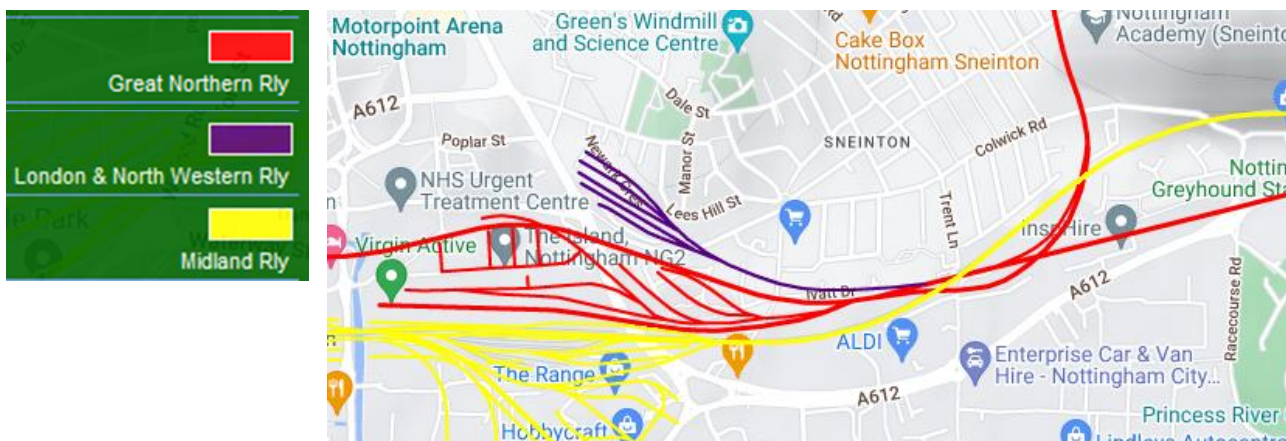
The old water pumping station took drains water from the main drains which had arrived at this point through gravity and pumped it to Stoke Bardolph and the main sewage-water treatment works and also drew clean water from there. Nottingham was well ahead of its time in Victorian water technologies. By 1831, the Trent Waterworks

Company's engineer, Thomas Hawksley, had designed the first constant high pressure supply, which prevented contamination from entering the mains. In 1845, when an Act merged all the small companies into the Nottingham Waterworks Company, Hawksley turned to the sandstone beds under the city, which stored vast quantities of very pure water. Three pumping stations and five reservoirs were built to take advantage of this natural resource from 1850-1880, when Nottingham Corporation Water Department took over responsibility.



8. Old Railways

As noted in Walk No 17 (17.1 Further Information on Sneinton), in the heyday of Nottingham's railways there were a number of lines running past Sneinton, as illustrated on this map, from Rail Map Online www.railmaponline.com. As a result, the railway infrastructure at Trent Lane was complex with three lines passing this point.



The Midland Railway Nottingham-Newark-Lincoln line was built by the Midland Railway and engineered by Robert Stephenson. Robert Stephenson (1803 – 1859) was an English civil engineer and designer of locomotives; the only son of George Stephenson, the "Father of Railways", he built on the achievements of his father and has been called the greatest engineer of the 19th century. The line was opened on 4 August 1846 and is still in use today, running at ground level.

From 1857 trains from the Great Northern Railway's London Road station (and, from 1900, Nottingham Victoria) to Grantham via the Back Line through Gedling and Basford, and Northampton via the GN&LNW line through Melton Mowbray passed above Trent Lane level crossing on a plate girder bridge supported by the stone abutments.

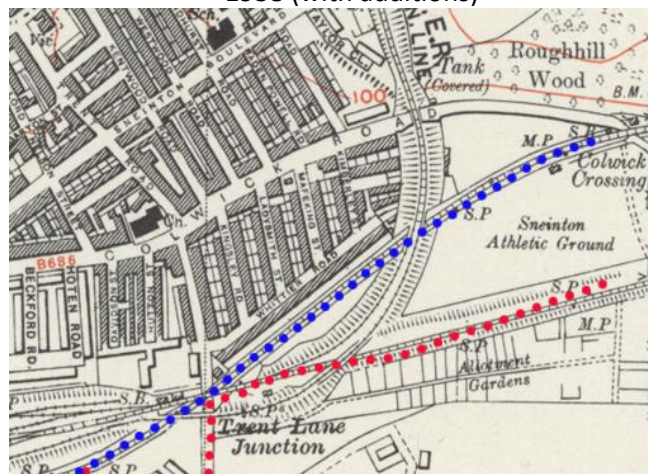
The last addition, in 1889, was the Nottingham Suburban Railway, which left the GNR at Trent Lane Junction. Southbound Suburban Railway trains from Daybrook crossed the Lincoln and Grantham lines on girder bridges east of Trent Lane before dropping down to cross it on an arched blue-brick bridge, the most substantial surviving relic of the NSR, which lost its passenger service in 1916. The NSR then re-crossed the Lincoln line on a truss girder bridge before continuing to London Road. The NSR continued to serve brickworks at Mapperley and Thorneywood until 1951; those trains used the northern junction at Daybrook as this southern section had been abandoned after being damaged by bombing in 1941.

Since Nottingham Victoria closed in the 1960s Grantham trains have used the Midland route as far as Netherfield. In Sneinton little remains of the Great Northern apart from London Road Station (now a health club) and the derelict goods warehouses near it, the remains of the bridges at Meadow Lane and the bridge and abutments here.

1899



1938 (with additions)



On this 1938 map, I have added the red line for the walk route and the blue line for the one remaining railway.

9. Crossing Cottage

This Grade II listed building (dated c1846) was probably by TC Hine in Tudor Revival style. It was built for Midland Railway presumably to house the level crossing keeper for the Nottingham-Lincoln line which opened in 1846.



10. Colwick Woods

Dating back to at least the 11th Century where it is recorded in the Domesday Book, much of the wood originally formed part of the estate of Colwick Hall where the ownership of the hall had passed through a number of families including the Byrons and Musters.

Nottingham-born poet Edward Hind (1817-72) wrote fondly about the woods:

Old Colwick Wood

Come away to Colwick wildwood-

Come away to Colwick Lane:

**As we wandered there in childhood,
Let us wander there again.**

Colwick Woods was designated as a geological Site of Special Scientific Interest (SSSI) in 1995 and listed as a Local Nature Reserve in 2004. The SSSI specifically refers to the Colwick Cutting cliff face alongside the southern edge of the eastern part of the woods (alongside Daleside Road, beyond the route of the walk) which is made of sandstone, siltstone and mudstone rocks formed in the incredibly hot and dry environment of the Triassic age (200-250 million years ago).

The Visit Nottinghamshire website describes Colwick Woods as “a beautiful urban green space much valued by the local community, but its seeming peacefulness masks an ever changing ecology as well as a fascinating and often turbulent past. Various a murder site, scene of public protest, army encampment, home to a race course and recently saved by the local community from the threat of development, it is clear that just as the city has grown and changed, so too have the woods”.

The mention of “**a murder site**” is in reference to an awful incident that occurred in a spinney at the western end of the woods in 1844. A detailed account of the multiple murder and its tragic aftermath can be found at the Nottingham Hidden History site: <https://nottinghamhiddenhistoryteam.wordpress.com/2014/03/13/william-saville-murder-in-a-colwick-spinney/>

In summary, the murderer was a Nottingham man, William Saville, who was born in 1815 into a life of abject poverty. His mother died in 1817 and William and his siblings were left in the care of their father who was a drunken bully and frequently left his children to fend for themselves in unsanitary living conditions. William became ill and was sent to Basford Workhouse where his health improved but his behaviour was recorded as unacceptable with bouts of extreme violence. He later became a ‘stocking weaver’ and in 1835 he married and had 3 children, two boys and a girl. The marriage was not a happy one, with William becoming a violent drunkard who beat his wife, spent time in prison for theft and spent time as a vagrant. In 1844 he persuaded his wife that she and the children would be better in a workhouse. This done, he courted a work colleague, Elizabeth Tate, under the pretext that he was single. With the threat that he would be exposed as a married man he arranged an outing for his wife and children in Colwick Woods on 21st May 1844. Saville arrived with a ‘cut-throat razor’ in his pocket and ‘viciously cut the throats of all four members of his family’ – the children were aged seven, five and four.

Saville quickly left the scene, not knowing that the awful event had been witnessed by an unnamed local schoolboy playing truant and was ‘bird nesting’ high in the tree under which the murder took place. Not wishing to be discovered he had remained silent when Saville, his wife and the children arrived. The boy reported the crime and William was quickly apprehended.

With William Saville in custody at the Shire Hall (now the Galleries of Justice Museum) news of the murder reached the public and the case reached celebrity status and ‘literally thousands of people descended on the scene of the murder, collecting souvenirs of grass, brushwood and bark from the tree’ The site became known as ‘Saville’s Spinney’.

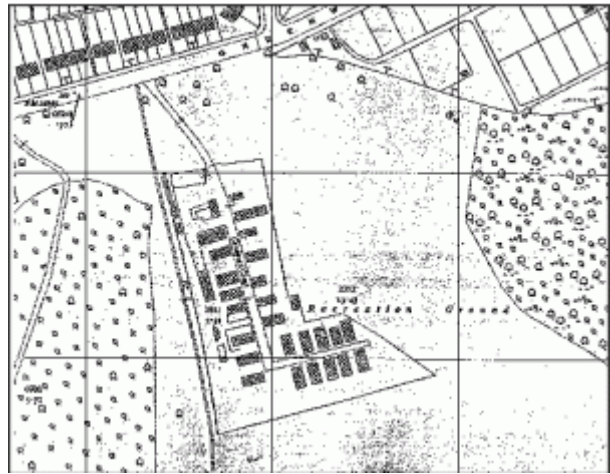
Saville was found guilty at his trial and sentenced to death by hanging. As was common at the time, the hanging was to be a public event on 7th (some accounts say 8th) August at gallows on the steps of the Shire Hall (on High Pavement). A huge crowd attended and following the hanging ‘the many thousands of men, women and children began to move away’ with many being swept off their feet by the crush. ‘Disaster overtook the crowd as the bodies of men women and children tumbled down the stone steps’ of Garner’s Hill’ (the steep steps from High Pavement down past Nottingham Contemporary).

The awful result was that ‘Twelve human beings were killed, and more than an hundred received serious injuries; and of the latter, the deaths of five, after lingering illnesses, were clearly traceable to the same most lamentable catastrophe’.

The Visit Nottingham website reference to an “**army encampment**” is to an area to the east of the walk, as shown in this 1954 map, and is thought to have been an army barracks, housing personnel who manned anti-aircraft emplacements that were to protect the ordnance depot in the Meadows area.

Later in the war it was used as a Prisoner of War Camp

In 1950 the camp was used as an emergency site for 24 families in urgent need of accommodation. Today there are no visible signs of exactly where the camp was situated.



Also in Colwick Woods, and again beyond the walk route, are the remains of an **Ice House** from when the woods were part of the Colwick Hall Estate – see: <https://www.friendsofcolwickwoods.co.uk/>

11. East View

View of Nottingham from the East by Jan Siberechts.



Siberechts (1627-1703) was a Flemish landscape painter. He came to England in 1673 and travelled the country painting views of the great estates, including Chatsworth and Wollaton Hall.

This panoramic view of the city of Nottingham and surrounding countryside as seen from Colwick Woods, was painted around 1695. The then village of Sneinton, almost hidden by trees, is in the middle foreground. St Mary's Church on High Pavement is the striking white building that can be seen rising from the centre of the town, with the Lace Market area as it was when occupied by large manor houses, and behind it to the left is the church of St Nicholas. London Road is to the left, carried over the watery meadows of Broad Marsh on a bridge. On the large outcrop of rock, 39m (130ft) above the River Leen, now the line of Castle Boulevard is Nottingham Castle. Wollaton Hall can be seen 3.7km (2.3miles) away on the right.

To the left is the River Trent crossed by the old Trent Bridge with many arches, beside which the London Road toll house and town wharf can be seen. The river is shown much closer to Nottingham than it actually is and the artist has exaggerated the height of the surrounding hills. The church seen in the middle distance, across the meadows on the left, is the gothic stone-built church of Wilford. On the bank of the river opposite the church is a small building that has been identified as the place where the Wilford ferry operated. The hill rising behind and to the left is Clifton Hill.

12. Sneinton

Sneinton existed as a village since at least 1086, but remained relatively unchanged until the industrial era, when the population dramatically expanded. Further social change in the post-war period created a Sneinton with a multicultural character.

For more about Sneinton history see the earlier walk **17.1 Further Information on Sneinton**

13. Sneinton Street Names

Extract from Nottinghamshire History website article by Stephen Best: 'Imperial Echoes', Sneinton Magazine, no. 2, 1981, 6-7 http://www.nottshistory.org.uk/articles/sneinton/sm02_6-7.htm

Street names in Sneinton, as in most places, reflect the local and national preoccupations and personalities of the times, as well as the whimsy of the private builder. In this issue we look at some turn-of-the-century streets which recall the high noon of Empire.

First come the three streets commemorating sieges: KIMBERLEY STREET, LADYSMITH STREET and MAFEKING STREET. An important town in Cape Province, Kimberley was a centre of the diamond mining industry. From October 1899 until February 15th, 1900, its defenders held out against near starvation and Boer shelling until relieved by forces led by Sir John French. Two weeks later the siege of Ladysmith in Natal was over. The occupants of Ladysmith fared the worst of all those in the South African sieges: 22,000 people, desperately short of food, fighting off the Boers until, at last gasp, they were relieved by Sir Redvers Buller's troops. Mafeking in Cape Province became the most celebrated of the siege towns. From October 12th, 1899 to May 17th, 1900, it was held by Col. Robert Baden-Powell until a flying column relieved it. The scenes of rejoicing in the streets of London which greeted the news of the Relief of Mafeking beggared description, and brought a new word to the English language. The crowd behaviour was called 'mafficking', and from that day 'to maffick' has meant to celebrate with hysterical boisterousness. The defender of Mafeking's memorial in Sneinton is of course BADEN-POWELL ROAD. After the siege he was promoted and organised the South Africa constabulary before founding the Boy Scout movement in 1908. Despite his popularity with the public, Baden-Powell did not escape rumours which suggested that he had not done all he might to shorten the siege. He retired from the Army at 53, and when he offered his services in the Great War, was given only a very humdrum job.

Another personality of 1900 is remembered by KINGSLEY ROAD. Born in 1862, Mary Kingsley was an English traveller and author who studied native religion and law in Africa, exploring much unknown country in the Congo. Her great concern was for the future of the African, and she hoped for an administration of the British possessions there which left the native 'a free unsmashed man, not a whitewashed slave or an enemy.' While preparing for a third journey to West Africa she heard of the outbreak of the Boer War, and went instead to South Africa to tend fever cases. She died of enteric fever [typhoid] on June 3rd, 1900 while nursing Boer prisoners.

Nearby, PORT ARTHUR ROAD recalls a place which, almost forgotten today, held the world's attention in 1904. Never an outpost of the British Empire, it was nonetheless named by a British admiral in 1860. Port Arthur (or Ryojun) was a town of great strategic importance in Manchuria, in the north east of China. It was the chief Chinese naval arsenal until 1894 but after the Chino-Japanese War it was taken by Japan, which was forced to retrocede it to China. In 1897, Russia, needing an ice-free port for her Pacific Fleet, occupied Port Arthur, and in 1898 secured a 25 year lease on the peninsula on which it stood. Port Arthur became a fortress, and as Russia's main strength in the east, saw some terrible fighting during the Russo-Japanese War. The port was besieged from July 1904 to January 1905, and the Japanese took it at a cost of 40,000 dead. Port Arthur was transferred to Japan in 1905, but is now part of the People's Republic of China.

The Boer War and the Russo-Japanese War passed into history, but builders ensured that the people and the sieges were remembered in Sneinton and a hundred places like it. The first residents moved into Kingsley Road in 1903. The following year, 1904, saw Ladysmith Street and Baden-Powell Road appear as local addresses, to be joined in 1906 by Mafeking Street. The last two of these commemorative streets, Port Arthur Road and Kimberley Street, were first lived in during 1907.



📍 The 1937 Coronation decorations in Mafeking Street, Sneinton. (Image: @picturenottingham.co.uk)

14. Nottingham Racecourse

Nottingham Racecourse dates back to the 19th century but the history of horse racing in Nottingham goes much further back. An earlier racecourse was sited at the Forest Recreation Ground (Gregory Boulevard). 'The Forest' area was once part of a royal hunting ground that stretched from Nottingham Castle north to the Dukeries (Clumber and Thoresby, south of Worksop), west beyond Sutton-in-Ashfield, east beyond Lowdham, but in the 1600s its importance for hunting waned as the demand for housing increased. A racetrack was laid out around The Forest in 1689 and horse racing became very popular, with a large grandstand being built sometime in the 1790s – the original course was eight miles round and went through what is now Hyson Green and Radford.

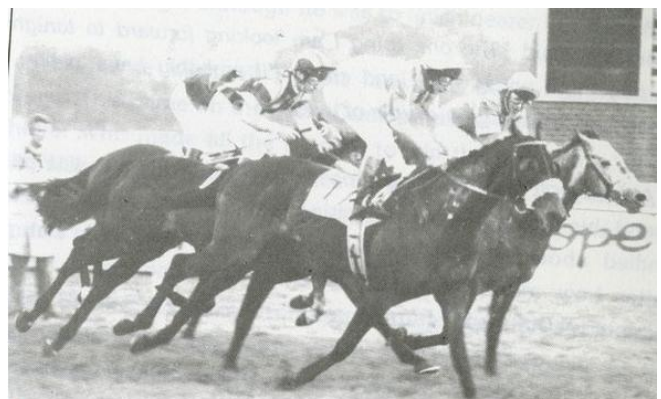
In 1891 the Nottingham and Colwick Park Racecourse and Sports Company was floated on the stock market and a new course was laid out at Colwick Park, formerly part of the Colwick Hall Estate, in 1892. The facility continued growing in fame and popularity to become one of the top ranking racing facilities in the UK. It was served by its own station up until the late 1960s, when the line was shut down. There are still remnants of the station wall on what is now Colwick loop road.

In 1965 the future of the Racecourse was secured when it was bought by Nottingham City Council and an ongoing lease agreed with Racecourse Holdings Trust (the predecessors of Jockey Club Racecourses). It staged both forms of racing until February 1996, after which it abandoned National Hunt racing to become a flat-only course.

SEE also:

http://www.nottshistory.org.uk/articles/sneinton/sm46_13-26.htm

and: <https://www.nottinghampost.com/news/history/headline-grabbing-colwick-racecourses-proud-1982010>



📍 Lester Piggott on Wind from the West at Nottingham Racecourse in 1985. It was his 'last ride before retirement'. The race was won by Willie Carson on Gurteen Boy.

15. Princess River Cruises

Based at River Lodge, conveniently situated two miles from Nottingham City Centre, the company operates the largest River Cruiser on the River Trent, the Nottingham Princess licensed to carry up to 140 guests. It offers daytime and evening cruise packages and the Nottingham Princess is also available for private hire. <https://www.princessrivercruises.co.uk/>



16. Colwick Hall

Colwick Hall was an English country house and is now a hotel. The building is Grade II* listed.

At the time of the Domesday Survey (1086), Colwick was owned by William de Peveril, illegitimate son of William the Conqueror. The earliest known owners of this area were the de Colwick family, from the 12th century. The family owned the higher land (known then as Over Colwick and included Colwick Woods) above the village of Colwick as well as Nether Colwick, land below down to the River Trent. Presumably they lived on or close to the site of the current Hall.

The family down the generations over 250 years included William de Colwick, Reginald de Colwick, Philip de Colwick, William de Colwick, John de Colwick, William de Colwick, Thomas de Colwick and, finally, Joane de Colwick, the last of the de Colwick family to hold the estate, which passed over to the Byrons on her marriage, to Sir Richard Byron. The Byrons lived here for over 150 years until about 1660, when they moved to Newstead Abbey and Colwick Hall came into the ownership of the Musters family.

John Musters replaced all of the older buildings with the present hall in 1775–1776. The new house was built by local builder, Samuel Stretton, from designs of John Carr of York. It was enclosed with a moat, crossed by drawbridge on the north side.

In 1805 John Musters's son Jack married Mary Chaworth, Byron's childhood love-interest from Annesley Hall. In 1827 Jack inherited Colwick Hall from his father, but in 1831, during the Second Reform Bill disturbances, it was sacked and partly burned by rioters.

Jack and Mary's eldest son, John George Chaworth Musters (1807–1842), predeceased his father, leaving three orphaned children. The eldest son, John Chaworth Musters (1838–1887), inherited the estates from his grandfather Jack in 1847. He in turn was succeeded in 1887 by his son John Patricius Chaworth Musters (1860–1921).

In 1896 the hall was sold to the Nottingham Racecourse Company; the hall became a public house and the rest of the buildings were used to accommodate grooms and jockeys.

Nottingham Corporation acquired the hall from the Racecourse Company in 1965. The building then fell into disrepair until it was saved by Chek Whyte, who won a competition to restore it. It was then sold on to become a hotel.

<http://www.nottshistory.org.uk/books/colwick/colwick4.htm>

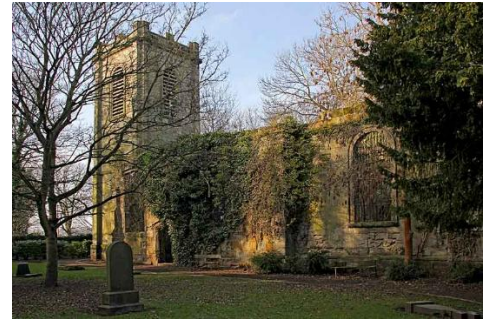
https://en.wikipedia.org/wiki/Colwick_Hall

17. St Johns Church

The Domesday Book records a church and priest at Colwick in 1086 but the church that now stands in ruins was largely built by Sir John Byron in the 16th Century. It incorporates 14th and 15th Century sections from an earlier church. The building at that time probably had a spire not a plain tower.

By 1912 the roof of the church was in a poor state. Although repairs made the building serviceable again for a few years, the condition of the church continued to deteriorate. The roof was again repaired to keep the rain out in December 1929 but its condition continued to give concern and in 1933 the church was abandoned as dangerous. It was finally closed as being unsafe in March 1936, and in November 1936, the principal beam of the roof gave way, bringing down most of the nave roof.

In 1950, a new Church of St John the Baptist was built on Vale Road, Colwick. In 1976 the old graveyard was closed and the old church was made officially redundant in 1979. Today, the ruins are listed Grade II. Inside the ruin, shrubbery and trees have established themselves.



<https://southwellchurches.nottingham.ac.uk/colwick-old-church/hhistory.php>

18. Colwick Country Park

Originally part of the estate of Colwick Hall the Country Park opened in 1978, with former gravel workings being landscaped and planted to form a recreational facility for Nottingham. The park has been used for many different purposes including agricultural shows, army camps during both world wars and training grounds for the fire service. The park has two lakes: Main Lake (65 acres) and West Lake (24 acres) and has organised swimming sessions, carp fishing, educational facilities, children's play areas, wildlife areas, dog walking, orienteering, geocaching, bird watching and wildlife photography, cycling, horse riding and ranger led activities. There is a centre with activities including power boating, camp crafts and windsurfing. There is also a marina for mooring at the River Trent.

https://en.wikipedia.org/wiki/Colwick_Country_Park

19. Nottingham Sea Cadets



This is an independent organisation for girls and boys, aged 10 - 18 based on the traditions of the Royal Navy. The aim of the Corps is to help young people towards responsible adulthood, by encouraging valuable personal attributes and high standards of conduct, using a nautical theme based on the customs of the Royal Navy. Cadets learn a wide range of skills, and are encouraged to become useful members of the community.

There are opportunities to sail, canoe, shoot, join in sports of all sorts, and play in bands.

<https://www.sea-cadets.org/nottingham>

20. National Design Academy – based in Rufford Hall, alongside the River Trent, this is a provider of Interior Design courses. www.nda.ac.uk



View from River Trent

National Design Academy (NDA) has been established for over 35 years, and is the UK's leading provider of fully **accredited** Interior Design courses. NDA has alumni of over 35,000 graduates in over 100 countries. We offer flexible, part-time, online courses that fit around your work and personal commitments. We offer **Diploma courses** accredited by **AIM Qualifications**, and **BA (Hons) & Master's degrees** awarded by our academic partner, **De Montfort University Leicester**.

21. River Crescent Apartments



The River Crescent development began the process of Nottingham Riverside Regeneration, leading the way in eco-tech construction and renewable energy initiatives.

All 136 apartments have a south facing river-view balcony or terrace, low energy kitchen and bathroom appliances and access to secure underground parking, a health and fitness facility which includes a 20m swimming pool, spa pool, fully equipped gym and business centre. The development achieved an ECO Homes Excellent Rating with numerous sustainability features such as high levels of sound and thermal insulation, south facing aspect with solar control glazing, Brise-Soleil shading, wind turbines and natural ventilation.

On completion, the development won numerous UK Property Awards, including: Best Development in Nottinghamshire, Best Architecture UK, Best Apartment in Nottinghamshire.

22. Beck Valley Storm Water Culvert

The Beck Valley Storm Water Culvert carries the Beck Burn for about two miles under Nottingham. The culvert is a major construction built in the 1880s to cope with surface water from the rapid urbanisation of the east side of Nottingham. It originates with the 'Beck' which flowed from St Ann's Well roughly on the line of St Ann's Well Road, Huntingdon Street and Lower Parliament Street to join the original River Leen a short distance east of the present London Road.

The following extract from a web page tells more: <https://undercitywebsite.blogspot.com/2009/03/nottingham-nottingham-background-and.html>

In Robin Hood's time—around the 13th century AD—and for centuries after, the Beck had been a clear and sparkling brook that ran through Sneinton, an area of pastures and fields just east of Nottingham's gates.the Beck Burn was never central to Nottingham Up until about the 17th century, it was literally peripheral, running just outside of Nottingham's eastern edge and flowing south into the River Leen, which was effectively the town's southern border.

Rather, its importance as an incubator of urban development lay in its value as one of several watercourses that richly supplied the region with irrigation, washing water, and drinking water for people and livestock. The springs that supplied it were on the north side of town, and with the Leen on the south this gave the town freshwater sources on three sides. Charles Deering, an historian of the town who lived and wrote in the 18th century, pointed out that the Beck Burn was invaluable as a source of water for the luxuriant corn and hay fields to the north, as well as the cattle pastured both north and east of the town. After enumerating the other advantages of the site—the navigable Trent River less than a mile to the south, and the closeness of the famous Sherwood forest—Deering asks rhetorically: "Thus were a Naturalist in Quest of an exquisite Spot to build a Town or City upon, could he meet with one that would better Answer his Wishes?"

The Beck's primary source was St. Ann's Well, a spring that was located north of town at the end of what is now St. Ann's Well Road. Another unnamed spring fed into the stream between St. Ann's Well and the town. The stream originally flowed into the Leen River, which in turn flowed into the larger Trent River. The Trent River, as well as the Nottingham Canal of the late 18th century, provided transport routes that helped Nottingham develop into the central market town of the region. The Trent is not much changed from its old course, but the Leen disappeared when its water was redirected into the canal [see Walk No 18: R Trent, R Leen & Beeston-Nottingham Canal] . The Beck Valley Culvert now flows directly into the Trent, well south of the town's boundaries in the middle ages.

23. Trent Basin

The Trent Basin site, which faces the Lady Bay nature reserve, was Nottingham's biggest river port and it was here that barges from Hull unloaded cargo such as Baltic timber, flour and cocoa for chocolate and reloaded with locally made manufactured goods such as hardware and machinery for the return journey downstream.

The Trent Lane Depot was built between 1928 and 1931 as part of a concerted effort by Nottingham to increase the flow of freight along the city's 'highway to the sea' – the Trent. Every year tens of thousands of tonnes of essential cargo was delivered here and stored in two vast white concrete warehouses.

The warehouses were long a dominating feature of the site and while they have now gone a reminder of the site's past use still exists in the form of the water-filled basin where big cargo barges once moored.

<https://nlha.org.uk/>

The concrete structures of the No.1 and No.2 Trent Depot warehouses were a prominent sight opposite The Hook, until their eventual demolition in 2012 (photo A Rowe).

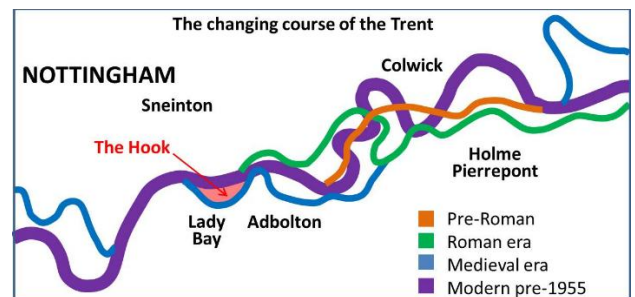
<https://www.friendsofthehook.org.uk/history/>



24. The Hook

The Hook is believed to be named from the shape of a meander in the ancient course of the Trent.

The Trent established its current flood plain at the end of the last ice age. Meandering continued within this plain, as illustrated from the graphic (from Salisbury et al. Mercian Geologist, vol9,no4, p189-207, 1984) The Hook seems to have become defined as a cut-off meander from medieval times. Human settlement of the Trent Valley occurred from the Bronze Age onwards, with the primal forest progressively cleared for cultivation.



Roman era log boats were found during the excavations of the National Watersports Centre in 1967. Evidence of Norman and medieval fish weirs and later weirs and structures to aid early navigations have also been excavated.

<https://www.friendsofthehook.org.uk/history/>

The site became a Local Nature Reserve in 2009 and is managed by Rushcliffe Borough Council with help from a group of volunteers: Friends of The Hook.

The Hook is an area subject to flooding. As I mentioned in a previous walk, Holme Road which runs alongside The Hook was the fictional home of Paul Morel, in D. H. Lawrence's 'Sons and Lovers'. Near the end of the story, Paul has split with Clara, his second love, and meets up again with his previous love, Miriam, at the Unitarian Church, High Pavement in Nottingham (now the Pitcher and Piano public house). He asks her to come back to his lodging for supper. They cross the Trent, which '*ran dark and full under the bridge....He lived down Holme Road, on the naked edge of the town, facing across the river meadows [The Hook] towards Sneinton Hermitage and the steep scarp of Colwick Wood. The floods were out. The silent water and the darkness spread away on their left. Almost afraid, they hurried along by the houses*'.